

Select Board Meeting

Monday, November 17, 2025 at 6:30 PM

Town Offices, Select Board Room

36 Bartlet Street, Andover, MA 01810

Meetings are televised on Comcast Channel 22 and Verizon Channel 45

RECEIVED
TOWN CLERK'S OFFICE
2025 NOV 13 PM 4:25
TOWN OF ANDOVER, MA

I. Call to Order – 6:30 P.M.

II. Opening Ceremonies

A. Moment of Silence/Pledge of Allegiance

III. Town Manager Report

IV. Communications/Announcements/Liaison Reports

V. Public Comment

I. Public Hearings

A. Capital Improvement Program FY2027 – 2031

Town Manager to present the Town Manager’s recommended Capital Improvement Program.

B. Fiscal Year 2026 Tax Classification- 2nd Reading

Board to discuss and consider voting classification and taxation of all property in Town.

II. Regular Business

A. Local Initiative Program Application – 2nd Reading

Hearthstone Realty Corporation/DREAM Collaborative to present a Local Initiative Program application for the development of a condominium complex at 84-88 Andover Street. Board to consider voting to support the application.

B. Pearson Street

Board to receive an update on the potential and future closure of Pearson Street.

Summary of Town Manager Staff Appointments

The Town Manager is pleased to announce the following appointments:

Department	Name	Position	Date of Hire	Rate/Term
Andover Police Department	John Bessette (Edward Guy)	Police Officer	01/05/2026	\$60,382.15/year
Community Development & Planning – Health Division	Vivian Zeng (Thomas Carbone)	Director of Public & Environmental Health	01/05/2026	\$138,000/year
Sustainability Division	Melissa Eusden (Joyce Losick-Yang)	Director of Sustainability	11/19/2025	\$92,979.18/year

III. Adjourn

If any member of the public wishing to attend this meeting seeks special accommodations in accordance with the Americans with Disabilities Act, please contact Amy Heidebrecht in the Town Manager’s Office at 978-623-8213 or by email at amy.heidebrecht@andoverma.us



**TOWN OF ANDOVER
MASSACHUSETTS
Board of Assessors
(978) 623-8930
Fax (978) 623-8993**

DATE: November 7, 2025

TO: Mr Alexander J Vispoli, Chair
And Members of the Select Board

FROM: Tristan Hoare, MAA
Board of Assessors

SUBJECT: Classification of Property - Fiscal Year 2026

The Board of Assessors for the Town of Andover has determined the total valuation for all property in Andover for Fiscal Year 2026. The Department of Revenue has granted approval of the FY2026 assessments in Andover. With this approval we can determine the minimum residential factor that may be adopted by the Town of Andover pursuant to Chapter 40, Section 56, and the percentages of the local tax levy that may be borne by each class of property for the Fiscal Year 2026 tax.

In accordance with Chapter 390 of the Acts of 1982, the Andover Select Board will hold a public hearing on November 12th 2025 at 5.30 p.m. in order to determine the following items as they pertain to the Fiscal Year 2026 tax rate:

1) The adoption of a residential factor for the purpose of determining the percentage tax load to be borne by each class of property.

The major decision for the Select Board is the annual determination of a residential factor in order to determine the tax burden to be borne by each class of property. The Commissioner of Revenue for the Commonwealth of Massachusetts has determined that the residential factor can be a minimum of 84.4335% and a maximum of 100% or a factor of 1. Selection of the minimum residential factor will establish a maximum commercial, industrial and personal property tax shift of 175%. A maximum residential factor of 1 will establish a uniform tax rate for all classes of property. The Select Board may select either of these factors or any factor in between the two.

2) The determination of a discount factor of up to twenty-five percent (25%) for all land properly identified as "Open Space".

The Select Board is entitled to grant a discount factor of up to twenty-five percent for all property classified as open space. This exemption is to preserve open space from development. These parcels are different from undevelopable land. Currently, Andover does not have any Open Space classed parcels. If the parcels are unbuildable, then there is no development potential and really are not "open space" from an assessment standpoint. As such, the previously classified open space parcels have been reclassified as they should be as vacant undevelopable land.

3) The determination of a residential exemption factor of up to thirty-five percent (35%).

The Select Board may grant an exemption of not more than thirty-five percent (35%) of the **average value of all Class One, residential property**. The exemption is borne by the residential class and may only be applied to residential parcels that are the **principal residence** of the taxpayer as used by the taxpayer for state income tax purposes as of January 1, 2025. The average assessment of residential property overall for FY2026 is \$974,988. The average single family home assessment for FY2026 is \$1,028,307. The maximum discount of 35% allowed for each eligible parcel would therefore be up to \$341,245. Based on these figures, every eligible parcel currently valued at less than \$974,988 would be subjected to a tax reduction. Conversely, each parcel valued greater than \$974,988 would be subjected to a tax increase. The less expensive residential properties would receive a tax reduction while more expensive properties would receive a tax increase.

4) The determination of a small commercial exemption of up to ten percent (10%).

Commercial properties with an assessed value of less than one million dollars and having each and every business in the building appearing on a specific list, prepared by the Department of Employment Assistance, are eligible for a reduction in assessed value of up to ten percent (10%) of the existing assessed value. The resultant reduction in value and tax is to be borne by ineligible commercial and industrial property.

The information that follows in this packet is submitted to the Select Board to assist in understanding the impact of their votes. All tax rates and tax levy amounts are estimated in this document. The actual tax levy and the resultant tax rate/s cannot be calculated until the Select Board completes the Fiscal Year 2026 classification process

**Respectfully submitted,
Tristan Hoare MAA, Chief Assessor**

Fiscal Year 2026 Property Valuation Changes

FY2026 assessments were derived using calendar year 2023 and 2024 sales. Single family home assessments increased from an average assessment of \$1,028,307 to \$1,072,150, a 4.2% increase. Condominium assessments increased from an average of \$506,102 to a FY2026 average of \$519,969, a 2.7% increase. Multifamily assessments, two and three family homes, had an average assessment of \$846,748 in FY2025 that increased to \$926,660 for FY2026, a 9.4% increase. Commercial assessments increased 3.3% from an average FY2025 assessment of \$3,181,896 to a FY2026 average assessment of \$3,285,580. Industrial properties had an average assessment of \$7,816,316 increasing to an average assessment for FY2026 of \$8,460,284, a 8.2% increase. These percentages represent overall changes in classes of properties. Individual assessment changes may be different.

In the previous fiscal year of FY2025 assessments were derived using calendar year 2022 and 2023 sales. Single family home assessments increased from an average assessment of \$957,215 to \$1,028,307, a 7.4% increase. Condominium assessments increased from an average of \$448,699 to a FY2025 average of \$506,102, a 12.7% increase. Multifamily assessments, two and three family homes, had an average assessment of \$809,040 in FY2024 that increased to \$846,748 for FY2025, a 4.6% increase. Commercial assessments increased 9.4% from an average FY2024 assessment of \$2,907,201 to a FY2025 average assessment of \$3,181,896. Industrial properties had a FY2024 average assessment of \$6,810,100 increasing to an average assessment for FY2025 of \$7,816,316, a 14.7% increase. These percentages represent overall changes in classes of properties.

Fiscal Year 2026 Classification Data

1. Total Assessed Value by Class - Fiscal Years 2025 to 2026 Comparison

The following chart compares the Fiscal Years 2025 and 2026 total assessed values of property by class. The total assessed value of all property in Andover increased by \$571,326,911. The class breakdown for the percentage changes are shown on the following table:

Property Class	Fiscal 2025 Value	Fiscal 2026 Value	% Change
Residential	10,852,450,460	11,318,767,491	+4.3%
Open Space	0	0	0%
Commercial	842,920,155	\$863,547,966	+2.4
Industrial	1,091,316,400	1,176,126,800	+7.7
Personal Property	390,485,519	390,057,188	-0.1%
TOTAL	13,177,172,534	13,748,499,445	+4.3

2. Total Assessed Value Residential v. Commercial Class - Fiscal Years 2025 to 2026 Comparison

The following chart compares the Fiscal Year 2025 property values of residential and commercial (CIP) property to Fiscal Year 2026 totals.

Property Class	Fiscal 2025 Value	Fiscal 2026	% Change
Res. & Open Space	10,852,450,460	11,318,767,491	+4.3%
CIP	2,324,722,074	2,429,731,954	+4.5%
TOTAL	13,177,172,534	13,748,499,445	+4.3%

Estimated Tax Rates for Fiscal Year 2026

The levy limit for Fiscal Year 2026 is \$199,123,075. This amount includes \$10,075,274 for debt exclusions. The estimated excess levy capacity for Fiscal Year 2026 is \$1,218,661. This will change when the tax rate is calculated due to rounding. The calculation of the excess levy capacity is calculated as follows.

Fiscal Year	Tax Levy Limit	Amount Levied	Excess Levy Amount
2026 (Estimated)	\$199,123,075	\$197,904,414	\$1,218,661
2025	\$192,422,261	\$191,831,670	\$590,591

The following table projects Fiscal Year 2026 estimated tax rates using various factors. **The FY2025 Shift Factor was 1.67%, which produced a residential rate of \$12.49 and a commercial rate of \$24.31 for FY2025.**

Residential Factor	Resulting CIP Shift Factor (%)	Residential Rate	Commercial Rate
1.00	100	\$14.41	\$14.39
95.71	120	\$13.79	\$17.27
93.56	130	\$13.49	\$18.71
91.41	140	\$13.18	\$20.15
89.27	150	\$12.87	\$21.59
89.05	151	\$12.84	\$21.74
88.84	152	\$12.81	\$21.88
88.62	153	\$12.78	\$22.02
88.41	154	\$12.74	\$22.17
85.40	168	\$12.31	\$24.18
85.19	169	\$12.28	\$24.33
85.08	169.50	\$12.27	\$24.40
84.97	170	\$12.25	\$24.47
84.76	171	\$12.22	\$24.61
84.54	172	\$12.19	\$24.76
84.33	173	\$12.16	\$24.90
84.11	174	\$12.13	\$25.05
83.90	175	\$12.10	\$25.19

- If you were to choose to keep the same percentage shares of the levy by class, so that residential and the commercial, industrial and personal property classes would pick up the same aggregate percentage of the levy as they did in Fiscal Year 2025, you would need to vote a residential factor of 85.72 equating to a 166.5 shift. By adopting this factor the average residential tax bill would increase by 3.1%, the average commercial tax bill would increase by 1.8% and the average industrial tax bill would increase by 6.7%.
- If you were to choose to keep the tax increases as uniform as possible by class, then a vote of a residential factor of 85.40 would have to be adopted, equating to a shift factor of 168. By adopting this factor the average residential tax bill would increase by 2.7%, the average commercial tax bill would increase by 2.7% and the average industrial tax bill would increase by 7.7%.
- If you were to choose to keep the same shift factor constant at a 167shift, you would need to vote a residential factor of 85.62. Should the Fiscal Year 2026 shift factor remain at 167, the average single family tax bill would increase by about 3.0% while the average commercial tax bill would increase by 2.1% and the average industrial tax bill would increase by 7.0%.

The average single-family value increased from \$1,028,307 to \$1,072,150 while the average commercial value increased from \$3,181,896 to \$3,285,580 and the average industrial value increased from \$7,816,317 to \$8,460,284.

**TOWN OF
ANDOVER
LEVY SHARE AT FULL VALUE**

FISCAL YEAR	RES/OPN SPACE	RESID %	COMM/IND/PERSPROP	CIP %
2025	10,852,450,460	82.35%	2,324,722,074	17.65%
2024	10,052,302,417	82.73%	2,098,480,771	17.27%
2023	9,069,497,304	82.90%	1,871,073,735	17.10%
2022	7,986,757,090	82.69%	1,671,808,277	17.31%
2021	7,340,698,246	81.31%	1,686,972,311	18.69%
2020	7,175,327,051	81.55%	1,623,682,294	18.45%
2019	6,825,956,695	82.03%	1,495,380,731	17.97%
2018	6,347,884,255	81.39%	1,451,345,590	18.61%
2017	6,191,555,580	80.77%	1,473,754,609	19.23%
2016	6,117,465,085	81.11%	1,425,011,097	18.89%
2015	5,801,226,330	80.24%	1,428,720,404	19.76%
2014	5,483,302,185	80.16%	1,357,223,951	19.84%
2013	5,450,304,845	80.12%	1,352,415,081	19.88%
2012	5,448,632,321	80.14%	1,349,872,925	19.86%

HISTORICAL TAX RATES

FISCAL YEAR	RES/OPN SPACE	COMM/IND PERS PROP
2025	\$12.49	\$24.31
2024	\$12.88	\$25.48
2023	\$13.66	\$27.32
2022	\$14.60	\$29.29
2021	\$15.29	\$28.09
2020	\$15.01	\$27.14
2019	\$15.27	\$27.51
2018	\$15.64	\$27.61
2017	\$15.18	\$26.46
2016	\$14.82	\$25.99
2015	\$14.97	\$24.77
2014	\$15.18	\$25.25
2013	\$14.51	\$24.26
2012	\$14.15	\$23.54

HISTORIC CLASSIFICATION FACTORS		
FISCAL YEAR		SHIFT
2025		167
2024		169.5
2023		171
2022		171
2021		159
2020		157.5
2019		157.5
2018		154.5
2017		152.5
2016		153.5
2015		146.5
2014		147
2013		147.5
2012		147

CLASS	PERCENTAGE CHANGES IN PROPERTY TYPE VALUES			
	VALUE FY2025	VALUE FY2026	VALUE CHANGE	PERCENT CHANGE
Single Family	8,985,350,700	9,374,880,751	\$389,530,051	4.3%
Condominium	1,022,326,100	1,060,218,300	\$37,892,200	3.7%
2 & 3 Family	197,908,800	213,132,000	\$15,223,200	7.7%
Multi-Family	493,914,400	514,902,000	\$20,987,600	4.2%
Vacant Land	78,629,400	78,158,900	-\$470,500	-0.5%
Other Residential	74,321,060	77,475,540	\$3,154,480	4.2%
Open Space	0		\$0	0.0%
Commercial	842,920,155	863,547,966	\$20,627,811	2.4%
Industrial	1,091,316,400	1,176,126,800	\$84,810,400	7.7%
Personal Property	390,485,519	390,057,188	-\$428,331	-0.1%
TOTAL	13,177,172,534	13,748,499,445	\$571,326,911	4.3%

COMMUNITY COMPARISON OF FY2025 TAX RATES		
COMMUNITY	RSDNTL RATE	COM/IND RATE
ACTON	\$17.15	\$17.15
ANDOVER	\$12.49	\$24.31
ARLINGTON	\$10.77	\$10.77
BEDFORD	\$12.04	\$27.12
BELMONT	\$11.39	\$11.39
CANTON	\$9.89	\$20.45
CONCORD	\$13.26	\$12.39
DUXBURY	\$10.14	\$10.14
HINGHAM	\$10.69	\$10.69
LEXINGTON	\$12.23	\$24.26
MARBLEHEAD	\$9.05	\$9.05
NATICK	\$11.96	\$11.96
NEEDHAM	\$10.60	\$20.91
NORWELL	\$13.07	\$13.07
SUDBURY	\$14.64	\$21.04
WAYLAND	\$15.63	\$15.63
WELLESLEY	\$10.28	\$10.28
WESTWOOD	\$12.80	\$24.26

FY2026 DISTRIBUTION OF ASSESSMENTS OF **SINGLE FAMILY HOME PARCELS**

Value Range	Total Count	% of Total Count	Aggregate Value	% of Total Value
0 to 300,000	3	0.0%	720,000	0.01%
300,001 to 400,000	14	0.2%	5,166,100	0.06%
400,001 to 500,000	43	0.5%	20,155,100	0.21%
500,001 to 600,000	196	2.2%	109,963,300	1.17%
600,001 to 700,000	518	5.9%	339,080,300	3.61%
700,001 to 800,000	978	11.2%	736,839,800	7.85%
800,001 to 900,000	1435	16.4%	1,224,894,851	13.04%
900,001 to 1,000,000	1525	17.4%	1,448,472,278	15.43%
1,000,001 to 1,100,000	1084	12.4%	1,133,894,200	12.08%
1,100,001 to 1,200,000	741	8.5%	849,239,300	9.04%
1,200,001 to 1,300,000	600	6.8%	748,750,000	7.97%
1,300,001 to 1,400,000	429	4.9%	577,865,900	6.15%
1,400,001 to 1,500,000	304	3.5%	439,969,400	4.69%
1,500,001 to 2,000,000	634	7.2%	1,070,618,500	11.40%
2,000,001 AND UP	259	3.0%	684,285,300	7.29%
TOTALS	8763	100.0%	9,389,914,329	100.00%

FY2026 DISTRIBUTION OF ASSESSMENTS OF **COMMERCIAL & INDUSTRIAL** PARCELS

Value Range	Total Count	% of Total Count	Aggregate Value	% of Total Value
0 to 1,000,000	209	51.4%	68,127,300	3.34%
1,000,001 to 2,000,000	67	16.5%	94,097,400	4.62%
2,000,001 to 4,000,000	47	11.5%	139,375,800	6.84%
4,000,001 to 6,000,000	16	3.9%	77,313,200	3.79%
6,000,001 to 8,000,000	9	2.2%	60,735,900	2.98%
8,000,001 to 10,000,000	7	1.7%	62,870,500	3.08%
10,000,001 to 12,000,000	11	2.7%	122,666,200	6.02%
12,000,001 to 14,000,000	4	1.0%	51,747,600	2.54%
14,000,001 to 16,000,000	5	1.2%	73,322,400	3.60%
16,000,001 to 18,000,000	5	1.2%	85,960,600	4.22%
18,000,001 to 20,000,000	4	1.0%	76,902,000	3.77%
20,000,001 to 22,000,000	1	0.2%	21,010,200	1.03%
22,000,001 to 24,000,000	3	0.7%	69,444,900	3.41%
24,000,001 to 26,000,000	2	0.5%	49,547,600	2.43%
26,000,001 to 28,000,000	0	0.0%	0	0.00%
28,000,001 to 30,000,000	1	0.2%	28,753,500	1.41%
30,000,001 to 32,000,000	2	0.5%	61,542,000	3.02%
32,000,001 AND UP	14	3.4%	895,016,500	43.91%
TOTALS	407	100.0%	2,038,433,600	100.00%

Average tax bill increases at 5 year and 10 year averages

Effects of FY2025 shift on 5 and 10 year averages

FISCAL YEAR	AVERAGE SINGLE FAMILY VALUE	AVERAGE SINGLE FAMILY TAX	TAX BILL INCREASE	AVERAGE COMM VALUE	AVERAGE COMM TAX	TAX BILL INCREASE	AVERAGE INDUST VALUE	AVERAGE INDUST TAX	TAX BILL INCREASE	SHIFT
2025	1,028,307	12,843	4.17%	3,181,896	77,351	4.40%	7,816,316	190,014	9.50%	167
2024	957,215	12,328	5.07%	2,907,201	74,075	1.80%	6,810,100	173,521	8.97%	169.5
2023	858,952	\$11,733	5.94%	2,590,325	\$70,768	1.00%	5,828,734	\$159,241	6.21%	171
2022	758,570	11,075	4.20%	2,392,289	\$70,070	8.78%	5,118,906	149,933	12.10%	171
2021	695,153	\$10,629	3.97%	2,293,079	\$64,413	3.97%	4,761,648	\$133,755	3.70%	159
2020	681,094	\$10,223	2.51%	2,282,749	\$61,954	2.44%	4,752,441	\$128,981	2.80%	157.5
2019	653,104	\$9,973	3.98%	2,198,398	\$60,478	3.88%	4,561,024	\$125,474	4.74%	157.5
2018	613,260	\$9,591	4.60%	2,108,567	\$58,218	5.30%	4,338,749	\$119,793	6.20%	154.5
2017	604,053	\$9,170	2.51%	2,089,455	\$55,287	2.84%	4,262,878	\$112,796	2.23%	152
2016	603,550	\$8,945	3.43%	2,068,524	\$53,761	3.63%	4,245,399	\$110,338	4.52%	153.5
5 yr avg	2023-2019 AVERAGE		4.67%			3.99%			8.09%	
10 yr avg	2023-2014 AVERAGE		4.04%			3.80%			6.10%	

<p>MASSACHUSETTS Executive Office of Housing and Livable Communities Local Initiative Program Application for Comprehensive Permit Projects</p>

INSTRUCTIONS

Please submit three copies of the application and attachments. Note: only one set of site plan and sample elevations (attachments 11 and 12 noted on page 22) are required. An application fee, payable to the Executive Office of Housing and Livable Communities, shall be submitted with the application. The schedule of fees is as follows:

	Project Fee	plus	Per Unit Fee
Municipality	\$1,000		\$30
Non-Profit	\$1,750		\$40
All Others	\$4,000		\$50

Mail to:

Local Initiative Program
Executive Office of Housing and Livable Communities
100 Cambridge Street, Suite 300
Boston, MA 02114
Attn: Rieko Hayashi, LIP Director

To complete the application electronically, simply position your cursor on a line and type. Use the tab key to move between questions.

If you have any questions, please refer to the EOHLC 40B Guidelines, specifically Section VI. For further assistance, contact Rieko Hayashi at 617-573-1426 or Rieko.Hayashi@Mass.Gov

NOTE: For Rental Projects, to complete information on Project Feasibility (Section X), go to the One Stop Application at <http://www.mhlc.com> and complete Section 3 Sources and Uses and Section 4 Operating Pro Forma. Submit the sections with the Application

Application Contents:

- | | |
|------------------------------------|-------------------------------------|
| I. General Information | VIII. Surrounding Area |
| II. Community Support | IX. Financing |
| III. Municipal Contact Information | X. Project Feasibility |
| IV. Development Team | XI. Development Schedule |
| V. Project Information | XII. Marketing Outreach and Lottery |
| VI. Site Information | XIII. Checklist of Attachments |
| VII. Design and Construction | |

January 2016

MASSACHUSETTS
 Executive Office of Housing Livable Communities
Local Initiative Program
Application for Comprehensive Permit Projects

I. GENERAL INFORMATION

Community: Andover, MA
 Name of Development: Trailside Andover
 Site Address: 84-88 Andover St, Andover MA 01810
 Developer: DREAM Development & Hearthstone Realty Corporation

1. Type of Housing:
 Single Family house Rental
 Condominium Age Restricted

2. Project Characteristics:
 New Construction Conversion
 Rehabilitation Other

3. Total Acres 2.52 Density of Project (units/acre) 15.87

4. Unit Count:
 Total Number of Units 40
 Market Rate \$ 30
 Affordable \$ 10

5. Unit Prices/Rents:
 Market Rate \$ 750K
 Affordable \$ 360K

Required Signatures for the
 Comprehensive Permit Project Application
 Chief Executive Official
 of Municipality:

Chair, Local Housing Partnership
 (if applicable):

Signature: _____

Signature: _____

Print Name: _____

Print Name: _____

Date: _____

Date: _____

II. COMMUNITY SUPPORT

1. Letter of Support from Municipality - Attach a letter containing a short narrative on the basics of the project, the history of the project, the ways in which the community is providing support, and how the development team has addressed any concerns the community has. The letter must be signed by the chief elected official of the community.

2. Letter of Support from Local Housing Partnership - If the community has a housing partnership, please attach a letter from them indicating their support for the project. The letter should summarize how the partnership has been working with the developer.

3. Local Contributions - Check off all that apply and provide a brief description at the end.

- Land donation (dollar value _____)
- Building donation (dollar value _____)
- Marketing assistance
- Other work by local staff
- Density increase
- Waiver of permit fees
- Other regulatory or administrative relief (specify) _____
- Local funds (cash)
Amount \$ _____ Source: _____
- HOME funds
- Agreement by a lender to provide favorable end-loan financing (ownership projects only)
- Other (specify) N/A

Briefly explain the contributions: _____

4. Municipal Actions and Local Plans - Briefly describe how the project fits with any planning the community has done (e.g. master plan, community development plan, affordable housing plan) and other local land use and regulatory actions that provide the opportunity for affordable housing (including multi-family and overlay districts, inclusionary zoning by-laws and ordinances).

The Trailside Andover project aligns well with the Town of Andover's planning goals by supporting smart growth and housing diversity within existing residential zones. The project re-purposes two underutilized residential lots near Andover Street and Dascomb Road, an area already served by infrastructure and adjacent to community assets like the Bear Mountain senior care facility and AVIS conservation trails.

It advances the community's broader objectives to expand accessible, age-friendly housing options while preserving open space and maintaining neighborhood character. The design's focus on energy efficiency, universal accessibility, and compact density reflects Andover's commitment to sustainable development and housing choice for aging residents who wish to remain in town.

In essence, Trailside Andover complements local planning efforts by introducing context-sensitive infill housing that meets both current demographic needs and long-term community resilience goals.

III. MUNICIPAL CONTACT INFORMATION

Chief Elected Official

Name _____
Address _____
Phone _____
Email _____

Town Administrator/Manager

Name Andrew P. Flanagan
Address 36 Bartlet Street, Andover, MA 01810
Phone 978-623-8210
Email andrew.flanagan@andoverma.us

City/Town Planner (if any)

Name Paul Materazzo
Address 36 Bartlet Street, First Floor, Andover MA 01810
Phone 978-623-8650
Email planning@andoverma.gov

City/Town Counsel

Name Douglas W. Heim
Address 36 Bartlet Street, Andover MA 01810
Phone 978-623-8260
Email _____

Chairman, Local Housing Partnership (if any)

Name _____
Address _____
Phone _____
Email _____

Community Contact Person for this project

Name _____
Address _____
Phone _____
Email _____

IV. DEVELOPMENT TEAM INFORMATION (include all development members)

Developer
Name DREAM Development LLC
Address 6 Liberty Square # 2512 Boston, MA 02109
Phone 617-606-7029
Email gminott@dreamcollaborative.com
Tax ID 81-4445795

Contractor
Name Hearthstone Realty Corporation
Address 28 Andover St, Andover, MA 01810
Phone (978) 475-5400
Email wdperk@icloud.com
Tax ID _____

Architect
Name DREAM Collaborative LLC
Address 6 Liberty Square #2338, Boston MA 02109
Phone 617-606-7029
Email tdepeiza@dreamcollaborative.com
Tax ID 26-3556581

Engineer
Name Dana F. Perkins, Inc
Address 1057 East Street Tewksbury, MA 01876
Phone (978) 858-0680
Email info@danafperkins.com
Tax ID _____

Attorney
Name David F. Bernardin
Address 21 Central St. Andover, MA 01810-3703
Phone _____
Email _____
Tax ID _____

Housing Consultant
Name _____
Address _____
Phone _____
Email _____
Tax ID _____

Marketing/Lottery Agent
Name _____
Address _____
Phone _____
Email _____
Tax ID _____

TEAM EXPERIENCE – DEVELOPER/CONTRACTOR QUALIFICATIONS

Complete the charts on the following pages for all housing projects undertaken by the developer and the contractor during the past five years. Include projects currently in construction. Provide owner references for each project, including a current phone number. Alternatively, a resume outlining the experience that covers the items listed on the chart below may be submitted.

1. Developer: DREAM Development LLC (See Resume Attached)

Project Summary	Project #1	Project #2	Project #3	Project #4
Project Name:				
Community Address:				
Housing Type:				
Number of Units:				
Total Development Costs:				
Subsidy Program (if applicable):				
Date Completed:				
Reference: Name and Telephone #:				

2. Contractor: Hearthstone Realty Corporation (See Resume Attached)

Project Summary	Project #1	Project #2	Project #3	Project #4
Project Name:				
Community Address:				
Housing Type:				
Number of Units:				
Total Development Costs:				
Subsidy Program (if applicable):				
Date Completed:				
Reference: Name and Telephone #:				

3. Other Chapter 40B Experience

Have you or any members of your team had previous Chapter 40B experience with EOHLC and/or other subsidizing agencies? Yes No

If yes, please explain. Hearthstone Realty Corporation has 3 chapter 40B projects

_____.

4. Bankruptcy / Foreclosure

Have you or any entities you control ever filed for bankruptcy or have had a property foreclosed? Yes No

If yes, please explain. _____

_____.

DEVELOPER CERTIFICATION

The undersigned hereby certifies that he/she is _____ (Title) of _____ (Legal Name of Applicant) and that the information requested below for the project known as _____ (Project Name) is complete and that all information contained in this application is true and correct to the best of his/her knowledge. The undersigned Developer agrees to execute EOHLC model documents, as required. If the Developer is other than a non profit corporation or public entity, the Developer hereby certifies that it shall comply with all reporting requirements described in 760 CMR 56.00 and as set forth in the LIP Guidelines.

Signature of Developer _____

Print Name: _____

Date _____

V. PROJECT INFORMATION

1.	Type of Housing:	Total Number of Units
	Single-Family House	_____
	Condo	<u>40</u>
	Rental	_____
	Other	_____

2. Total Number of Units Affordable 10 Market 30

3.	Project Style:	Total Number of Units
	Detached single-family house	_____
	Rowhouse/townhouse	_____
	Duplex	_____
	Multifamily house (3+ family)	<u>X</u>
	Multifamily rental building	_____
	Other (specify)	_____

4. Is this an age-restricted (55+) Development? Yes No
 If yes, please submit a marketing study that demonstrates an understanding of the region’s demographics, market demand and the particular strategies necessary to attract buyers to both market and affordable units.

5. Estimate the percentage of the site used for:

Buildings 21.9 Parking & Paved Areas 27.6
 Usable Open Space 36.7 Unusable Open Space 13.8

6. Is any portion of the project designed for non-residential use? No
 If yes, explain the non-residential uses. _____

7. Sustainable Development Design and Green Building Practices

In accordance with the Sustainable Development Principles adopted by Governor Patrick’s Administration in 2007, EOHLC encourages housing development that is consistent with sustainable development design and green building practices. For more information, see Appendix VI.A-1 and VI.B-1 of the 40B Guidelines for a list of links to resources and opportunities related to sustainable development.

A. How will this development follow Sustainable Development Principles?

Trailside Andover promotes smart growth by redeveloping existing residential lots into compact, age-friendly housing close to services and conservation areas. The project preserves open space, improves stormwater management, and encourages walkability within the community.

B. How will the project maximize energy efficiency and meet Energy Star Standards?

The development will meet or exceed Energy Star standards through efficient HVAC systems, insulated building envelopes, and Energy Star-rated appliances. LED lighting, water-saving fixtures, and EV-ready parking will further reduce energy use and support long-term sustainability.

C. What elements of "green design" are included in the project (e.g. reduction of energy and water consumption, increasing durability and improving health)?

Trailside Andover incorporates energy- and water-efficient systems, including low-flow plumbing fixtures, LED lighting, and high-performance insulation to reduce consumption and operating costs. The project also emphasizes durable, low-emission materials and enhanced indoor air quality, supporting resident health, comfort, and long-term building performance.

8. Project Eligibility

A. Have you ever applied for a project eligibility letter involving any portion of the site, or are you aware of any prior application for a project eligibility letter involving any portion of the site?

Yes No If yes, explain.

Hearthstone Realty Corporation has 3 chapter 40B projects

B. Has the municipality denied a permit on another proposal for this site within the last 12 months? Yes No

9. Outstanding Litigation

Is there any outstanding litigation relating to the site? Yes No
If yes, explain.

10. Unit Composition

Complete the chart below. Include a separate entry for each unit type according to its square foot/age and/or sales price/rent.

Type of Unit	# of Units	# of Bdrms	# of Baths	Gross Sq. Ft.	# of Parking Spaces	Sales Price/Rent	Condo Fee	Handicap Accessible
Affordable	<u>4</u>	<u>1</u>	<u>1</u>	<u>1,150</u>	<u>1</u>	<u>375K</u>	<u>300</u>	<input type="checkbox"/> # <u>1</u>
	<u>6</u>	<u>2</u>	<u>2</u>	<u>1,435</u>	<u>1</u>	<u>425K</u>	<u>350</u>	<input type="checkbox"/> # <u>1</u>
	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<input type="checkbox"/> # <u> </u>
	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<input type="checkbox"/> # <u> </u>
Market	<u>30</u>	<u>2</u>	<u>2</u>	<u>1,435</u>	<u>1</u>	<u>753K</u>	<u>400</u>	<input type="checkbox"/> # <u>2</u>
	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<input type="checkbox"/> # <u> </u>
	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<input type="checkbox"/> # <u> </u>
	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<input type="checkbox"/> # <u> </u>
Other	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<input type="checkbox"/> # <u> </u>
	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<input type="checkbox"/> # <u> </u>

VI. SITE INFORMATION

1. Total Acreage 2.52 Total Buildable Acreage 0.55

2. Describe the current and prior uses of the subject site:
Two vacant homes (non-historic)

_____.

Existing buildings on site? Yes No
If yes, describe plans for these buildings:
Two vacant homes (non-historic)

_____.

3. Current Zoning Classification:
Residential SRB (minimum lot size) 30,000 SF
Commercial _____ Industrial _____ Other _____

4. Does any portion of the site contain significant topographical features such as wetlands?
Yes No If yes, how many acres are wetlands? _____
If yes, attach map of site noting wetland areas.
Is map attached? Yes No

5. Is the site located within a designated flood hazard area?
Yes No
If yes, please attach a map of the site with flood plain designations.
Is map attached? Yes No

6. Is the site or any building located on the site listed, nominated or eligible for listing on the National Register of Historic Places? Yes No

7. Is the site within a Historic District? Yes No
If yes, describe the architectural, structural and landscape features of the area:

_____.

8. In the past three years, have there been any defaults on any mortgage on the property or any other forms of financial distress?
Yes No If yes, please explain: _____

9. Indicate which utilities are available to the site:

Public Sewer	<input checked="" type="checkbox"/>	Private Septic	<input type="checkbox"/>	Public Streets	<input type="checkbox"/>
Public Water	<input checked="" type="checkbox"/>	Private Wells	<input type="checkbox"/>	Private Ways	<input type="checkbox"/>
Natural Gas	<input checked="" type="checkbox"/>	Electricity	<input checked="" type="checkbox"/>		
On-site Sewer Treatment Facility	<input type="checkbox"/>				
Other	<input type="checkbox"/>	Explain:	_____		

10. Describe any known or suspected hazardous waste sites on or within a 1/2 mile radius of the project site. _____.

11. Has a 21E hazardous waste assessment ever been done on this site? If so, attach a summary of the filing. Yes No

12. What waivers will be requested under the comprehensive permit? Height and Density Variance

13. Describe the current status of site control and attach copies of relevant deeds or executed agreements.

- A. Owned by Developer _____
- B. Under Purchase and Sale Agreement _____
- C. Under Option _____

Seller: _____ Buyer: _____

Is there an identity of interest between the Buyer and Seller? If yes, please explain:

_____.

Date of Agreement _____ Expiration Date _____

Extensions granted? Yes No Date of Extension _____

Purchase Price \$_____

VII. DESIGN AND CONSTRUCTION

1. Drawings

Please submit one set of drawings. (Attached)

Cover sheet showing written tabulation of:

- Proposed buildings by design, ownership type, and size. Identity and describe affordable units and handicapped accessible units.
- Dwelling unit distribution by floor, size, and bedroom/bath number
- Square footage breakdown of commercial, residential, community, and other usage in the buildings
- Number of parking spaces

Site plan showing:

- Lot lines, streets, and existing buildings
- Proposed building footprint(s), parking (auto and bicycle), and general dimensions
- Zoning restrictions (i.e. setback requirements, easements, height restrictions, etc).
- Wetlands, contours, ledge, and other environmental constraints
- Identification of affordable units
- Identification of handicapped accessible units.
- Sidewalks and recreational paths
- Site improvements, including landscaping
- Flood plain (if applicable)

Utilities plan showing:

- Existing and proposed locations and types of sewage, water, drainage facilities, etc.

Graphic depiction of the design showing:

- Typical building plan
- Typical unit plan for each unit type with square footage tabulation
- Typical unit plan for each accessible unit type with square footage tabulation
- Elevation, section, perspective, or photograph
- Typical wall section

2. **Construction Information** (Attached)

<u>Foundations</u>	# Mkt. Units	# Aff. Units	Attic	# Mkt. Units	# Aff. Units
Slab on Grade	_____	_____	Unfinished	_____	_____
Crawl Space	_____	_____	Finished	_____	_____
Full Basement	_____	_____	Other	_____	_____
	#	# Aff.		#	# Aff.
<u>Exterior Finish</u>	Mkt. Units	Units	Parking	Mkt. Units	Units
Wood	_____	_____	Outdoor	_____	_____
Vinyl	_____	_____	Covered	_____	_____
Brick	_____	_____	Garage	_____	_____
Fiber Cement	_____	_____	Bicycle	_____	_____
Other	_____	_____			

Heating System

Fuel: Oil Gas Electric Other

Distribution method (air, water, steam, etc.): _____

Energy Efficient Materials

Describe any energy efficient or sustainable materials used in construction:

Modular Construction

If modular construction will be used, explain here:

Amenities

Will all features and amenities be available to market buyers also be available to affordable buyers? If not, explain the differences.

 _____.

VIII. SURROUNDING AREA

1. Describe the land uses in the surrounding neighborhood:

The surrounding area along Andover Street consists primarily of single-family residential homes, with nearby senior housing and rehabilitation facilities such as Bear Mountain at Andover immediately adjacent. The corridor also includes small-scale commercial and service uses closer to the Dascomb Road intersection

2. What is the prevailing zoning in the surrounding neighborhood?

The site and surrounding parcels are zoned Single Residence B (SRB), a residential district intended for low-density single-family homes.

3. How does the project's proposed site plan and design relate to the existing development pattern(s) of the immediately surrounding area?

The project respects the neighborhood's residential character by maintaining appropriate setbacks, landscaped buffers, and a three-story height consistent with nearby buildings. It transitions sensitively from single-family homes to the adjacent institutional use, creating a compatible edge conditio

4. Describe and note distances to nearby amenities and services such as shopping, schools, parks and recreation, or municipal offices.

The site is within 0.3 miles of Dascomb Road retail and dining, 1.2 miles from Ballardvale Elementary School, and directly across from Anne Rawlins Greene Reservation and Vale Reservation trail networks, providing recreation and open space access.

5. Explain how developing the site contributes to smart growth development in the area (e.g. mixed use, reuse, concentrated development).

Trailside Andover promotes smart growth and infill development by utilizing existing infrastructure, concentrating housing near services and transit, and providing age-friendly, accessible housing that reduces pressure for new development in outlying areas.

6. Is the site located near public transit (bus, subway, commuter rail, etc.)? If so, indicate the type, distance to the nearest stop, and frequency of service.

Yes. The MBTA Commuter Rail Ballardvale Station is approximately 1.2 miles west of the site with regular weekday and weekend service to Boston and Haverhill. MVRTA bus routes also operate along Andover Street connecting to Andover Center and Lawrence.

IX. FINANCING (Attached)

1. Attach a letter of interest from a construction lender.

Are there any public funds to be used for this project? If yes, indicate the source, amount, use and status of funds:

Describe the form of financial surety to be used to secure the completion of cost certification for this project

X. PROJECT FEASIBILITY (Proforma Summary Attached)

The section is for developers of home ownership projects.

Developers of multi-family rental projects must use the One Stop Application at <http://www.mhlc.com> and complete Section 3 Sources and Uses and Section 4 Pro Forma.

Ownership Pro Forma

	Total Costs	Per Unit	Per Sq. Ft.	% of Total
(a) Site Acquisition	\$ _____	\$ _____	\$ _____	\$ _____
Hard Costs:	\$ _____	\$ _____	\$ _____	\$ _____
Earth Work	\$ _____	\$ _____	\$ _____	\$ _____
Site Utilities	\$ _____	\$ _____	\$ _____	\$ _____
Roads & Walks	\$ _____	\$ _____	\$ _____	\$ _____
Site Improvement	\$ _____	\$ _____	\$ _____	\$ _____
Lawns & Planting	\$ _____	\$ _____	\$ _____	\$ _____
Demolition	\$ _____	\$ _____	\$ _____	\$ _____
Unusual Site Conditions	\$ _____	\$ _____	\$ _____	\$ _____
(b) Total Site Work	\$ _____	\$ _____	\$ _____	\$ _____
Concrete	\$ _____	\$ _____	\$ _____	\$ _____
Masonry	\$ _____	\$ _____	\$ _____	\$ _____
Metals	\$ _____	\$ _____	\$ _____	\$ _____
Carpentry	\$ _____	\$ _____	\$ _____	\$ _____
Roofing & Insulation	\$ _____	\$ _____	\$ _____	\$ _____
Doors & Windows	\$ _____	\$ _____	\$ _____	\$ _____
Interior Finishes	\$ _____	\$ _____	\$ _____	\$ _____
Cabinets & Appliances	\$ _____	\$ _____	\$ _____	\$ _____
Plumbing & HVAC	\$ _____	\$ _____	\$ _____	\$ _____
Electrical	\$ _____	\$ _____	\$ _____	\$ _____
(c) Total Construction	\$ _____	\$ _____	\$ _____	\$ _____
(d) General Conditions	\$ _____	\$ _____	\$ _____	\$ _____
(e) Subtotal Hard Costs (a+b+c+d)	\$ _____	\$ _____	\$ _____	\$ _____
(f) Contingency	\$ _____	\$ _____	\$ _____	\$ _____
(g) Total Hard Costs (e+f)	\$ _____	\$ _____	\$ _____	\$ _____

Soft Costs:	\$	\$	\$	\$
Permits/Surveys	\$	\$	\$	\$
Architectural	\$	\$	\$	\$
Engineering	\$	\$	\$	\$
Legal	\$	\$	\$	\$
Bond Premium	\$	\$	\$	\$
Real Estate Taxes	\$	\$	\$	\$
Insurance	\$	\$	\$	\$
Security	\$	\$	\$	\$
Developer's Overhead	\$	\$	\$	\$
General Contractor's Overhead	\$	\$	\$	\$
Construction Manager	\$	\$	\$	\$
Property Manager	\$	\$	\$	\$
Construction Interest	\$	\$	\$	\$
Financing/Application Fees	\$	\$	\$	\$
Utilities	\$	\$	\$	\$
Maintenance (unsold units)	\$	\$	\$	\$
Accounting	\$	\$	\$	\$
Marketing	\$	\$	\$	\$
(h) Subtotal Soft Costs	\$	\$	\$	\$
(i) Contingency	\$	\$	\$	\$
(j) Total Soft Costs (h+i)	\$	\$	\$	\$
(k) Total Development Costs (g+j)	\$	\$	\$	\$

Profit Analysis (should conform to the pro forma)

Sources:

Affordable projected sales \$_____

Market sales \$_____

Public grants \$_____

(A) Total Sources \$_____

Uses:

Construction Contract Amount \$_____

(B) Total Development Costs \$_____

Profit:

(C) Total Profit (A-B) \$_____

(D) Percentage Profit (C/B) \$_____

Cost Analysis (should conform to the pro forma)

Total Gross Building Square Footage_____

Residential Construction Cost per Sq. Ft. \$_____

Total Hard Costs per Sq. Ft. \$_____

Total Development Costs per Sq. Ft. \$_____

Sales per Sq. Ft. \$_____

(do not include proceeds from public grants)

XI. DEVELOPMENT SCHEDULE

Complete the chart below by providing the appropriate month and year. Fill in only as many columns as there are phases. If there will be more than three phases, add columns as needed.

	Phase 1	Phase 2	Phase 3	Total
Number of affordable units	<u>10</u>	<u> </u>	<u> </u>	<u> </u>
Number of market units	<u>30</u>	<u> </u>	<u> </u>	<u> </u>
Total by phase	<u>40</u>	<u> </u>	<u> </u>	<u> </u>

Please complete the following chart with the appropriate projected dates:

	Phase 1	Phase 2	Phase 3	Total
All permits granted	<u>02/28/2025</u>	<u> </u>	<u> </u>	<u> </u>
Construction start	<u> </u>	<u>05/01/2025</u>	<u> </u>	<u> </u>
Marketing start – affordable units	<u> </u>	<u>Q2 2027</u>	<u> </u>	<u> </u>
Marketing start – market units	<u> </u>	<u>Q2 2027</u>	<u> </u>	<u> </u>
Construction completed	<u> </u>	<u> </u>	<u>Q2 2027</u>	<u> </u>
Initial occupancy	<u> </u>	<u> </u>	<u>Q1 2028</u>	<u> </u>

XII. MARKETING OUTREACH AND LOTTERY

Affirmative Fair Housing Marketing Plan:

Please submit your Affirmative Fair Housing Marketing Plan (AFHMP), prepared in accordance with Section III of the 40B Guidelines, and a description of the lottery process that will be used for this project. This shall describe:

- Information materials for applicants that will be used that provides key project information;
- Eligibility requirements;
- Lottery and resident selection procedure;
- Any preference system being used (Note: if local preference is proposed for this project, demonstration of the need for local preference must be demonstrated and accepted by EOHLC);
- Measures to ensure affirmative fair marketing including outreach methods;
- Application materials that will be used; and
- Lottery Agent.

XIII. CHECKLIST OF ATTACHMENTS

The following documentation must accompany each application:

1. Letter of support signed by Chief Elected Officer of municipality
2. Letter of support from local housing partnership (if applicable)
3. Signed letter of interest from a construction lender
4. Map of community showing location of site
5. Check payable to EOHLC
6. Rationale for calculation of affordable purchase prices or rents (see Instructions)
7. Copy of site control documentation (deed or Purchase & Sale or option agreement)
8. 21E summary (if applicable)
9. Photographs of existing building(s) and/or site
10. Site Plan showing location of affordable units
11. Sample floor plans and/or sample elevations
12. Proposed marketing and lottery materials

N. B.: Appraisal: EOHLC will commission an appraisal, for which the sponsor of the project will pay. We will not issue a Project Eligibility Letter until that appraisal has been completed and accepted by EOHLC

GREG MINOTT AIA, LEED AP

Principal-in-Charge | Managing Principal | Co-founded DREAM Collaborative in 2008



As Managing Principal and Co-Founder of DREAM Collaborative, Greg Minott specializes in inclusive design and planning for community-driven, urban mixed-use, residential and adaptive reuse projects. Greg leads the development arm of the company.

Greg has over 25 years of experience successfully navigating the challenges and nuances of projects within densely populated, historically significant, and culturally diverse city neighborhoods. He is a licensed architect in Massachusetts and is LEED AP certified.

Greg is a member of the Real Estate Executive Council (REEC), is on the Board of Trustees for Hearth, Inc. and was the 2021 President of the Boston Society for Architecture (BSA). He was appointed to Mayor Wu's Technical Advisory Committee formed to shape the City of Boston's Inclusionary Development Policy (IDP) regarding studies to increase the amount of affordable housing available in Boston. Greg was honored with the 2025 Roxbury Legends Award by Reclaim Roxbury, which recognized his leadership leading major projects that have contributed affordable housing, commercial and community spaces. Greg is regularly invited to speak on issues in design, sustainability, equity, diversity, inclusion and urban development. The AIA has recognized his significant contributions to more livable communities and better connected neighborhoods.

In 2008, Greg co-founded DREAM Collaborative with a clear vision — to establish a firm that provides a fresh and holistic approach, using planning, development and design as a tool for community building and success. As Managing Principal, he leads the team in the creation of healthy, sustainable, and supportive spaces that are built for longevity and growth.

BACKGROUND

Registered Architect: MA, RI, CT, NY

Real Estate Executive Council (REEC)

American Institute of Architects (AIA)

Boston Society for Architecture (BSA)

Hearth Inc. Board of Trustees

NCARB Certified

2025 Roxbury Legends Award
Reclaim Roxbury

Executive Education: Developing Affordable Housing
Harvard University Graduate School of Design

Master of Architecture
Master in Infrastructure Planning
New Jersey Institute of Technology

Bachelor of Arts in Architecture
Caribbean School of Architecture

SELECT PROJECT EXPERIENCE

2147 Washington Street

Roxbury MA DREAM Development and New Atlantic Development

24 Westminster Avenue Roxbury MA
DREAM Development

The Kenzi Roxbury MA Preservation of Affordable Housing, Inc.

LeClair Village, 950 Falmouth Road
Mashpee MA
Preservation of Affordable Housing, Inc.

555-559 Columbia Rd. at Upham's Corner
Dorchester MA Civico Development

2451 Washington Street Residences

Roxbury MA Madison Park Development Corporation

Hearth at Four Corners Dorchester MA
Hearth Inc.

Winthrop Center Boston MA
MP Boston (Millennium Partners)

BWSC Parking Lot Residential Redevelopment Roxbury MA, City of Boston
Planning Department

P3 Roxbury Development Roxbury MA
HYM/My City at Peace



Hearthstone Realty Corporation

Willard Perkins, President and Founder

Willard Perkins is the president and founder of Hearthstone Realty Corporation, an Andover based real estate development and consulting corporation. He is a registered professional engineer, licensed construction supervisor and licensed real estate broker in Massachusetts and NH. He is a graduate of Cornell University College of Engineering.

During his extensive career he has been a senior executive or President for several corporate entities related to engineering, real estate brokerage and real estate development. His for profit, limited profit, and non-profit real estate projects have created hundreds of market rate and affordable housing units of all types in Andover and created hundreds of acres of open space to conservation groups in town and the surrounding area.

Will was formerly a senior design engineer with Dana F. Perkins, Inc. and designed countless commercial, industrial and residential site plans, roadways, sewage treatment plants, water distribution systems, etc. He is a former board member of Northeast Home Builders and the National Association of Home Builders. He is a member of the Cornell Engineering Society & a former National Director of NAHB.

Andover has a unique history of successful public-private partnerships and Will is pleased to have been part of many over the years. For the past three years, Bill has been leading design and construction efforts on a volunteer basis at Free Christian Church. This work included the complete restoration of two historic residential buildings and a large site work project.

Some of the other projects he has led or been part of in Andover include:

- Co-founder of Friends of Andover Football – Lovely Field Concession Building
- Andover High School Concession Building and Offices – Planning and construction
- Andover Skate Park – Fundraising, planning and construction for AYS
- Andover High School Senior Baseball field improvements
- Community Paths provision in Zoning Bylaw – Assistance
- Ballardvale Playground Improvement Donation
- Andover Community Trust – Former board member, donated first single family lot
- Andover Conservation - Donated over 125 acres of open space to the Conservation Commission and AVIS as part of developments in town
- Trail Development and Planning Assistance
- Cormier Youth Center Andover Building Committee
- Board Member of Andover School of Montessori for six years
- Manager for Andover Little League and Junior League Baseball
- Andover Junior Football Coach
- Merrimack Valley YMCA Youth Basketball Coach
- Free Christian Church – Design and Construction Lead

OFFER TO PURCHASE REAL ESTATE

In Andover, Massachusetts

Date: April 24, 2025

To: (SELLERS)

84 Andover St
84 Andover St LLC
114 Tewksbury St.
Andover, MA 01810-5855

88 Andover St
Forever Endeavor LLC
88 Andover St.
Andover, MA 01810-5606

From: (BUYER)

Greg Minott
c/o DREAM Development LLC
6 Liberty Square
Boston, MA 02109

or Nominee

- I. **PROPERTY DESCRIPTION:** The property herein referred to is identified as two parcels of land in Andover, Massachusetts as follows: Parcel 1: Land and buildings located at 84 Andover Street containing approximately 51,444 s.f. of land area as shown on the Town of Andover Assessor's map 115, block 2. Property is more particularly described in Book 13782, Page 229 at the Essex North District Registry of Deeds. Parcel 2: Land located at 88 Andover Street containing approximately 58,196 s.f. of land area as shown on the Town of Andover Assessor's map 115, block 2, lot C. Property is more particularly described in Book 15866, Page 219 at the Essex North District Registry of Deeds.
- II. **OFFER:** BUYER hereby offer to purchase said property under the following terms and conditions, contingent upon the execution of a Purchase and Sale Agreement (see also paragraph III.3 below):

BUYER will pay therefore one million three hundred fifty thousand dollars (\$1,650,000.00):

\$ 5,000.00	Deposit paid herewith to bind offer
\$ 20,000.00	To be paid as additional deposit upon execution of the Purchase and Sale Agreement provided for below
\$ 400,000.00	To be paid under the terms of a promissory note as detailed in Paragraph III.7.
<u>\$ 1,225,000.00</u>	To be paid at the time of delivery of the deed as detailed in Paragraph III.6
\$ 1,650,000.00	TOTAL PURCHASE PRICE*

* Assumes approval for 30 market rate housing units as detailed below.

III. **TERMS:**

1. **ACCEPTANCE:** This offer is good until 5:00 p.m. May 28, 2025, at or before which time a copy shall be signed by the SELLERS signifying acceptance of this Offer and returned to the BUYER, otherwise the Offer shall be considered rejected and the deposit money refunded.
2. **DUE DILIGENCE PERIOD:** This offer is contingent upon a sixty (60) day period for "due diligence" ("Due Diligence Period") during which time BUYER shall have access to any and all information pertinent to this property. Such due diligence shall be at the buyer's sole cost and expense. Due Diligence shall include but not be limited to environmental assessments, geotechnical analysis, title review, zoning and permitting feasibility, and market and financial feasibility studies. SELLERS agree to provide BUYER with copies of all plans, reports, data or other documents related to the property that are in their possession and control at no expense.

SELLERS shall give the BUYER permission to conduct reasonable on-site tests and surveys for the purpose of determining the quality and characteristics of the property. BUYER shall indemnify and hold harmless the SELLERS for any actions of the BUYER or their contractors and subcontractors on the site; BUYER to restore the premises to their former condition.

In the event that for any reason the BUYER is not satisfied with the title or the quality or characteristics of the premises, then BUYER shall notify SELLERS of their dissatisfaction in writing and this agreement shall immediately become null and void with no recourse by either party and all deposit moneys shall be immediately refunded. The period for due diligence shall expire 60 days after the signing of the Purchase and Sale Agreement by both parties (unless extended as described herein). If any title, regulatory, or environmental issue is found that, in BUYER's sole discretion, materially affects the feasibility or cost of development, BUYER may terminate with full refund of the deposit prior to the end of the 60-day due diligence period. However, if BUYER does not terminate the agreement prior to the expiration of the Due Diligence Period, all deposits shall be nonrefundable and shall be immediately paid to the SELLERS.

After the expiration of the due diligence period the Buyer agrees that it is purchasing the property "as is" and is not relying upon any representations of the SELLER or SELLER's agents as to the character, quality, use, value, quantity or condition of the Premises.

3. **PURCHASE AND SALE AGREEMENT:** The parties will, on or before 5:00 p.m. June 20, 2025 execute a Purchase and Sale Agreement reflecting the terms and conditions described herein, which, when executed, shall be the agreement between the parties. The actual Purchase Price to be based on the number of market rate units approved as follows:

BUYER intends to apply for a total of 40 units of which 30 are market rate. For the first 24 market rate units the purchase price shall be \$50,000 per approved market rate unit; for the next approved units the purchase price shall be \$75,000 per approved market rate unit. The expected purchase price for the likely 30 market rate units (40 total) would be \$1,650,000.00. However, in any case, the minimum purchase price for a reduced number of approved units will be \$1.40 million.

4. **FINANCING:** This agreement is not contingent upon BUYER receiving a commitment for acquisition and construction financing from a lending institution; however, Buyer shall have the right to assign this agreement to any entity controlled or affiliated with DREAM Development without further consent from Seller.
5. **CONVEYANCE DATE:** The conveyance date shall be no later than 30 days after the following approvals and permits have been received (or if an appeal period applies, within 10 days after the expiration of such appeals period) : :
 - a. Receipt of written support from the Andover Select Board;
 - b. Receipt of Site Approval Letter from the Massachusetts Executive Office of Housing and Livable Communities;
 - c. Receipt of Comprehensive Permit for a residential condominium project from the Andover Board of Appeals under M.G.L. Ch. 40B for at least 24 market rate units;

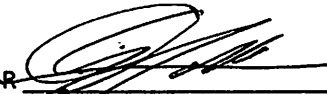
In no event will the conveyance date extend beyond February 27, 2026.

BUYER agrees to utilize commercially reasonable efforts to apply for and obtain the approvals, agreements and permits noted above. BUYER and SELLERS understand that results of any permitting program cannot be guaranteed. BUYER agrees that BUYER will be solely responsible for the cost and expense of all engineering and due diligence work associated with BUYER'S attempts to obtain the foregoing approvals, agreements and permits.

6. **DELIVERY OF DEED:** At the time for delivery of the deed, SELLERS shall provide a good and sufficient quitclaim deed, conveying a good and clear record and marketable title, free of all encumbrances, free of outstanding liens, except voluntary liens, and any and all taxes and fees associated with the property except current real estate taxes that are not then due and rights, easements, and restrictions as of record or shown on recorded plans that do not materially interfere with the development or use of the land. Said deed shall be delivered on or before the Conveyance Date as described above, at the Northern Essex District Registry of Deeds, unless some other time and place are mutually agreed upon in writing. Time is of the essence of this agreement.
7. **PROMISSORY NOTE:** A note in the principal amount of \$400,000 shall be delivered by the BUYER at the time of delivery of the deed. The note shall bear interest at the rate of eight (8) percent simple annual interest. To gain a release of a particular lot from the note, a payment equal to 20% of the original principal amount, plus any accrued interest shall be due upon release. Repayment of principal and all accrued and unpaid interest shall in all events be made within two (2) years from said delivery of the deed.

IV. **ADDITIONAL PROVISIONS:**

1. The undersigned signatory for the SELLERS warrants authority to bind SELLERS and has the sole right to sell the properties.
2. All deposits made hereunder shall be held in a non-interest-bearing escrow account by SELLERS' attorney, subject to the terms of this agreement, .
3. The SELLERS and BUYER warrant and represent to each other that no broker is due any commission in regards to this transaction. The SELLERS and BUYER agree to indemnify each other against and to hold each other harmless from claim, loss, damage, and cost of liability for any brokerage commission or fee that may be assessed against the SELLERS or BUYER in connection with this transaction. SELLERS agree to cooperate and assist BUYER where necessary, at no expense to the SELLERS, to the fullest extent possible in all investigations and/or legal submissions to State, Federal, and local authorities related to the development of the property prior to closing.
4. BUYER accepts that he is purchasing the premises in "as is" condition subject to the terms of this agreement. However, the SELLERS shall be responsible for the removal of all refuse, equipment, barrels, metals, building materials, and other debris from the site prior to closing. The existing buildings shall be delivered in broom-clean condition.

BUYER  Date 5/27/25 Witness EL Seelino
 GREGORY M. JUDD 90
 DREAM DEVELOPMENT

BUYER _____ Date _____ Witness _____


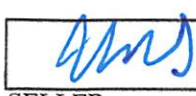

This Offer to Purchase is hereby accepted upon the terms and conditions stated herein, and the receipt of the Deposit in the amount of \$5,000.00 is hereby acknowledged at _____ am/pm on this day, _____, 2025. Witness my hand and seal.

SELLER MS Date 5/29/25 Witness Andrew Strunk
MS STRUNK

SELLER _____ Date _____ Witness _____

**EXTENSION OF TIME FOR PERFORMANCE
OF STANDARD PURCHASE AND SALE AGREEMENT**

The parties to the Standard Purchase And Sale Agreement, dated 05/28/2025
for the sale of the premises known as and numbered 84 and 88 Andover Street, Andover, MA
hereby agree to extend the date for performance, pursuant to paragraph
3, to 12/12/2025 at the same time and place. In all other respects the terms of the Purchase
And Sale Agreement remain unchanged. Time is of the essence.

			
BUYER	11-10-25 Date	SELLER	11/10/25 Date
BUYER	Date	SELLER	Date

MEMORANDUM

TO: Gregory Minott, AIA, LEED AP
Managing Principal
DREAM Development
6 Liberty Square #2338
Boston, MA 02109

FROM: Scott W. Thornton, P.E. *and*
Stephan Zaets, P.E.
Vanasse & Associates, Inc.
35 New England Business Center Drive
Suite 140
Andover, MA 01810
(978) 474-8800

DATE: November 10, 2025

RE: 10485

SUBJECT: Traffic Impact Memorandum
Proposed 40B Multifamily Development – Andover Street
Andover, Massachusetts

Vanasse & Associates, Inc. (VAI) has prepared a Traffic Impact Memorandum for the proposed 40B age-targeted residential development with 40 residential units, to be located at 84-88 Andover Street in Andover, Massachusetts (herein after referred to as the “Project”). The purpose of this memorandum is to identify existing conditions, including roadway characteristics, volumes and operating speeds, estimate potential trip generation, and evaluate sight distances for the proposed driveway. This memorandum also provides context for the roadway conditions in the vicinity of the Dascomb Road intersection with Andover Street, and the area of Andover Street south of the intersection where the site and access are proposed.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in September 2025. The field investigation consisted of an inventory of existing roadway geometrics, traffic volumes, and operating characteristics, as well as posted speed limits, sight distance, and land use information within the study area. The study area for this review includes the existing intersection of Dascomb Road at Andover Street and the intersection of the proposed driveway with Andover Street. The study area is graphically depicted in Figure 1.

The following describes the existing study area roadway and intersection.

Study Area

Roadway

Andover Street

Andover Street is a two-way minor arterial roadway that is under the Town of Andover’s jurisdiction. Andover Street traverses the study area in a general north-south direction, featuring one 11-foot-wide travel lane with a 1-foot-wide shoulder in each direction, separated by a centerline. Illumination is provided within the study area. There is no posted speed limit on Andover Street. However, the town has recently adopted a 25 miles per hour (mph) statutory town-wide speed limit. Land use south of the project site consists



Legend:



Study Area Intersections

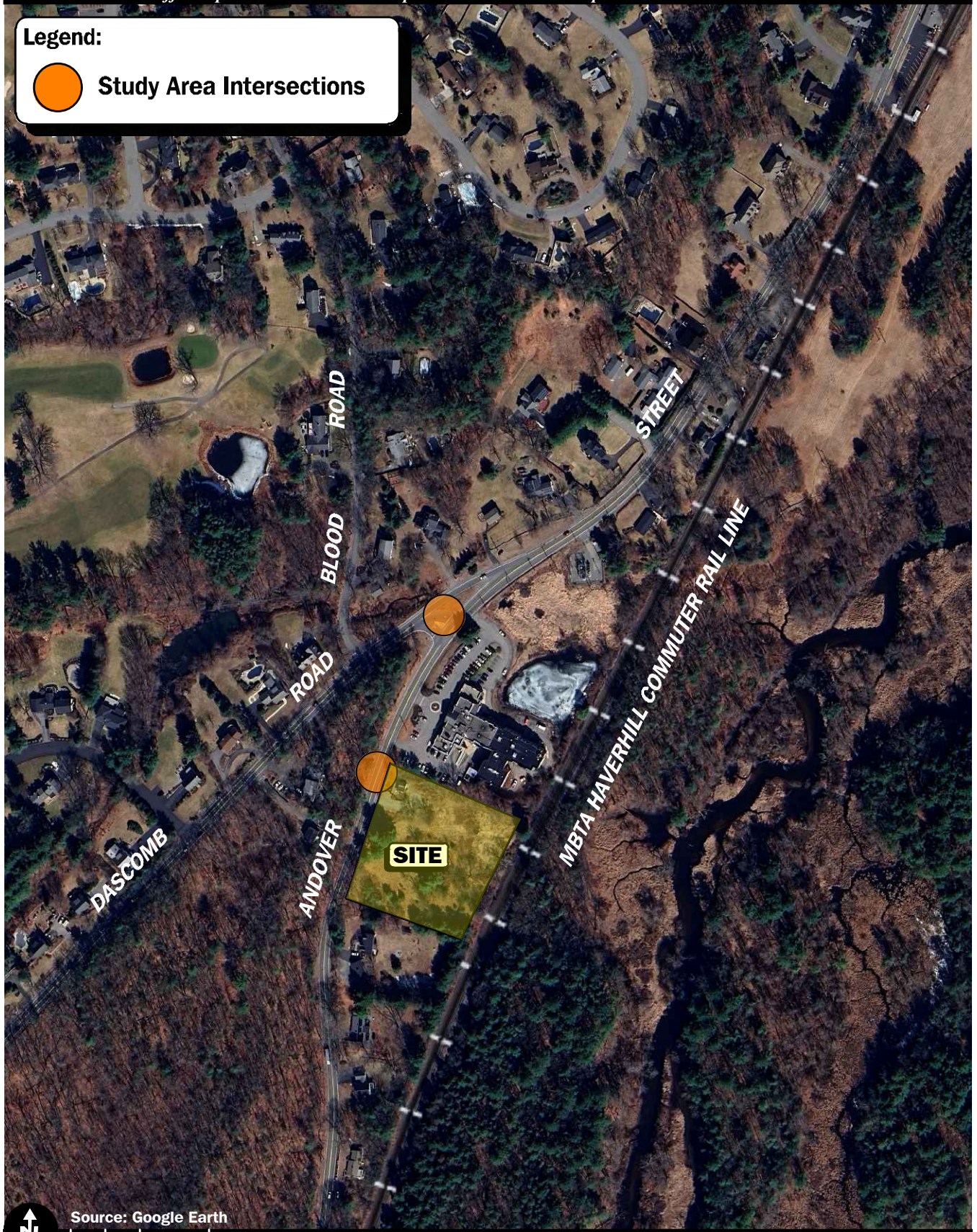


Figure 1

Site Location and Study Area Map



primarily of residential properties. Meanwhile, land use north of the project site consists primarily of residential properties with a segment of commercial properties south of Central Street.

Intersection

Andover Street at Dascomb Road

Dascomb Road meets Andover Street from the west to form a three-way, skewed, unsignalized intersection under STOP-sign control. The intersection also closely meets the driveway for Bear Mountain at Andover nursing center along the southern edge of Andover Street. The Dascomb Road northeastbound approach consists of one approach lane, which splits into an exclusive 24-foot-wide left-turn lane and an exclusive 15-foot-wide right-turn lane. The Andover Street northbound approach consists of one 13-foot-wide travel lane with 1-foot-wide shoulders and no additional turning lane onto Dascomb Road. The Andover Street southbound approach consists of one 13-foot-wide travel lane and a 13-foot-wide right-turn/slip lane to Dascomb Road southbound, both with 1-foot-wide shoulders. There are no pedestrian or bicycle facilities within the intersection.

Existing Traffic Volumes

In order to establish base traffic-volume demands and flow patterns within the study area, automatic traffic recorders (ATRs) hosted by the Massachusetts Department of Transportation (MassDOT) as well as a TEC study conducted in 2018.¹ Traffic-volume characteristics for Dascomb Road utilize traffic counts collected in 2018 and were left unadjusted based on a review of adjacent data. MassDOT’s traffic counts in the area show that traffic volumes have not fully met pre-COVID conditions. Traffic-volume characteristics based on prior studies are summarized in Table 1.

Table 1
EXISTING ROADWAY TRAFFIC-VOLUME SUMMARY

Location/Peak Hour	ADT ^a	VPH ^b	K Factor ^c	Directional Distribution ^d
<i>Andover Street, south of Dascomb Road:</i>	4,200	--	--	--
Weekday Morning	--	265	6.3	64.8% SB
Weekday Evening	--	424	10.1	76.3% NB
<i>Dascomb Road, west of Andover Street:</i>	8,100	--	--	--
Weekday Morning	--	510	6.3	54.6% EB
Weekday Evening	--	818	10.1	51.3% EB

Source: MassDOT Traffic Count Data System, 2024 and TEC Traffic Study, 2018.

^aEstimated average daily traffic.

^bEstimated two-way peak-hour volume expressed in vehicles per hour.

^cProportion of peak hour traffic to the average daily traffic.

^dPercent traveling in peak direction.

As can be seen in Table 1, Andover Street, south of Dascomb Road, was observed to carry approximately 4,200 vehicles on a typical day, with approximately 265 vehicles per hour (vph) during the weekday

¹Expanded Environmental Notification Form, Dascomb Road Project; TEC; December 28, 2018.



morning peak hour and 424 vph during the weekday evening peak hour. During the weekday morning peak hour, 64.8 percent of traffic travels southbound, and during the weekday evening peak hour, 76.3 percent of traffic travels northbound. However, Dascomb Road, west of Andover Street, was observed to carry nearly twice this level of traffic, with approximately 8,100 vehicles on a typical day, 510 vph during the weekday morning peak hour, and 818 vph during the weekday evening peak hour. During the weekday morning peak hour, 54.6 percent of traffic travels westbound, and during the weekday evening peak hour, 51.3 percent of traffic travels westbound. Dascomb Road provides access to regional destinations via its connection to I-93, which partly explains the higher level of traffic volume. Andover Street, south of Dascomb Road, by contrast, provides access to mostly residential development at a less dense level than to the north and west on Dascomb Road, and only the village of Ballardvale as a destination.

Existing Speed Measurements

As part of the study, spot speed measurements were taken in order to establish baseline speed patterns within the study area. Measurements were collected on October 3, 2025, for approximately one hour until at least 50 vehicles were measured in each travel direction. Measurements were taken just south of Dascomb Road and occurred during off-peak hours. Table 2 below summarizes key speed characteristics observed in the measurements.

**Table 2
OBSERVED VEHICLE SPEEDS (In Miles Per Hour)**

Location/Direction	Posted Speed	Average Speed	85 th Percentile Speed ^a
<i>Andover Street, south of Dascomb Road:</i>			
Northbound	35	31	34
Southbound	35	31	36

^aThe 85th percentile speed is the speed at which 85 percent of the traffic is traveling at or below. It is commonly used for setting speed limits on roadways.

As can be seen in Table 2, the average speed recorded northbound on Andover Street was 31 mph, and the 85th percentile speed recorded was 34 mph. The average speed recorded southbound was 31 mph, and the 85th percentile speed was 36 mph.

Motor Vehicle Crash Data

Motor vehicle crash information for the study area intersection was provided by the MassDOT Safety Management/Traffic Operations Unit for the most recent five-year period available (2017 through 2021) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized in Table 3 by intersection, type, weather condition, lighting condition, pavement condition, and severity.



Table 3
MOTOR VEHICLE CRASH DATA SUMMARY

Scenario	Dascomb Road at Andover Street
<i>Year:</i>	
2017	3
2018	7
2019	6
2020	3
<u>2021</u>	<u>4</u>
Total	23
Average ^a	5.6
<i>Type:</i>	
Angle	6
Rear-End	7
Head-On	3
Sideswipe	2
Fixed Object	4
Pedestrian/Bike	0
<u>Unknown/ Not Reported</u>	<u>1</u>
Total	23
<i>Weather Conditions:</i>	
Clear	14
Cloudy/Rain	4
Snow/Ice	5
<u>Fog</u>	<u>0</u>
Total	23
<i>Lighting Conditions:</i>	
Daylight	19
Dawn/Dusk	0
Dark (lit)	4
<u>Dark (unlit)</u>	<u>0</u>
Total	23
<i>Pavement Conditions :</i>	
Dry	16
Wet	2
Snow/Ice	<u>5</u>
Total	23
<i>Severity:</i>	
Property Damage Only	17
Personal Injury	6
<u>Fatality</u>	<u>0</u>
Total	23

^aAverage number of crashes over five-year period.
Source: MassDOT Crash Data, 2017 through 2021.

As can be seen in Table 3, the unsignalized intersection of Andover Street at Dascomb Road experienced 23 crashes over the five-year review period, averaging 5.6 crashes per year. The majority of these crashes were rear-end and angle collisions that occurred during daylight, on dry roadways, in clear weather, and resulted in property damage only. No fatalities or pedestrian crashes were reported over the five-year period.



Given traffic volumes reported at this intersection from a TEC study conducted in 2018, the crash rate for this intersection would be above districtwide and statewide averages. All of the stated crashes occurred at the intersection of Andover Street/Dascomb Road. No crashes occurred within 200 feet of the location of the proposed site driveway intersection with Andover Street.

PROJECT GENERATED TRAFFIC

The Project involves the construction of 40 multifamily residential units within one building. The development will be age-targeted towards seniors. Trip-generation statistics published by the Institute of Transportation Engineers (ITE)² for Land Use Code (LUC) 252, *Senior Adult Housing – Multifamily* would represent the expected trip generation for this land use.

Trip rates associated with LUC 252 are generally double the trip rates associated with a conventional multifamily building, such as LUC 220 *Multifamily Housing – Low Rise*. For comparison, trips associated with both land uses were developed and are shown in Table 4.

**Table 4
TRIP-GENERATION ANALYSIS**

Time Period/Direction	Senior Adult Housing Vehicle Trips ^a	Conventional Multifamily Vehicle Trips	Delta
<i>Weekday Morning Peak Hour:</i>			
Entering	3	4	+1
<u>Exiting</u>	<u>5</u>	<u>12</u>	<u>+7</u>
Total	8	16	+8
<i>Weekday Evening Peak Hour:</i>			
Entering	6	13	+7
<u>Exiting</u>	<u>4</u>	<u>8</u>	<u>+4</u>
Total	10	21	+11
<i>Weekday Daily:</i>			
Entering	71	124	+53
<u>Exiting</u>	<u>71</u>	<u>124</u>	<u>+53</u>
Total	142	248	+106

^aBased on ITE LUC 252, *Senior Adult Housing - Multifamily* – 40 units.

As can be seen in Table 4, the Conventional Multifamily land use would generate about twice as many vehicle trips as would the Senior Adult Housing development. As stated previously, the marketing for the project will be aimed at seniors intending to downsize their living space.

Traffic counts on Andover Street, conducted by MassDOT, indicate that the weekday morning peak hour in this area generally occurs between 8:00 and 9:00 AM, while the weekday evening peak hour generally occurs between 5:00 and 6:00 PM. It should be noted that many residents of senior housing may be retired

²*Trip Generation*, 12th Edition; Institute of Transportation Engineers; Washington, DC; 2025.



and therefore would not need to commute to work or travel during these peak hours of commuting street traffic.

TRIP DISTRIBUTION AND ASSIGNMENT

The Project trip distribution was based on a review of existing travel patterns at the study area intersections and Journey-to-Work data for Andover obtained from the United States Census Bureau.³ Distribution was based on journey-to-work data from the Project’s Census Tract (2544.03) and destinations broken out by city/town, counties, and states. Table 5 shows the trip assignment based on observed characteristics. Trip assignments can be found in the appendix attached.

**Table 5
TRIP-DISTRIBUTION SUMMARY**

Roadway	Direction (To/From)	Distribution Percentage (To/From)
Andover Street	North	30
Andover Street	South	4
Dascomb Road	West	<u>66</u>
TOTAL		100

Future Traffic Volumes – Build Condition

The 2025 Build condition networks consist of the 2025 Existing volumes with anticipated Project-generated traffic added to them. This comparison highlights the Project’s effect on the existing traffic volume conditions. A summary of peak-hour projected traffic-volume increases external to the study area, which is the subject of this assessment, is shown in Table 6. These volumes are based on the expected increases from the Project.

³2016-2020 5-Year American Community Survey; U.S. Census Bureau; 2022.



Table 6
PEAK-HOUR TRAFFIC-VOLUME INCREASES^a

Location/Peak Hour	2025 Existing	2025 Build	Traffic-Volume Increase Over No-Build	Percent Increase Over No-Build
<i>Andover Street, south of Dascomb Road:</i>				
Weekday Morning	265	265	0	0.0
Weekday Evening	424	424	0	0.0
<i>Dascomb Road, west of Andover Street:</i>				
Weekday Morning	510	515	5	1.0
Weekday Evening	818	825	7	0.8

^aTwo-way traffic volumes.

As shown in Table 6, Project-related traffic volumes external to the study area relative to 2025 Build conditions are not anticipated to increase traffic on Andover Street, moving south of the project site. Dascomb Road, west of Andover Street, is anticipated to receive traffic-volume increases of 5 to 7 vehicles, or 0.8 to 1.0 percent, during the peak periods. This is expected to result in a minimal impact on operations at the Dascomb Road/Andover Street intersection.

SIGHT DISTANCE EVALUATION

Sight distance measurements were performed at the site driveway intersection with Andover Street in accordance with MassDOT and American Association of State Highway and Transportation Officials (AASHTO)⁴ recommendations. Both stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance recommended to be provided by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD is the sight distance recommended to be provided by a driver entering or crossing an intersecting roadway to perceive an oncoming vehicle and safely complete a turning or crossing maneuver with oncoming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the recommended SSD value for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. Table 7 presents the measured SSD and ISD at the study area intersection.

⁴*A Policy on Geometric Design of Highway and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.



Table 7
SIGHT DISTANCE ANALYSIS^a

Intersection/Sight Distance Measurement	Minimum Distance (Feet) ^a	Desirable Distance (Feet) ^b	Field Measured Distances (Feet)
<i>Andover Street at Proposed Site Driveway</i>			
<i>Stopping Sight Distance:</i>			
Andover Street approaching from the north	260	--	480
Andover Street approaching from the south	240	--	425
<i>Intersection Sight Distance:</i>			
Left turn from Site driveway (looking north)	260	400	375
Right turn from Site driveway (looking south)	240	325	420

^aRecommended values obtained from *A Policy on Geometric Design of Highways and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018.

^bMinimum and recommended distances based on observed 85th percentile speed in each direction.

As can be seen in Table 7, the sight distances at the intersection of the Project site driveway from Andover Street were found to exceed the recommended values for SSD for both directions. ISD is only met for vehicles making a right turn exiting the driveway. However, the short distance of this driveway to the next intersection could cause any approaching vehicle from the north to be traveling less than the speed limit, which would decrease the required SSD and ISD. Additionally, in accordance with AASHTO standards, if the measured ISD is at least equal to the recommended SSD value for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions. As such, the sight distance for a left-turn exiting vehicle from the driveway is adequate given the current operating speeds of the roadway. It is worth noting that selective tree clearing in the right-of-way on the east side of Andover Street may improve sight distances in both directions on this roadway.

CONCLUSIONS

VAI has completed this Traffic Impact Memorandum to support the development of the proposed 40B age-targeted residential development to be located at 84-88 Andover Street in Andover, Massachusetts. As part of this memo, VAI identified existing conditions, including roadway characteristics, volumes and operating speeds, estimated potential trip generation, and evaluated sight distances for the proposed driveway. VAI concludes that vehicles on Andover Street operate at the intended speed limits for the roadway. As a senior housing development, the Project will generate 8 additional vehicle trips during the weekday morning peak hour, 10 additional vehicle trips during the weekday evening peak hour, and 142 additional vehicle trips (71 entering and 71 exiting) on an average weekday. Project-related traffic volume increases on Dascomb Road, west of the Andover Street intersection, relative to 2025 Build conditions, are anticipated to increase by 5 to 7 vehicles, or 0.8 to 1.0 percent, during peak periods, with no anticipated increase to Andover Street south of the project site driveway. Sight distances from the proposed driveway were measured and determined to be adequate for SSD. ISD is not met for the left-turn exiting movement from the driveway; however, the measured ISD exceeds the recommended SSD in the northern direction. Thus, sight distances are concluded to be adequate in both directions. Sight distances along Andover Street can also be improved with selective tree trimming within the right-of-way along the edge lines of Andover Street.



Based on this review, it is expected that the segment of Andover Street where access to the site is proposed is a lower-volume, less traffic-intensive roadway than the one to the north, where the Dascomb Road/Andover Street intersection exists. Vehicle crashes that have occurred in the area are limited to the Dascomb Road/Andover Street intersection, and no crashes were reported within 200 feet of the proposed site driveway location. With the slip lane from Andover Street southbound to Dascomb Road, drivers do not need to yield or stop moving westbound, which likely contributes to speeding along Andover Street and Dascomb Road north of the project area. Dascomb Road provides a direct connection to I-93 and is therefore an important commuter route; this is contrasted with Andover Street south of the intersection, which does not provide commuter connections and carries approximately 50 percent of the traffic volume of Dascomb Road. It is expected that the lower volume of traffic on Andover Street, south of the intersection, will result in gaps allowing vehicles to turn into and out of the site driveway. With the projected peak-hour trip generation of 8 to 10 vehicle trips, equivalent to a vehicle trip every six to eight (6-8) minutes, the project is expected to have a minimal impact on the intersection of Dascomb Road and Andover Street.

Attachments: Technical Appendix



APPENDIX

TRAFFIC COUNT DATA
SPEED MEASUREMENT DATA
MASSDOT CRASH DATA
TRIP GENERATION DATA
TRIP DISTRIBUTION DATA



TRAFFIC COUNT DATA



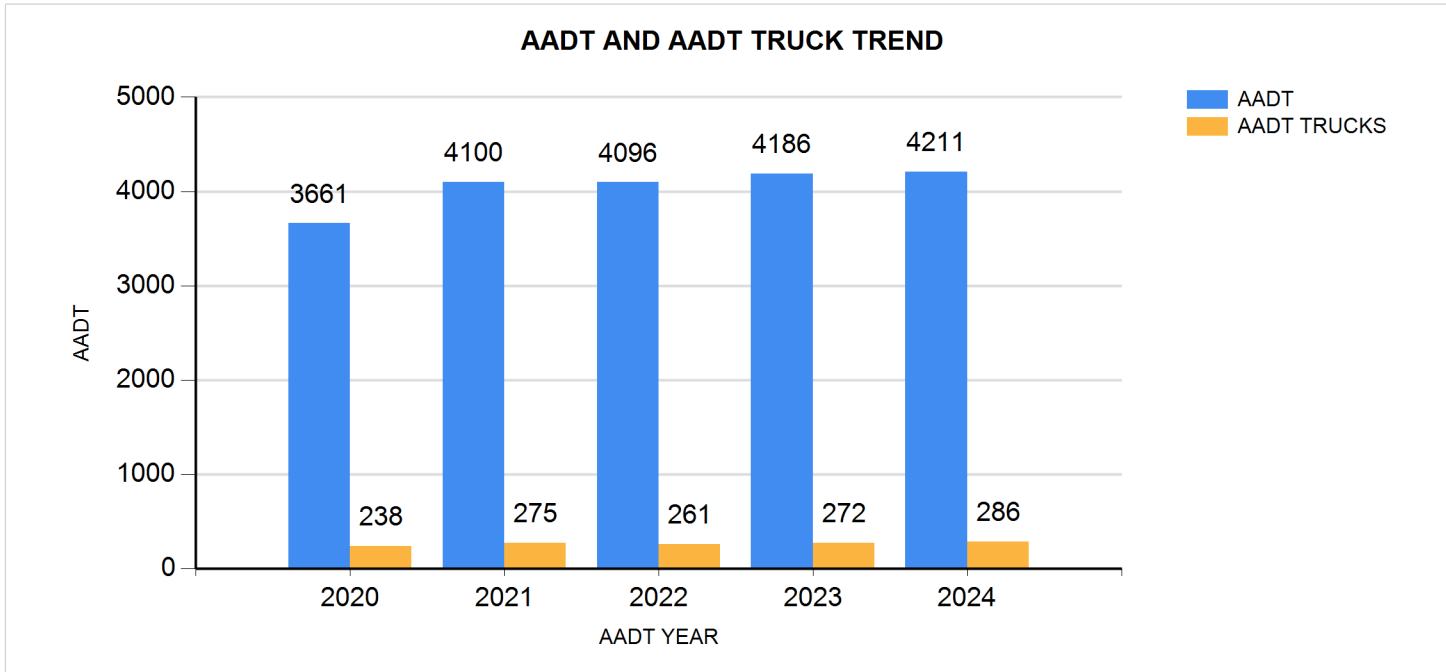


AADT and AADT Trucks by Year for 1/1/2020 - 12/31/2024
Criteria: Location ID = 200905, From 1/1/1900 To 12/31/2049 12:00:00 AM

District
County Essex
Community Andover

Location ID 200905
Located On ANDOVER STREET
LRS ID N4209 NB

At 50 S OF DASCOMB ROAD
LRS Point 3.9763190



MassDOT Volume Data
Proposed Mix-Used Development
Andover, MA

Vanasse and Associates Inc.
Project No. 10485

ATR Location 200905
Andover Street South of Dascomb Road

	19-Jul-17		20-Jul-17		Average		Average (Rounded)		Total		
	NB	SB	NB	SB	NB	SB	NB	SB			
00:00 - 01:00	13	8	13	16	13	12	13	12	25		
01:00 - 02:00	8	7	6	17	7	12	7	12	19		
02:00 - 03:00	6	10	7	23	6.5	16.5	7	17	24	307	8-9 AM Peak Hour
03:00 - 04:00	3	24	4	12	3.5	18	4	18	22	0.063	K-factor
04:00 - 05:00	2	11	5	14	3.5	12.5	4	13	17	0.648208	SB
05:00 - 06:00	10	60	9	41	9.5	50.5	10	51	61		
06:00 - 07:00	27	248	25	217	26	232.5	26	233	259		
07:00 - 08:00	73	223	70	229	71.5	226	72	226	298		
08:00 - 09:00	107	217	109	180	108	198.5	108	199	307		
09:00 - 10:00	141	200	119	153	130	176.5	130	177	307	495	5-6 PM Peak Hour
10:00 - 11:00	111	105	108	87	109.5	96	110	96	206	0.101	K-factor
11:00 - 12:00	91	104	108	91	99.5	97.5	100	98	198	0.763636	NB
12:00 - 13:00	159	117	181	125	170	121	170	121	291		
13:00 - 14:00	132	144	149	148	140.5	146	141	146	287		
14:00 - 15:00	135	120	147	151	141	135.5	141	136	277		
15:00 - 16:00	246	83	262	110	254	96.5	254	97	351		
16:00 - 17:00	300	109	297	106	298.5	107.5	299	108	407		
17:00 - 18:00	385	125	370	109	377.5	117	378	117	495		
18:00 - 19:00	328	109	297	119	312.5	114	313	114	427		
19:00 - 20:00	117	75	129	77	123	76	123	76	199		
20:00 - 21:00	83	98	63	73	73	85.5	73	86	159		
21:00 - 22:00	51	74	44	55	47.5	64.5	48	65	113		
22:00 - 23:00	31	34	28	37	29.5	35.5	30	36	66		
23:00 - 24:00	39	20	45	28	42	24	42	24	66		
	2598	2325	2595	2218			2603	2278	4881		
		4923		4813				4881			

PDI File #: **186440 E**
 Location: **N: Driveway S: Andover Street**
 Location: **E: Dascomb Road W: Dascomb Road SE: Wingate Driveway**
 City, State: **Andover, MA**
 Client: **TEC/ S. Gregorio**
 Site Code: **T0525**
 Count Date: **Thursday, September 13, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Driveway						Dascomb Road						Wingate Driveway						Andover Street						Dascomb Road						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	84	50	0	0	134	1	0	0	0	0	1	0	29	0	2	0	31	13	0	71	0	0	84	250
7:15 AM	0	0	0	0	0	0	0	73	41	0	0	114	2	0	1	0	0	3	0	57	0	2	0	59	9	3	101	0	0	113	289
7:30 AM	0	0	0	0	0	0	0	123	69	0	0	192	1	0	0	0	0	1	0	27	0	8	0	35	15	0	94	0	0	109	337
7:45 AM	0	0	0	0	0	0	0	122	93	1	0	216	1	0	0	0	0	1	0	30	0	7	0	37	16	1	71	0	0	88	342
Total	0	0	0	0	0	0	0	402	253	1	0	656	5	0	1	0	0	6	0	143	0	19	0	162	53	4	337	0	0	394	1218
8:00 AM	0	0	0	1	0	1	0	119	63	0	0	182	0	0	0	0	0	0	0	22	0	10	0	32	26	1	73	0	0	100	315
8:15 AM	0	0	0	0	0	0	0	111	63	1	0	175	1	0	0	0	0	1	0	24	0	7	0	31	25	0	101	0	0	126	333
8:30 AM	0	0	0	0	0	0	0	111	43	1	0	155	0	0	0	0	0	0	0	28	0	6	0	34	9	0	87	0	0	96	285
8:45 AM	0	0	0	0	0	0	0	89	53	1	0	143	0	0	0	0	0	0	0	27	0	3	0	30	10	0	79	0	0	89	262
Total	0	0	0	1	0	1	0	430	222	3	0	655	1	0	0	0	0	1	0	101	0	26	0	127	70	1	340	0	0	411	1195
Grand Total	0	0	0	1	0	1	0	832	475	4	0	1311	6	0	1	0	0	7	0	244	0	45	0	289	123	5	677	0	0	805	2413
Approach %	0.0	0.0	0.0	100.0	0.0		0.0	63.5	36.2	0.3	0.0		85.7	0.0	14.3	0.0	0.0		0.0	84.4	0.0	15.6	0.0		15.3	0.6	84.1	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.5	19.7	0.2	0.0	54.3	0.2	0.0	0.0	0.0	0.0	0.3	0.0	10.1	0.0	1.9	0.0	12.0	5.1	0.2	28.1	0.0	0.0	33.4	
Exiting Leg Total	0						928						9						598						878						2413
Cars	0	0	0	1	0	1	0	812	465	4	0	1281	6	0	1	0	0	7	0	233	0	39	0	272	116	5	656	0	0	777	2338
% Cars	0.0	0.0	0.0	100.0	0.0	100.0	0.0	97.6	97.9	100.0	0.0	97.7	100.0	0.0	100.0	0.0	0.0	100.0	0.0	95.5	0.0	86.7	0.0	94.1	94.3	100.0	96.9	0.0	0.0	96.5	96.9
Exiting Leg Total	0						896						9						581						852						2338
Heavy Vehicles	0	0	0	0	0	0	0	20	10	0	0	30	0	0	0	0	0	0	0	11	0	6	0	17	7	0	21	0	0	28	75
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	2.1	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	13.3	0.0	5.9	5.7	0.0	3.1	0.0	0.0	3.5	3.1
Exiting Leg Total	0						32						0						17						26						75

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Driveway						Dascomb Road						Wingate Driveway						Andover Street						Dascomb Road						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	0	123	69	0	0	192	1	0	0	0	0	1	0	27	0	8	0	35	15	0	94	0	0	109	337
7:45 AM	0	0	0	0	0	0	0	122	93	1	0	216	1	0	0	0	0	1	0	30	0	7	0	37	16	1	71	0	0	88	342
8:00 AM	0	0	0	1	0	1	0	119	63	0	0	182	0	0	0	0	0	0	0	22	0	10	0	32	26	1	73	0	0	100	315
8:15 AM	0	0	0	0	0	0	0	111	63	1	0	175	1	0	0	0	0	1	0	24	0	7	0	31	25	0	101	0	0	126	333
Total Volume	0	0	0	1	0	1	0	475	288	2	0	765	3	0	0	0	0	3	0	103	0	32	0	135	82	2	339	0	0	423	1327
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	62.1	37.6	0.3	0.0		100.0	0.0	0.0	0.0	0.0		0.0	76.3	0.0	23.7	0.0		19.4	0.5	80.1	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.965	0.774	0.500	0.000	0.885	0.750	0.000	0.000	0.000	0.750	0.000	0.858	0.000	0.800	0.000	0.912	0.788	0.500	0.839	0.000	0.000	0.839	0.970	
Cars	0	0	0	1	0	1	0	466	279	2	0	747	3	0	0	0	0	3	0	99	0	27	0	126	81	2	325	0	0	408	1285
Cars %	0.0	0.0	0.0	100.0	0.0	100.0	0.0	98.1	96.9	100.0	0.0	97.6	100.0	0.0	0.0	0.0	100.0	0.0	96.1	0.0	84.4	0.0	93.3	98.8	100.0	95.9	0.0	0.0	96.5	96.8	
Heavy Vehicles	0	0	0	0	0	0	0	9	9	0	0	18	0	0	0	0	0	0	0	4	0	5	0	9	1	0	14	0	0	15	42
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	3.1	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	15.6	0.0	6.7	1.2	0.0	4.1	0.0	0.0	3.5	3.2	
Cars Enter Leg	0	0	0	1	0	1	0	466	279	2	0	747	3	0	0	0	0	3	0	99	0	27	0	126	81	2	325	0	0	408	1285
Heavy Enter Leg	0	0	0	0	0	0	0	9	9	0	0	18	0	0	0	0	0	0	0	4	0	5	0	9	1	0	14	0	0	15	42
Total Entering Leg	0	0	0	1	0	1	0	475	288	2	0	765	3	0	0	0	0	3	0	103	0	32	0	135	82	2	339	0	0	423	1327
Cars Exiting Leg	0						428						4						360						493						1285
Heavy Exiting Leg	0						18						0						10						14						42
Total Exiting Leg	0						446						4						370						507						1327

PDI File #: **186440 E**
 Location: **N: Driveway S: Andover Street**
 Location: **E: Dascomb Road W: Dascomb Road SE: Wingate Driveway**
 City, State: **Andover, MA**
 Client: **TEC/ S. Gregorio**
 Site Code: **T0525**
 Count Date: **Thursday, September 13, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Driveway						Dascomb Road						Wingate Driveway						Andover Street						Dascomb Road						Total						
	from North						from East						from Southeast						from South						from West												
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total							
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	8
Grand Total	0	0	0	0	0	0	0	6	2	0	0	8	0	0	0	0	0	0	0	4	0	0	0	4	0	0	5	0	0	5	0	0	0	0	0	0	17
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.3	11.8	0.0	0.0	47.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.5	0.0	0.0	0.0	23.5	0.0	0.0	29.4	0.0	0.0	29.4	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						9						0						2						6						17						

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Driveway						Dascomb Road						Wingate Driveway						Andover Street						Dascomb Road						Total						
	from North						from East						from Southeast						from South						from West												
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total							
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
Entering Leg	0	0	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Exiting Leg	0						3						0						2						4						9						
Total	0						9						0						5						4						18						

PDI File #: **186440 E**
 Location: **N: Driveway S: Andover Street**
 Location: **E: Dascomb Road W: Dascomb Road SE: Wingate Driveway**
 City, State: **Andover, MA**
 Client: **TEC/ S. Gregorio**
 Site Code: **T0525**
 Count Date: **Thursday, September 13, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Driveway						Dascomb Road						Wingate Driveway						Andover Street						Dascomb Road						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	1	3	0	1	0	0	4	7
7:30 AM	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	1	0	1	0	2	0	0	3	0	0	3	9
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	2	4
Total	0	0	0	0	0	0	0	6	2	0	0	8	0	0	0	0	0	0	0	3	0	1	0	4	4	0	7	0	0	11	23
8:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6
8:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	0	2	1	0	2	0	0	3	8
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Total	0	0	0	0	0	0	0	6	3	0	0	9	0	0	0	0	0	0	0	2	0	2	0	4	2	0	5	0	0	7	20
Grand Total	0	0	0	0	0	0	0	12	5	0	0	17	0	0	0	0	0	0	0	5	0	3	0	8	6	0	12	0	0	18	43
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	70.6	29.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	62.5	0.0	37.5	0.0		33.3	0.0	66.7	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.9	11.6	0.0	0.0	39.5	0.0	0.0	0.0	0.0	0.0		0.0	11.6	0.0	7.0	0.0	18.6	14.0	0.0	27.9	0.0	0.0	41.9	
Exiting Leg Total	0						17						0						11						15						43

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Driveway						Dascomb Road						Wingate Driveway						Andover Street						Dascomb Road						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3	0	1	0	0	4	7
7:30 AM	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	1	0	1	0	2	0	0	3	0	0	3	9
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	2	4
8:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	4
Total Volume	0	0	0	0	0	0	0	7	2	0	0	9	0	0	0	0	0	0	0	4	0	2	0	6	4	0	5	0	0	9	24
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	77.8	22.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	66.7	0.0	33.3	0.0		44.4	0.0	55.6	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.500	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000		0.000	1.000	0.000	0.500	0.000	0.750	0.333	0.000	0.417	0.000	0.000	0.563	0.667
Entering Leg	0	0	0	0	0	0	0	7	2	0	0	9	0	0	0	0	0	0	0	4	0	2	0	6	4	0	5	0	0	9	24
Exiting Leg	0						9						0						6						9						24
Total	0						18						0						12						18						48

PDI File #: **186440 E**
 Location: **N: Driveway S: Andover Street**
 Location: **E: Dascomb Road W: Dascomb Road SE: Wingate Driveway**
 City, State: **Andover, MA**
 Client: **TEC/ S. Gregorio**
 Site Code: **T0525**
 Count Date: **Thursday, September 13, 2018**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Driveway						Dascomb Road						Wingate Driveway						Andover Street						Dascomb Road						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	2
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	3	0	0	1	0	0	1	5	
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2		
Total	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	3	0	4	0	0	4	0	0	4	11	
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	4	
Grand Total	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	2	0	3	0	5	1	0	4	0	0	5	15	
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	60.0	0.0	20.0	0.0	80.0	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	20.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	20.0	0.0	33.3	6.7	0.0	26.7	0.0	0.0	33.3		
Exiting Leg Total	0						6						0						4						5						15

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

	Driveway						Dascomb Road						Wingate Driveway						Andover Street						Dascomb Road						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	2	
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	3	0	0	1	0	0	1	5	
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2		
Total Volume	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	3	0	4	0	0	4	0	0	4	11	
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	100.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.333	0.000	0.000	1.000	0.000	0.000	1.000	0.550	
Entering Leg	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	3	0	4	0	0	4	0	0	4	11	
Exiting Leg	0						5						0						2						4						11
Total	0						8						0						6						8						22

Accurate Counts

978-664-2565

N/S Street : Andover Street
 E/W Street: Dascomb Road / Driveway
 City/State : Andover, MA
 Weather : Clear

File Name : 05250005
 Site Code : 05250005
 Start Date : 9/20/2018
 Page No : 1

Groups Printed- Cars - Trucks

Start Time	Andover St From North			Dwy From East			Andover St From South			Dascomb Rd From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	1	24	73	0	0	3	16	75	0	87	1	4	284
04:15 PM	0	27	79	0	0	2	18	70	0	96	0	4	296
04:30 PM	0	27	71	1	0	0	33	97	0	85	1	4	319
04:45 PM	0	25	70	0	0	2	27	87	0	89	0	8	308
Total	1	103	293	1	0	7	94	329	0	357	2	20	1207
05:00 PM	0	19	63	0	0	1	30	61	0	109	0	3	286
05:15 PM	0	36	83	1	1	0	36	84	0	93	0	5	339
05:30 PM	0	32	80	0	0	2	32	80	0	87	1	6	320
05:45 PM	0	21	76	1	0	1	23	55	0	95	0	3	275
Total	0	108	302	2	1	4	121	280	0	384	1	17	1220
Grand Total	1	211	595	3	1	11	215	609	0	741	3	37	2427
Apprch %	0.1	26.1	73.7	20	6.7	73.3	26.1	73.9	0	94.9	0.4	4.7	
Total %	0	8.7	24.5	0.1	0	0.5	8.9	25.1	0	30.5	0.1	1.5	
Cars	1	210	595	3	1	11	211	607	0	741	3	35	2418
% Cars	100	99.5	100	100	100	100	98.1	99.7	0	100	100	94.6	99.6
Trucks	0	1	0	0	0	0	4	2	0	0	0	2	9
% Trucks	0	0.5	0	0	0	0	1.9	0.3	0	0	0	5.4	0.4

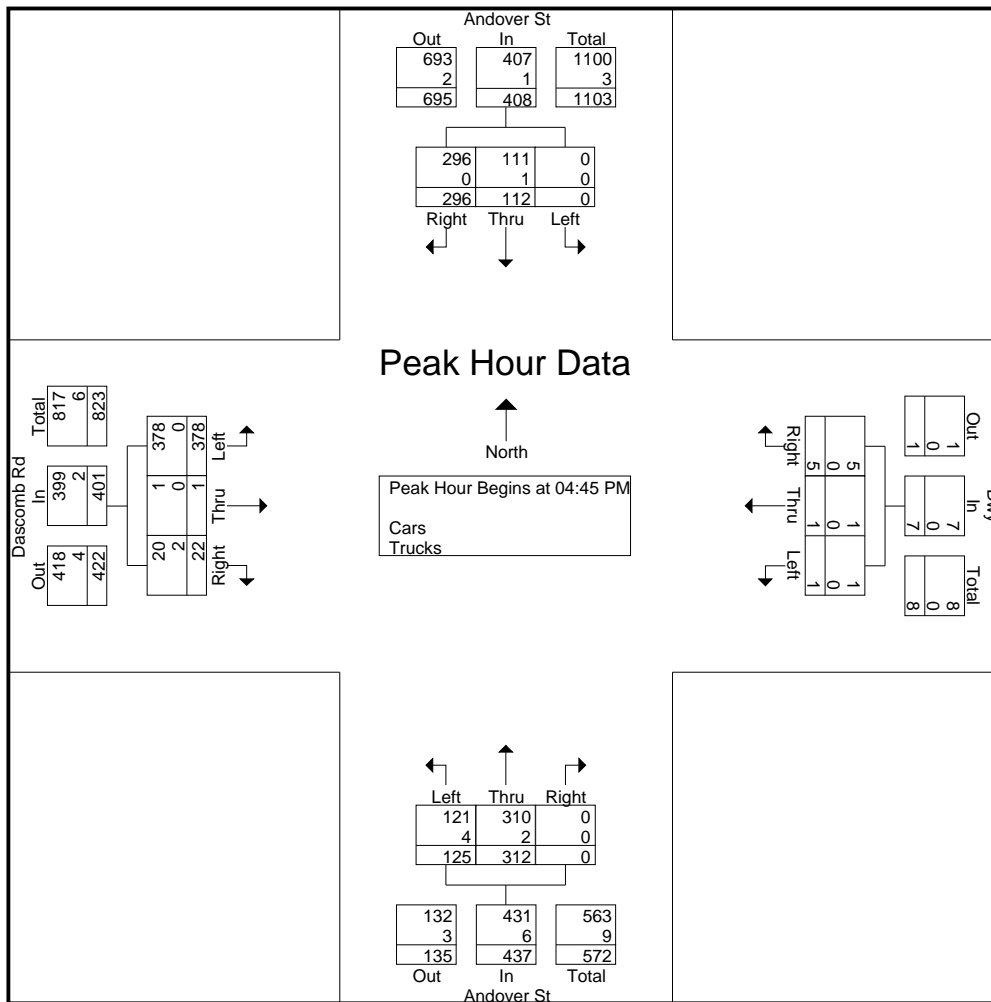
Accurate Counts

978-664-2565

N/S Street : Andover Street
 E/W Street: Dascomb Road / Driveway
 City/State : Andover, MA
 Weather : Clear

File Name : 05250005
 Site Code : 05250005
 Start Date : 9/20/2018
 Page No : 2

Start Time	Andover St From North				Dwy From East				Andover St From South				Dascomb Rd From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	25	70	95	0	0	2	2	27	87	0	114	89	0	8	97	308
05:00 PM	0	19	63	82	0	0	1	1	30	61	0	91	109	0	3	112	286
05:15 PM	0	36	83	119	1	1	0	2	36	84	0	120	93	0	5	98	339
05:30 PM	0	32	80	112	0	0	2	2	32	80	0	112	87	1	6	94	320
Total Volume	0	112	296	408	1	1	5	7	125	312	0	437	378	1	22	401	1253
% App. Total	0	27.5	72.5		14.3	14.3	71.4		28.6	71.4	0		94.3	0.2	5.5		
PHF	.000	.778	.892	.857	.250	.250	.625	.875	.868	.897	.000	.910	.867	.250	.688	.895	.924
Cars	0	111	296	407	1	1	5	7	121	310	0	431	378	1	20	399	1244
% Cars	0	99.1	100	99.8	100	100	100	100	96.8	99.4	0	98.6	100	100	90.9	99.5	99.3
Trucks	0	1	0	1	0	0	0	0	4	2	0	6	0	0	2	2	9
% Trucks	0	0.9	0	0.2	0	0	0	0	3.2	0.6	0	1.4	0	0	9.1	0.5	0.7



Accurate Counts

978-664-2565

N/S Street : Andover Street
 E/W Street: Dascomb Road / Driveway
 City/State : Andover, MA
 Weather : Clear

File Name : 05250005
 Site Code : 05250005
 Start Date : 9/20/2018
 Page No : 7

Groups Printed- Trucks

Start Time	Andover St From North			Dwy From East			Andover St From South			Dascomb Rd From West			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	2	1	0	0	0	1	4
05:30 PM	0	1	0	0	0	0	2	1	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	4	2	0	0	0	1	8
Grand Total	0	1	0	0	0	0	4	2	0	0	0	2	9
Apprch %	0	100	0	0	0	0	66.7	33.3	0	0	0	100	
Total %	0	11.1	0	0	0	0	44.4	22.2	0	0	0	22.2	

Accurate Counts

978-664-2565

N/S Street : Andover Street
 E/W Street: Dascomb Road / Driveway
 City/State : Andover, MA
 Weather : Clear

File Name : 05250005
 Site Code : 05250005
 Start Date : 9/20/2018
 Page No : 10

Groups Printed- Bikes Peds

Start Time	Andover St From North				Dwy From East				Andover St From South				Dascomb Rd From West				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0				
Total %	0	0	0		0	0	0		0	100	0		0	0	0		0	100	

SPEED MEASUREMENT DATA



MASSDOT CRASH DATA



Crash Analysis Tables
Proposed Mix-Used Development
Andover, MA

Vanasse and Associates Inc.
Project No. 10485

Crash Number	Crash Date	Crash Severity	Crash Hour	Driver Contributing Circumstances (All Drivers)	Light Conditions	Manner of Collision	Road Surface Condition	Vehicle Actions Prior to Crash (All Vehicles)	Vehicle Configuration (All Vehicles)	Vehicle Travel Directions (All)	Weather Conditions	Vehicle Sequence of Events (All Vehicles)	Street Number	Roadway
4338544	03/12/2017	only (none injured) Property damage	12:00PM to 12:59PM	D1: (No improper driving),(No improper driving) / D2: (Inattention),(Inattention)	Daylight	Rear-end	Dry	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic V1: Travelling straight ahead / V2: Entering traffic lane	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: S	Clear/Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	80	ANDOVER
4474166	02/07/2017	only (none injured)	12:00PM to 12:59PM	D1: (No improper driving) / D2: (Failed to yield right of way) D1: (Failed to yield right of way) / D2: (No improper driving) / D3: (No improper driving)	Daylight	Angle	Snow	V1: Turning left / V2: Travelling straight ahead / V3: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: N V1: N / V2: S / V3: N	Snow/Snow	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	80	ANDOVER
4480855	08/19/2017	Non-fatal injury Property damage	11:00AM to 11:59AM	D1: (No improper driving) / D2: (Inattention)	Daylight	Head-on	Dry	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: S	Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	80	ANDOVER
4490388	01/20/2018	only (none injured)	11:00AM to 11:59AM	D1: (No improper driving) / D2: (Inattention)	Daylight Dark - lighted roadway	Angle	Dry	V1: Travelling straight ahead	V1:(Passenger car)	V1: N	Clear Rain/Fog, smog, smoke	V1:(Collision with motor vehicle in traffic),(Ran off road left)	5	DASCOM
4506473	02/11/2018	Non-fatal injury Property damage	12:00AM to 12:59AM	D1: (Failure to keep in proper lane or running off road)	Daylight	Rear-end	Wet	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: E / V2: E	Cloudy/Rain	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	80	ANDOVER
4511297	03/02/2018	only (none injured)	12:00PM to 12:59PM	D1: (No improper driving) / D2: (Followed too closely)	Daylight	Rear-end	Wet	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: N / V2: N	Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	5	DASCOM
4573532	06/29/2018	Non-fatal injury	08:00AM to 08:59AM	D1: (No improper driving) / D2: (Unknown)	Daylight	Rear-end	Dry	V1: Turning left / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: Not Reported / V2: S	Clear	V1:(Collision with motor vehicle in traffic)	80	ANDOVER
4589977	08/28/2018	Non-fatal injury Property damage	05:00PM to 05:59PM	D1: (Failed to yield right of way) / D2: (No improper driving) D1: (No improper driving) / D2: (Failed to yield right of way),(Disregarded traffic signs, signals, road markings)	Daylight	Angle	Dry	V1: Travelling straight ahead / V2: Turning left	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Light truck(van, mini-van, pickup, sport utility))	V1: N / V2: N	Clear/Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	80	ANDOVER
4599641	09/06/2018	only (none injured)	11:00AM to 11:59AM	D1: (No improper driving) / D2: (Failed to yield right of way) D1: (Swerving or avoiding due to wind, slippery surface, vehicle, object, vulnerable user in roadway)	Daylight	Head-on	Dry	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: W / V2: E	Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	80	ANDOVER
4610522	10/17/2018	Non-fatal injury Property damage	01:00PM to 01:59PM	D1: (No improper driving) / D2: (Failed to yield right of way) D1: (Swerving or avoiding due to wind, slippery surface, vehicle, object, vulnerable user in roadway)	Daylight	Single vehicle crash	Dry	V1: Travelling straight ahead	V1:(Single-unit truck (3-or-more axles))	V1: S	Clear	V1:(Collision with utility pole)	82	ANDOVER
4684721	03/21/2019	only (none injured) Property damage	11:00AM to 11:59AM	D1: (Swerving or avoiding due to wind, slippery surface, vehicle, object, vulnerable user in roadway)	Daylight	Single vehicle crash	Dry	V1: Travelling straight ahead	V1:(Light truck(van, mini-van, pickup, sport utility))	V1: N	Clear/Clear	V1:(Collision with motor vehicle in traffic),(Collision with guardrail)	80	ANDOVER
4684727	03/26/2019	only (none injured) Property damage	12:00PM to 12:59PM	D1: (No improper driving) / D2: (Visibility obstructed),(Failed to yield right of way) D1: (No improper driving),(No improper driving) / D2: (Followed too closely),(Inattention)	Daylight	Angle	Dry	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: S / V2: W	Clear/Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	1	DASCOM
4707261	05/30/2019	only (none injured) Property damage	07:00PM to 07:59PM	D1: (No improper driving) / D2: (Failed to yield right of way) D1: (No improper driving),(No improper driving) / D2: (Followed too closely),(Inattention)	Daylight	Rear-end	Dry	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: S / V2: S	Cloudy/Cloudy	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	5	DASCOM
4731888	07/18/2019	only (none injured) Property damage	03:00PM to 03:59PM	D1: (No improper driving) / D2: (Failed to yield right of way)	Daylight Dark - lighted roadway	Sideswipe, opposite direction	Dry	V1: Travelling straight ahead / V2: Turning left	V1:(Passenger car) / V2:(Passenger car)	V1: S / V2: N	Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	80	ANDOVER
4748713	09/09/2019	only (none injured) Property damage	08:00PM to 08:59PM	D1: (No improper driving) / D2: (Failed to yield right of way)	Daylight	Angle	Dry	V1: Turning left / V2: Travelling straight ahead / V3: Slowing or stopped in traffic	V1:(Passenger car) / V2:(Light truck(van, mini-van, pickup, sport utility)) / V3:(Light truck(van, mini-van, pickup, sport utility))	V1: S / V2: N V1: W / V2: W / V3: E	Cloudy Snow/Sleet, hail (freezing rain or	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic) V3:(Collision with motor vehicle in traffic)	80	ANDOVER
4779215	11/21/2019	only (none injured)	03:00PM to 03:59PM	D1: (No improper driving) / D2: (Failed to yield right of way) D1: (Inattention),(Failed to yield right of way) / D2: (No improper driving),(No improper driving) / D3: (No improper driving),(No improper driving)	Daylight	Head-on	Snow	V1: Slowing or stopped in traffic / V2: Travelling straight ahead	V1:(Passenger car) / V2:(Passenger car)	V1: S / V2: S	Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	5	DASCOM
4818231	02/06/2020	Non-fatal injury Property damage	08:00AM to 08:59AM	D1: (No improper driving) / D2: (Followed too closely) D1: (Driving too fast for conditions),(Swerving or avoiding due to wind, slippery surface, vehicle, object, vulnerable user in roadway)	Daylight Dark - lighted roadway	Rear-end	Dry	V1: Travelling straight ahead	V1:(Passenger car)	V1: E	Snow/Snow Snow/Blowing sand, snow	V1:(Collision with motor vehicle in traffic),(Collision with light pole or other post/support)	80	ANDOVER
4880570	09/18/2020	only (none injured) Property damage	12:00PM to 12:59PM	D1: (No improper driving) / D2: (Followed too closely) D1: (Driving too fast for conditions),(Swerving or avoiding due to wind, slippery surface, vehicle, object, vulnerable user in roadway)	Daylight	Single vehicle crash	Snow	V1: Travelling straight ahead	V1:(Passenger car)	V1: E / V2: W	Snow/Snow Snow/Blowing sand, snow	V1:(Collision with motor vehicle in traffic)	5	DASCOM
4910701	12/20/2020	only (none injured) Property damage	06:00PM to 06:59PM	D1: (Failure to keep in proper lane or running off road) / D2: (No improper driving)	Daylight Dark - lighted roadway	Sideswipe, opposite direction	Snow	V1: Leaving traffic lane	V1:(Passenger car)	V1: E	Snow	V1:(Collision with motor vehicle in traffic),(Ran off road left),(Collision with median barrier)	5	DASCOM
4939704	02/09/2021	only (none injured) Property damage	01:00PM to 01:59PM	D1: (Disregarded traffic signs, signals, road markings)	Daylight	Not reported	Snow	V1: Slowing or stopped in traffic / V2: Slowing or stopped in traffic	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: N / V2: N	Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)	80	ANDOVER
4939708	02/09/2021	only (none injured) Property damage	07:00PM to 07:59PM	D1: (Inattention) / D2: (No improper driving)	Daylight	Rear-end	Dry	V1: Travelling straight ahead / V2: Slowing or stopped in traffic	V1:(Light truck(van, mini-van, pickup, sport utility)) / V2:(Passenger car)	V1: E / V2: E	Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		DASCOM
4943521	03/05/2021	only (none injured) Property damage	04:00PM to 04:59PM	D1: (Inattention) / D2: (No improper driving)	Daylight	Rear-end	Dry	V1: Slowing or stopped in traffic	V1:(Passenger car)	V1: E / V2: E	Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		DASCOM
5024941	10/08/2021	only (none injured)	01:00PM to 01:59PM	D1: (Inattention) / D2: (No improper driving)	Daylight	Rear-end	Dry	V1: Slowing or stopped in traffic	V1:(Passenger car)	V1: E / V2: E	Clear	V1:(Collision with motor vehicle in traffic) V2:(Collision with motor vehicle in traffic)		DASCOM

Data Level CRASH

Query Typ Spatial

Criteria: If you conducted an Advanced Query your SQL statement will be listed here

TRIP GENERATION DATA





Graph Look Up

ITETripGen Web-based App

- Graph Look Up
- How to Use ITETripGen
- TGM Desk Reference
- TGM Appendices
- Support Documents
- Add Users
- Comments

Query Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
220

LAND USE GROUP:
(200-299) Residential

LAND USE :
220 - Multifamily Housing (Low-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

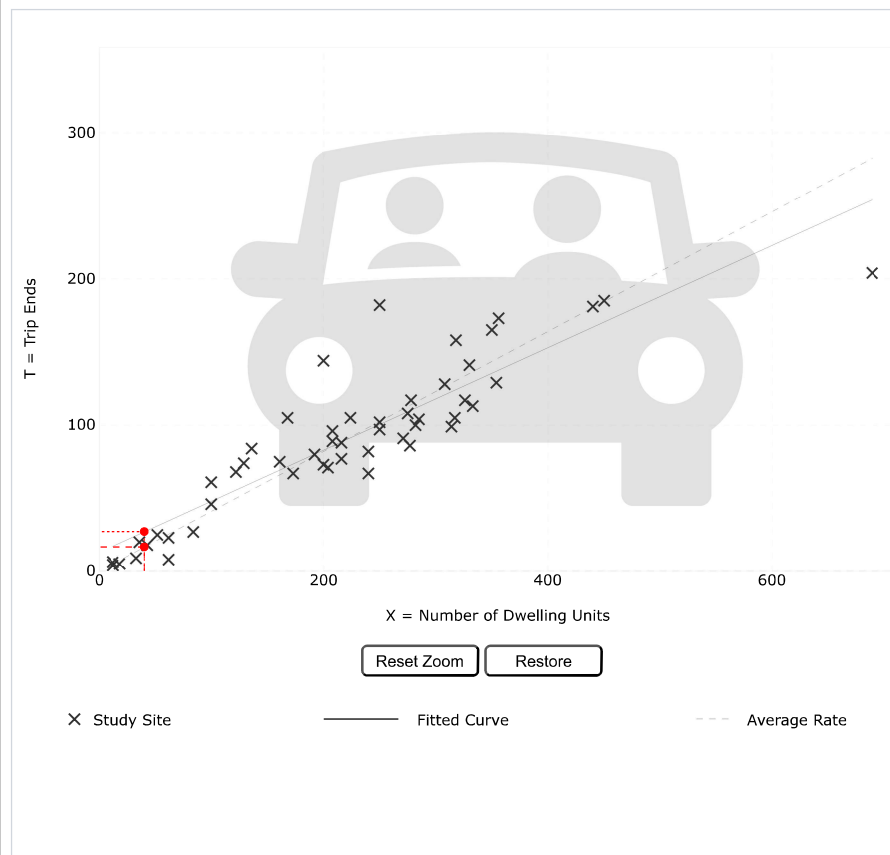
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
40 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Low-Rise) - Not Close to Rail Transit (220) [Click for Description and Data Plots](#)

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
51

Avg. Num. of Dwelling Units:
219

Average Rate:
0.41

Range of Rates:
0.13 - 0.73

Standard Deviation:
0.10

Fitted Curve Equation:
 $T = 0.35(X) + 12.93$

R²:
0.81

Directional Distribution:
24% entering, 76% exiting

Calculated Trip Ends:
Average Rate: 16 (Total), 4 (Entry), 12 (Exit)
Fitted Curve: 27 (Total), 6 (Entry), 21 (Exit)

Add-ons to do more

Try OTISS Pro



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Query
Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed ▼

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 🔍

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(200-299) Residential ▼

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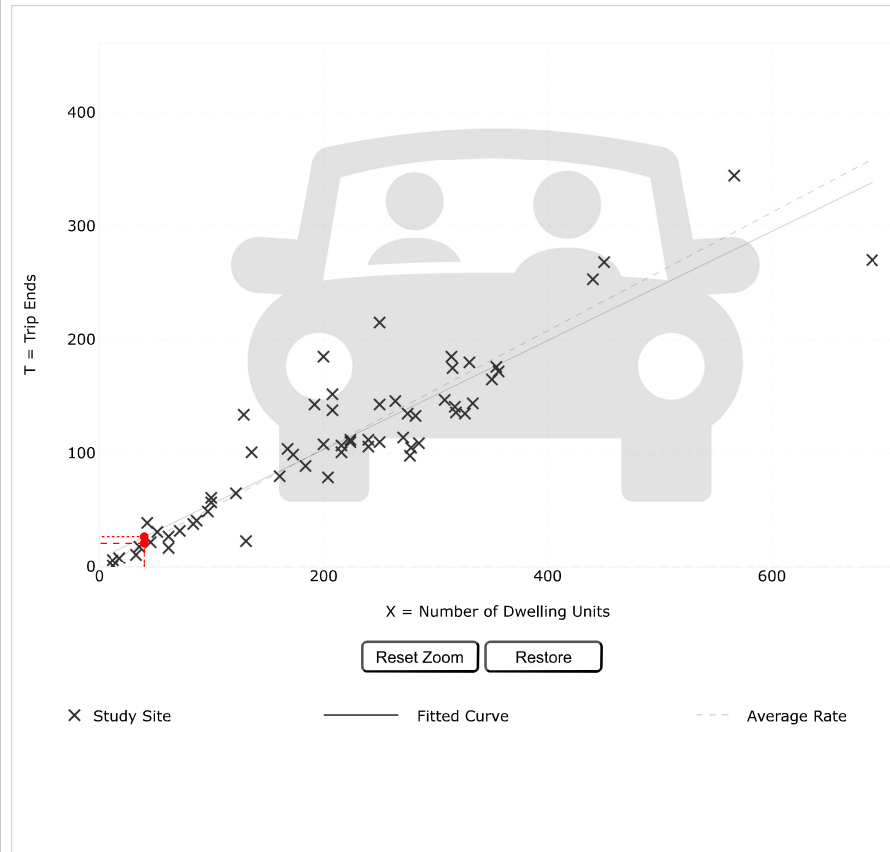
INDEPENDENT VARIABLE (IV):
Dwelling Units ▼

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre ▼

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Independent Variable:
 Dwelling Units

Time Period:
 Weekday
 Peak Hour of Adjacent Street Traffic
 One Hour Between 4 and 6 p.m.

Setting/Location:
 General Urban/Suburban

Trip Type:
 Vehicle

Number of Studies:
 61

Avg. Num. of Dwelling Units:
 215

Average Rate:
 0.52

Range of Rates:
 0.08 - 1.04

Standard Deviation:
 0.13

Fitted Curve Equation:
 $T = 0.48(X) + 7.35$

R²:
 0.83

Directional Distribution:
 62% entering, 38% exiting

Calculated Trip Ends:
 Average Rate: 21 (Total), 13 (Entry), 8 (Exit)
 Fitted Curve: 27 (Total), 16 (Entry), 11 (Exit)

Add-ons to do more

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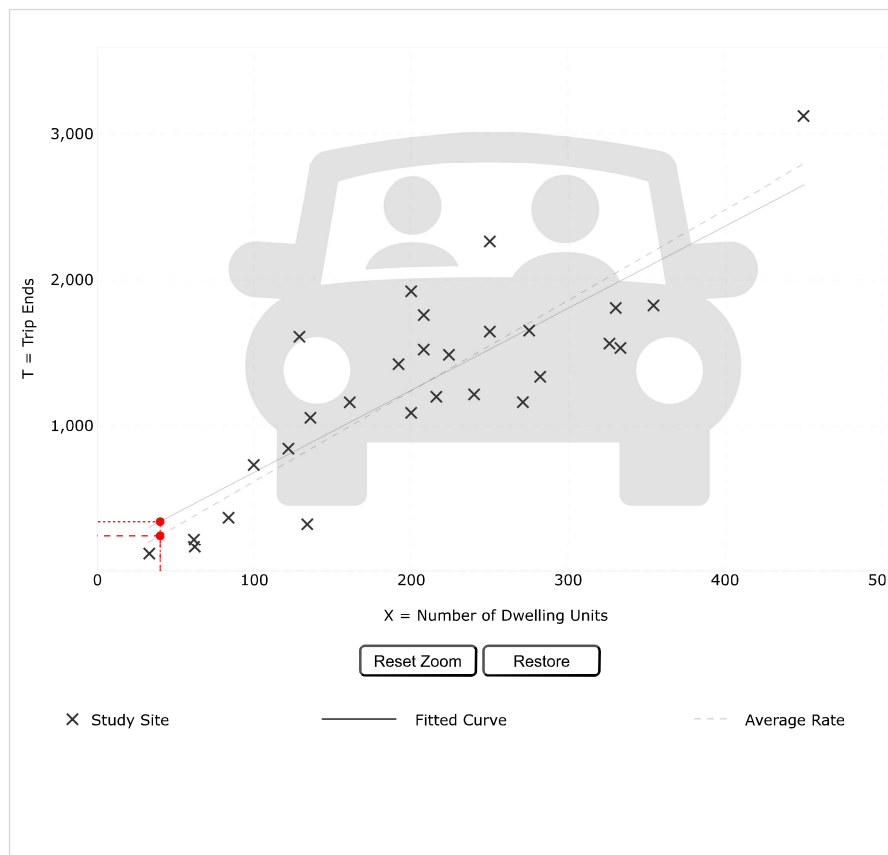
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Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

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40 Calculate

Data Plot and Equation



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Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

TriP Type:
Vehicle

Number of Studies:
28

Avg. Num. of Dwelling Units:
208

Average Rate:
6.21

Range of Rates:
2.46 - 12.50

Standard Deviation:
1.87

Fitted Curve Equation:
 $T = 5.63(X) + 120.45$

R²:
0.70

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 248 (Total), 124 (Entry), 124 (Exit)
Fitted Curve: 346 (Total), 173 (Entry), 173 (Exit)

Use the mouse wheel to Zoom Out or Zoom In. Hover the mouse pointer on data points to view X and T values.

Add-ons to do more

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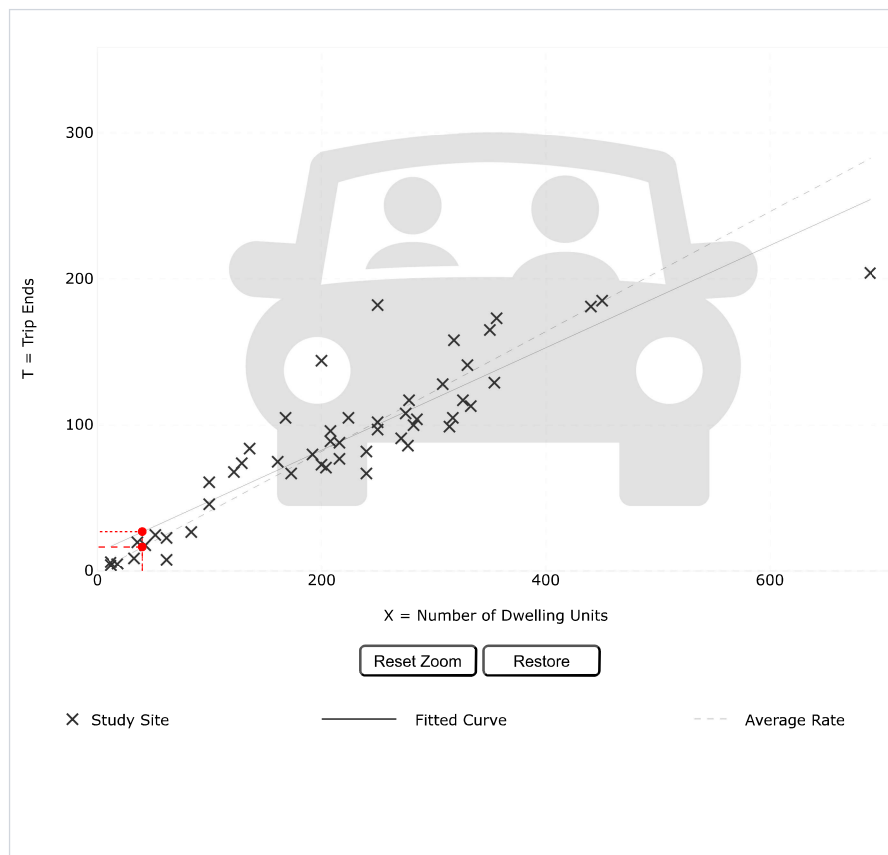
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SEARCH BY LAND USE CODE:

LAND USE GROUP:

LAND USE :

LAND USE SUBCATEGORY:

SETTING/LOCATION:

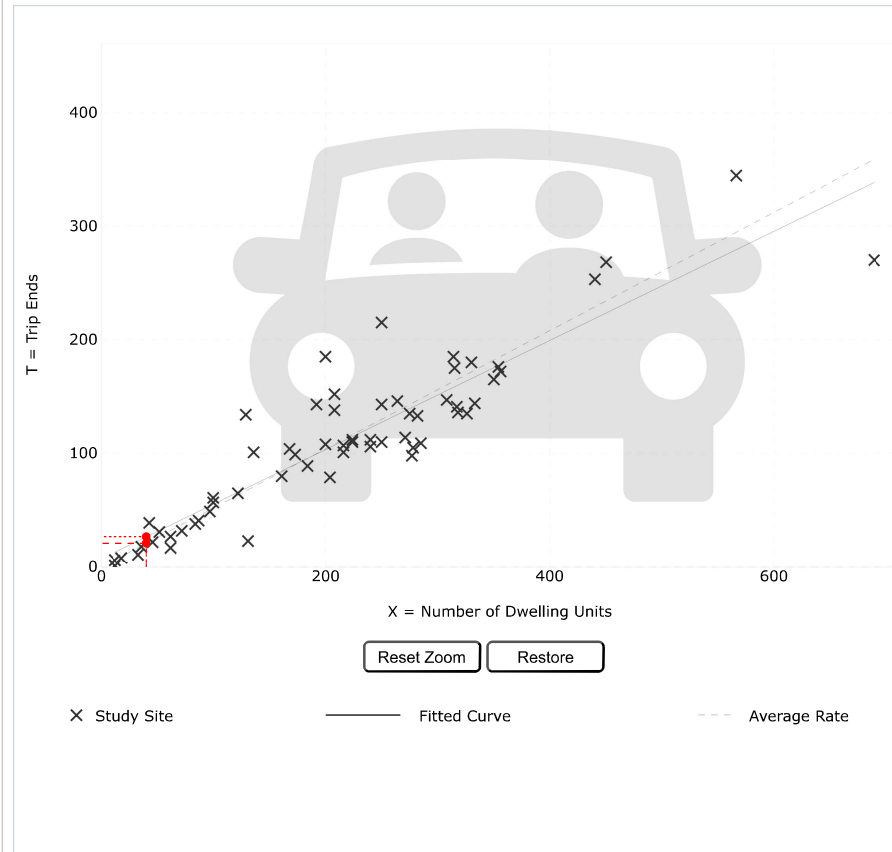
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TIME PERIOD:

TRIP TYPE:

ENTER IV VALUE TO CALCULATE TRIPS:

Data Plot and Equation



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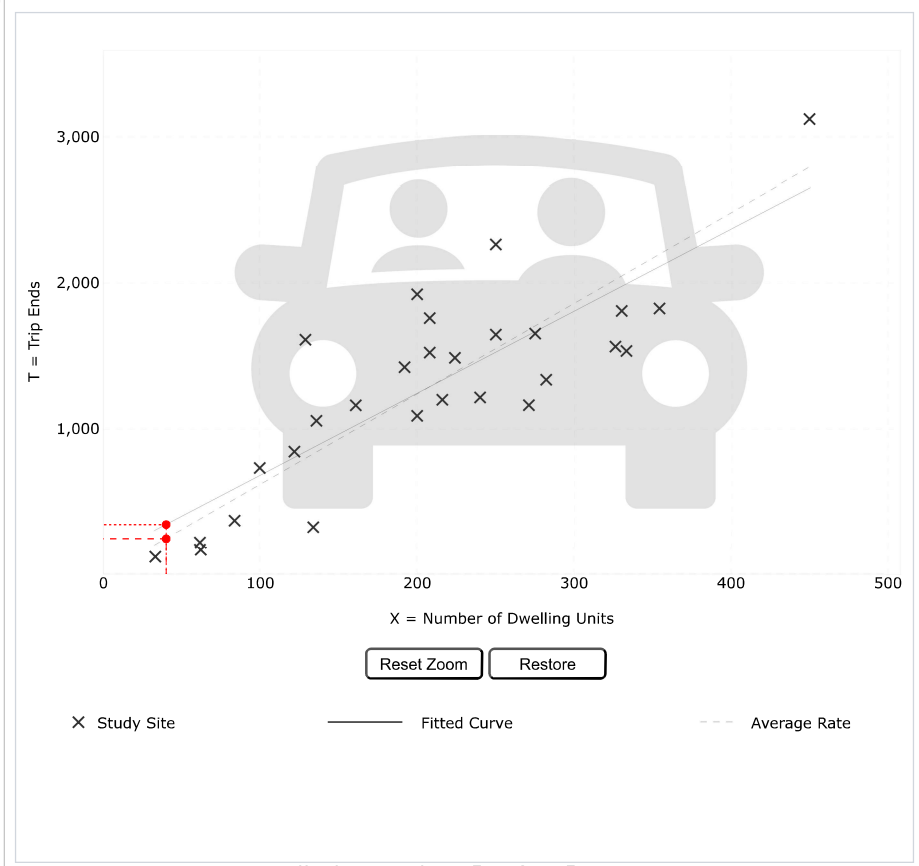
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Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
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Data Plot and Equation



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Add-ons to do more
Try OTISS Pro

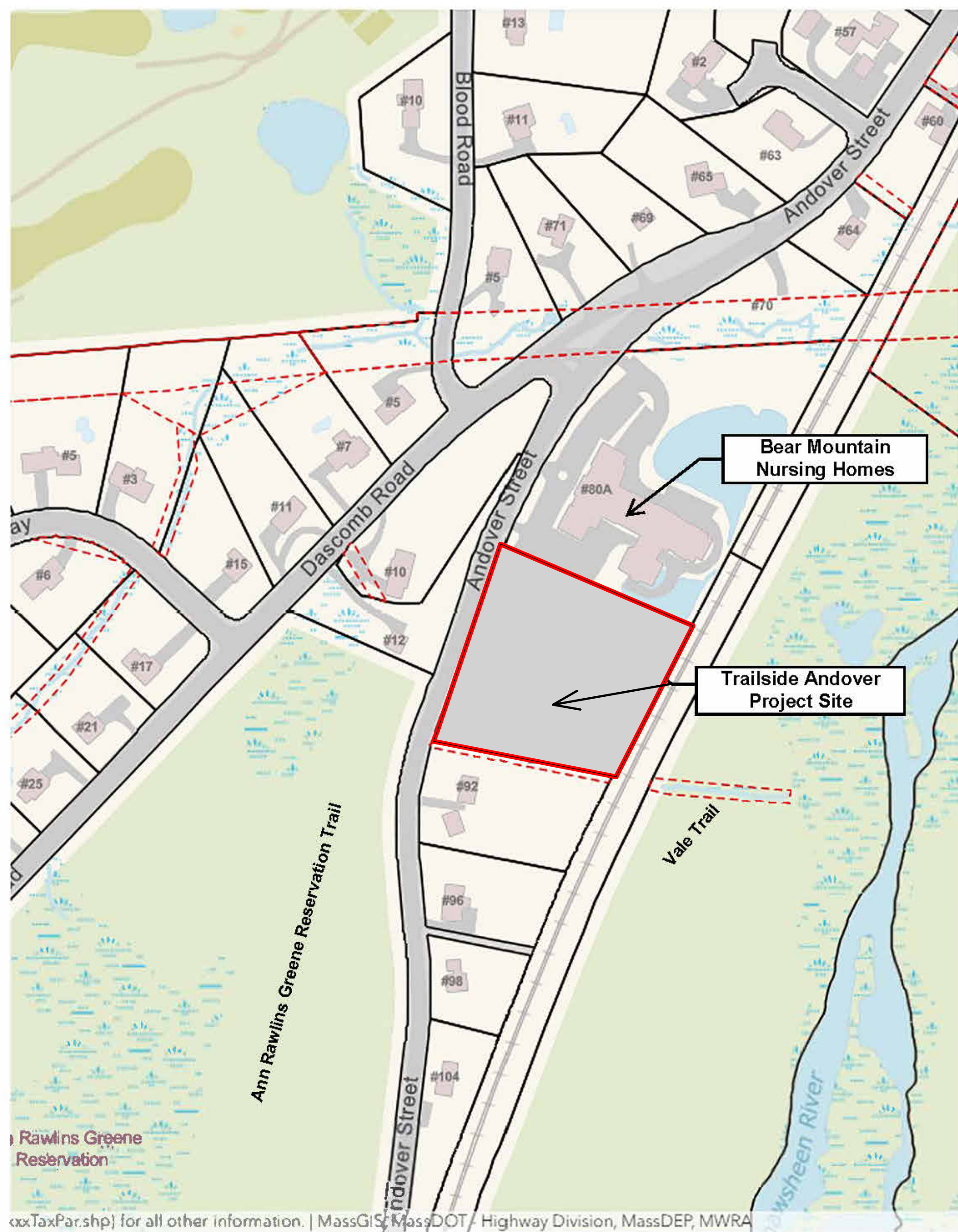
TRIP DISTRIBUTION DATA



Entering/ Exiting

Town/City	Count	Andover Street (To/ from North)		Andover Street (To/ from South)		Dascomb Road (To/ from South)	
		%	Count	%	Count	%	Count
Haverhill city	182	100%	182	0%	0	0%	0
Methuen Town city	165	0%	0	0%	0	100%	165
Lowell city	139	0%	0	0%	0	100%	139
Andover town	130	75%	98	25%	33	0%	0
Lawrence city	126	100%	126	0%	0	0%	0
Salem town	86	25%	22	0%	0	75%	65
Derry town	72	0%	0	0%	0	100%	72
Dracut town	72	0%	0	0%	0	100%	72
North Andover town	64	75%	48	0%	0	25%	16
Nashua city	57	0%	0	0%	0	100%	57
Tewksbury town	56	0%	0	25%	14	75%	42
Billerica town	42	0%	0	50%	21	50%	21
Chelmsford town	42	0%	0	0%	0	100%	42
Lynn city	34	0%	0	25%	9	75%	26
Hudson town	32	0%	0	0%	0	100%	32
Manchester city	31	0%	0	0%	0	100%	31
Pelham town	27	0%	0	0%	0	100%	27
Peabody city	26	25%	7	0%	0	75%	20
Plaistow town	23	100%	23	0%	0	0%	0
Londonderry town	22	0%	0	0%	0	100%	22
Barnstable County	7	0%	0	0%	0	100%	7
Berkshire County	1	0%	0	0%	0	100%	1
Bristol County	9	0%	0	0%	0	100%	9
Essex County	137	100%	137	0%	0	0%	0
Franklin County	6	0%	0	0%	0	100%	6
Hampden County	8	0%	0	0%	0	100%	8
Hampshire County	6	0%	0	0%	0	100%	6
Middlesex County	235	0%	0	5%	12	95%	223
Norfolk County	27	0%	0	0%	0	100%	27
Plymouth County	14	0%	0	0%	0	100%	14
Suffolk County	27	0%	0	0%	0	100%	27
Worcester County	91	0%	0	0%	0	100%	91
New Hampshire	202	10%	20	0%	0	90%	182
Maine	6	100%	6	0%	0	0%	0
Connecticut	10	0%	0	0%	0	100%	10
Rhode Island	11	0%	0	0%	0	100%	11
Total	2,225		668		88		1,470
			30.0%		3.9%		66.0%
			30%		4%		66%

ANDOVER, MA 01845



xxTaxPar.shp) for all other information. | MassGIS, MassDOT, Highway Division, MassDEP, MWRA

11/12/2025 4:00:55 PM

SHEET LIST	
A00	SITE PLAN
A01	BASEMENT PLAN
A1	LEVEL 1
A2	LEVEL 2
A3	LEVEL 3
A7	EXTERIOR ELEVATIONS
A8	EXTERIOR ELEVATIONS
A10	RENDERINGS

D/R/E/A/M
COLLABORATIVE
ARCHITECTURE | REAL ESTATE DEVELOPMENT
501 Boylston Street
10th Floor
Boston MA, 02116
tel: 617.606.7029
www.dreamcollaborative.com



ANDOVER, MA 01845

CONCEPT DESIGN
11/11/2025

No.	Description	Date

NOT FOR
CONSTRUCTION

COVER &
DRAWING LIST

G000

Scale 3/8" = 1'-0"

Developer: DREAM Development

Civil

Landscape

Structure

MEP/FP

Sustainability

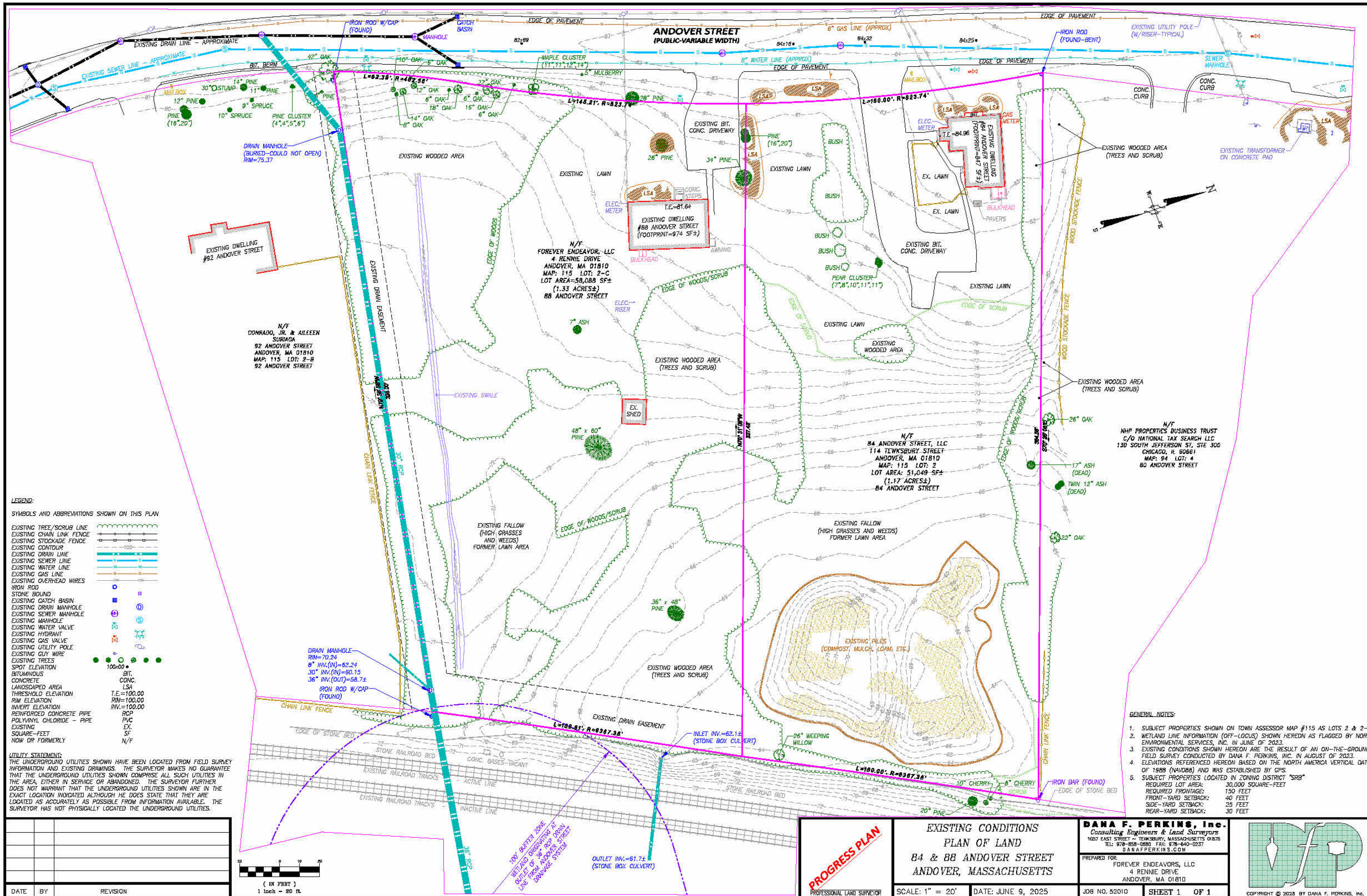
ANDOVER, MA 01845

CONCEPT DESIGN

11/11/2025

No.	Description	Date

- GENERAL NOTES:**
- SUBJECT PROPERTIES SHOWN ON TOWN ASSESSOR MAP #115 AS LOTS 2 & 2-C.
 - WETLAND LINE INFORMATION (OFF-LOGUS) SHOWN HEREIN AS FLAGGED BY NORSE ENVIRONMENTAL SERVICES, INC. IN JUNE OF 2023.
 - EXISTING CONDITIONS SHOWN HEREON ARE THE RESULT OF AN ON-THE-GROUND FIELD SURVEY CONDUCTED BY DANA F. PERKINS, INC. IN AUGUST OF 2023.
 - ELEVATIONS REFERENCED HEREON BASED ON THE NORTH AMERICA VERTICAL DATUM OF 1988 (NAVD88) AND WAS ESTABLISHED BY GPS.
 - SUBJECT PROPERTIES LOCATED IN ZONING DISTRICT "SRB"
REQUIRED LOT AREA: 30,000 SQUARE-FEET
REQUIRED FRONTAGE: 150 FEET
FRONT-YARD SETBACK: 40 FEET
SIDE-YARD SETBACK: 25 FEET
REAR-YARD SETBACK: 30 FEET



11/12/2025 4:00:56 PM

SITE SURVEY
G001
Scale

- Developer: DREAM Development
- Civil:
- Landscape:
- Structure:
- MEP/FP:
- Sustainability:

ANDOVER, MA 01845

CONCEPT DESIGN

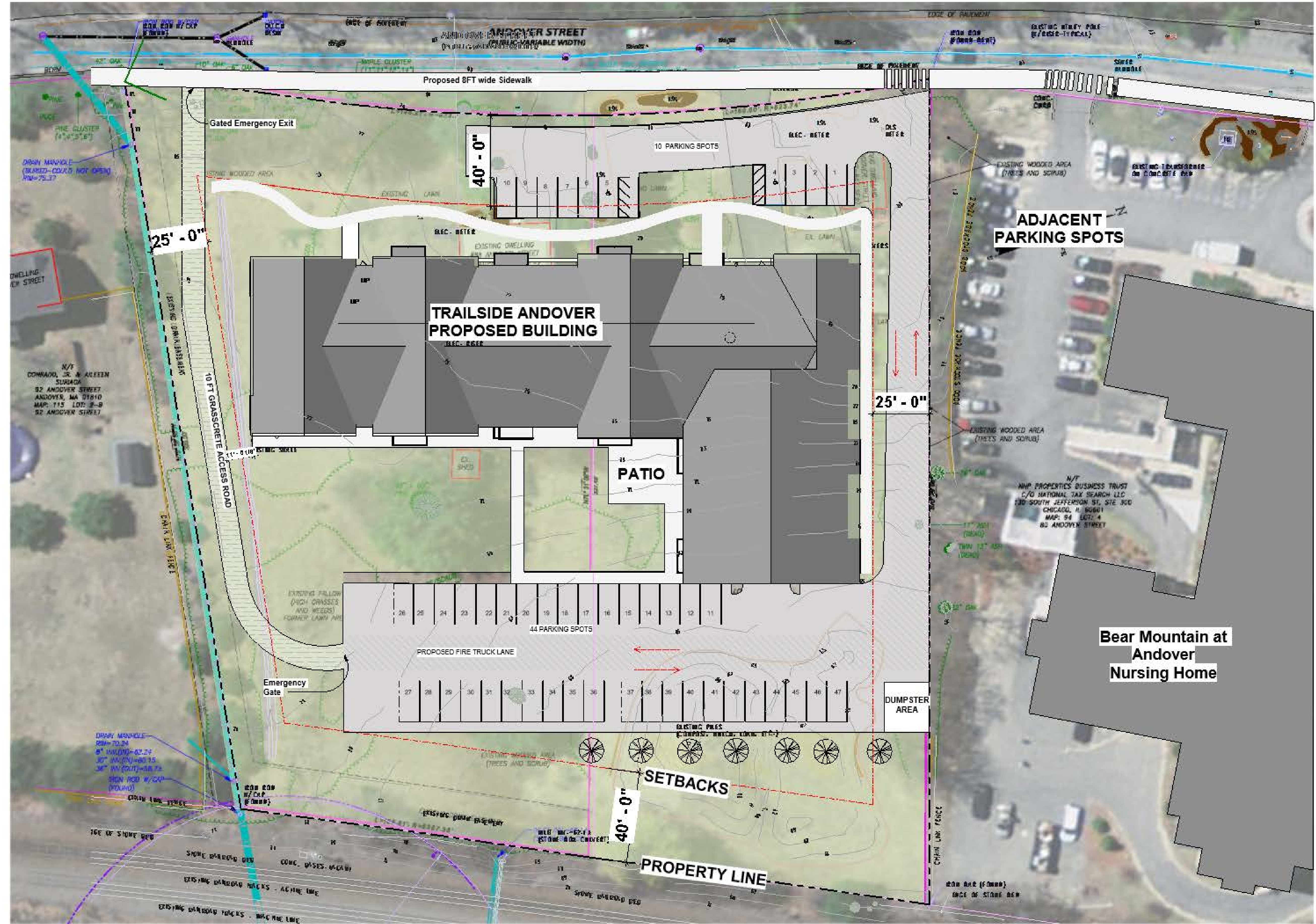
11/11/2025

No.	Description	Date

SITE PLAN

A00

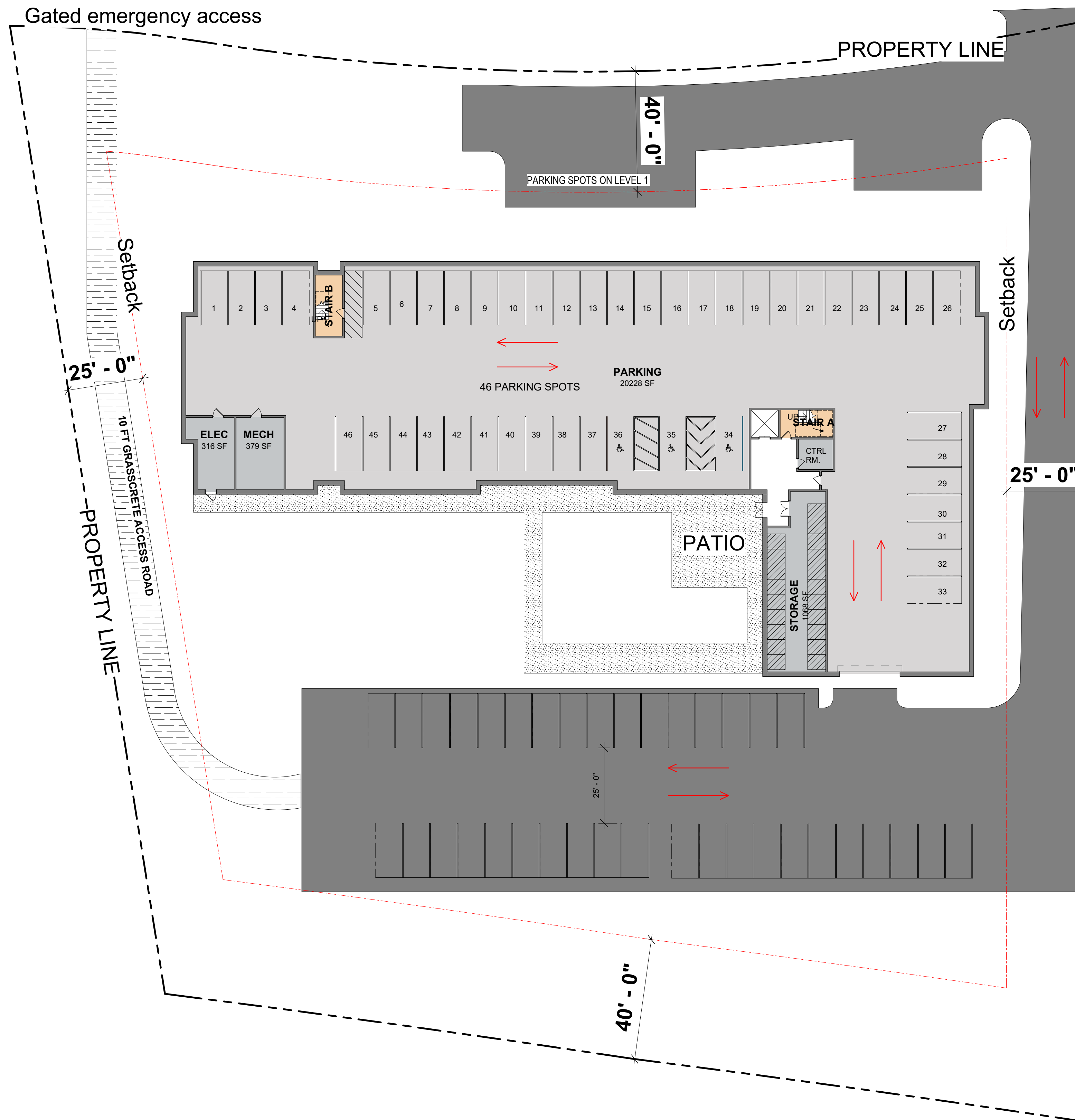
Scale 1" = 20'-0"



11/13/2025 1:23:43 PM



No.	Description	Date



1 BASEMENT - PRESENTATION
1" = 20'-0"





ZONING ANALYSIS

ADDRESS: 84-88 ANDOVER ST. ANDOVER, MA 01845
ZONING DISTRICT: SRB — Single Residence B
ZONING SUBDISTRICT: TBD
SUBDISTRICT TYPE: TBD
OVERLAYS: TBD

Table C - Dimensional Regulations:

	Dimensional Regulations	Proposed	Seeking Variance
Max. FAR	TBD	0.48	
Max. Height	35 ft	# ft	YES
Min. Lot Size	30,000	109,137 ft ²	No
Min. Usable Open Area	None	55,122 ft ²	No
Min. Lot Width	None	# ft	No
Min. Lot Frontage	150 ft	# ft	No
Min. Front Yard	40 ft	40 ft	No
Min. Side Yard	25 ft	25 ft	No
Min. Rear Yard	30 ft	40 ft	No

PROGRAM USAGE

Usage	Area	Percentage	Units		
Residential	65,738 SF	78%	1BR	4	11%
Garage	20,669 SF	17%	2BR	36	89%
Vert. Circulation / BOH	5,196 SF	5%	3BR	0	0%
Total	91,603 GSF			Total = 40	

SITE USAGE

Usage	Area	Percentage
Building Footprint	23,865 SF	21%
Open Space	55,122 SF	51%
Vehicular Circulation	30,150 SF	28%
Site	109,137 SF	
FAR	52,437 SF / 109,137 SF = 0.48	

PARKING = 46 INDOOR
47 OUTDOOR
93 TOTAL

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Civil

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MEP/FP

Sustainability

ANDOVER, MA 01845

CONCEPT DESIGN
11/11/2025

No.	Description	Date

LEVEL 1
A1
Scale As indicated

11/12/2025 4:01:08 PM

1 LEVEL 1 - PRESENTATION
1" = 20'-0"

Developer DREAM Development

Civil

Landscape

Structure

MEP/FP

Sustainability

ANDOVER, MA 01845

CONCEPT DESIGN

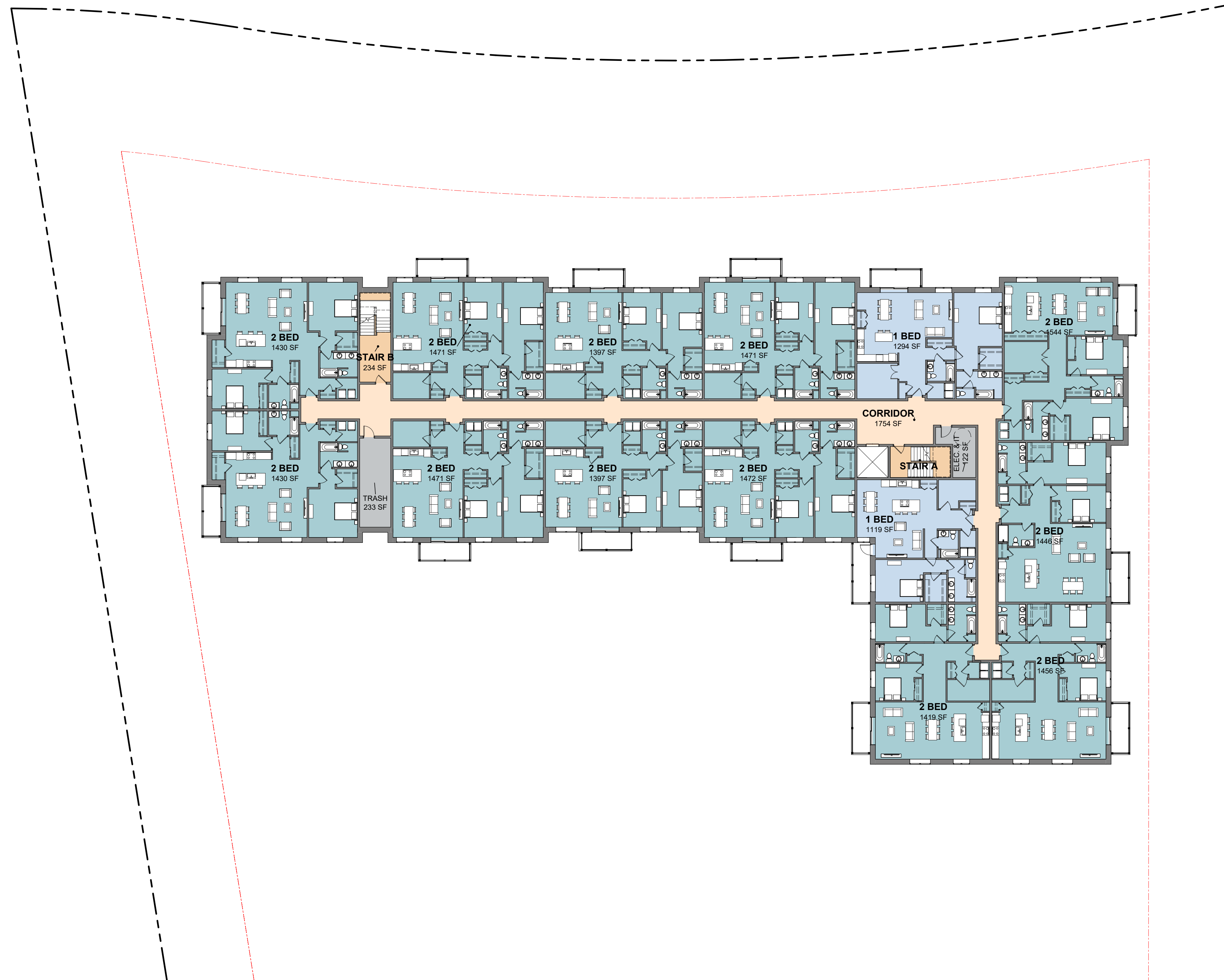
11/11/2025

No.	Description	Date

LEVEL 2

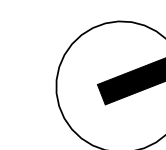
A2

Scale 1/16" = 1'-0"



11/12/2025 4:01:11 PM

1 LEVEL 2 - PRESENTATION
1/16" = 1'-0"



Developer DREAM Development

Civil

Landscape

Structure

MEP/FP

Sustainability

ANDOVER, MA 01845

CONCEPT DESIGN

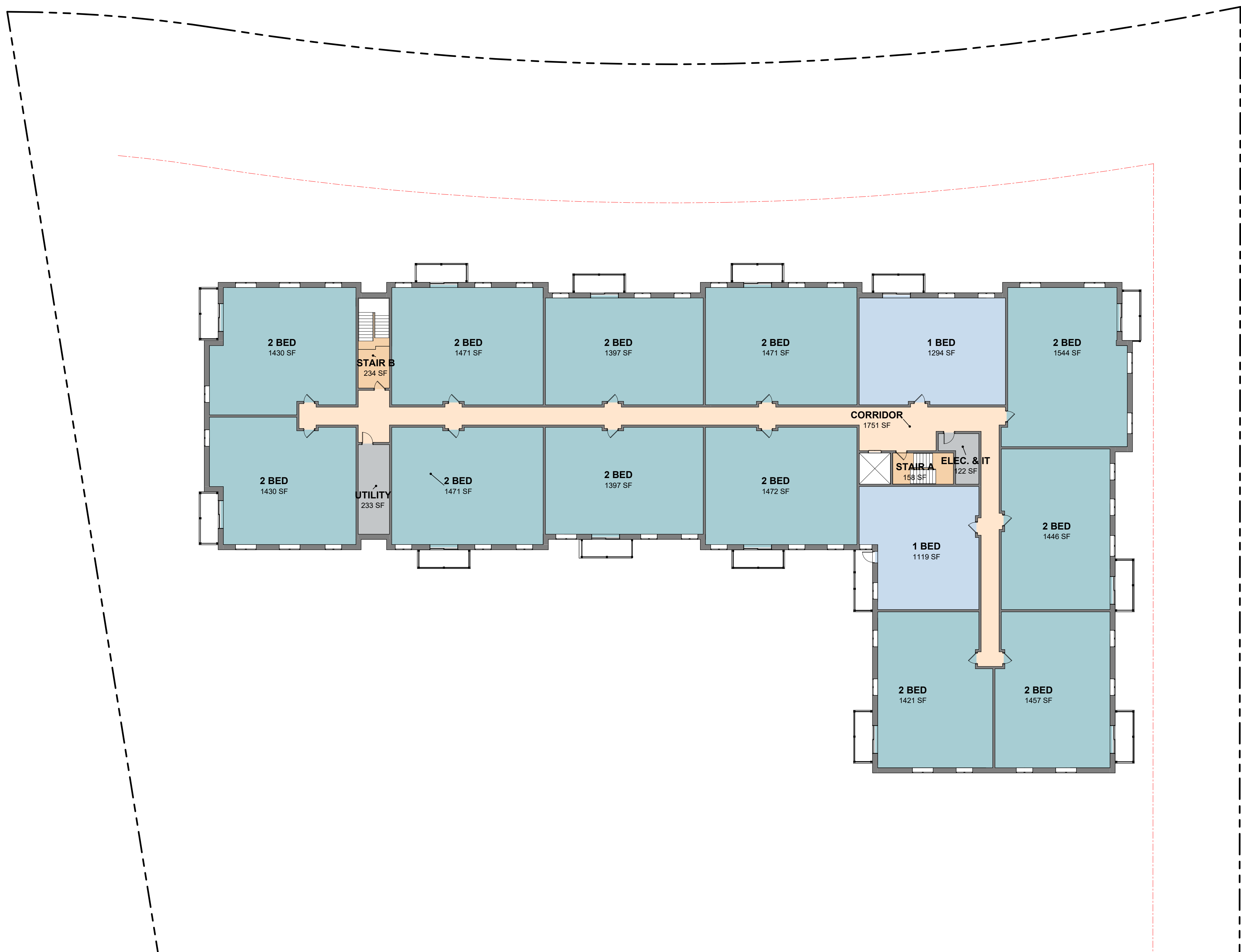
11/11/2025

No.	Description	Date

LEVEL 3

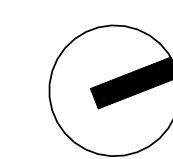
A3

Scale 1/16" = 1'-0"



1 LEVEL 3 - PRESENTATION
1/16" = 1'-0"

11/12/2025 4:01:12 PM



Developer DREAM Development

Civil

Landscape

Structure

MEP/FP

Sustainability

ANDOVER, MA 01845

CONCEPT DESIGN

11/11/2025

No.	Description	Date

EXTERIOR ELEVATIONS

A7

Scale 3/32" = 1'-0"



1 EAST ELEVATION
3/32" = 1'-0"



2 SOUTH ELEVATION
3/32" = 1'-0"

Developer DREAM Development

Civil

Landscape

Structure

MEP/FP

Sustainability



1 WEST ELEVATION
3/32" = 1'-0"

ANDOVER, MA 01845

CONCEPT DESIGN

11/11/2025

No.	Description	Date



2 NORTH ELEVATION
3/32" = 1'-0"

EXTERIOR ELEVATIONS

A8

Scale 3/32" = 1'-0"

Developer DREAM Development

Civil

Landscape

Structure

MEP/FP

Sustainability



EXTERIOR RENDERING

ANDOVER, MA 01845

CONCEPT DESIGN

11/11/2025

No.	Description	Date

[]

[]

RENDERINGS

A10

Scale



TRAILSIDE ANDOVER

PRESENTATION TO THE ANDOVER SELECT BOARD

PROJECT TEAM

D/R/E/A/M DEVELOPMENT
POWERED BY DIVERSITY



 **HEARTHSTONE**
REALTY CORPORATION

- / DREAM is a **Boston-based MBE development, architecture and planning firm** company focused on delivering high-quality, mixed-income housing throughout Massachusetts.
- / **Managing Principal Greg Minott AIA, LEED AP is a long-time resident of Andover.** With over 25 years of relevant experience, he has a deep commitment to building inclusive, vibrant communities through thoughtful design and policy.

- / Hearthstone Realty Corporation is an **Andover based real estate development and consulting corporation.**
- / **President and Founder Willard Perkins is a long-time resident of Andover** with over 35 years of experience.
- / Bill is a **registered professional engineer, licensed construction supervisor and licensed real estate broker** in Massachusetts.

TRAILSIDE ANDOVER

PROJECT LOCATION

- / Location: **Near intersection of Andover Street and Dascomb Road**
- / Size: **2.52 acres across two parcels.**
- / Zoning: **Single Residence B (SRB).**
- / Current Use: **Two vacant homes.** Neither home is listed as historic buildings on the Andover Preservation Commission website.



PROGRAM VISION

- / Trilside Andover will provide **40 units (30 market-rate, 10 affordable) of much-needed affordable home ownership in Andover.**
- / The project will allow for **Andover residents to age in place.**
- / Trilside Andover will **enable seniors to downsize while remaining in their community,** surrounded by nature and near important health services.



— SELECT BOARD FOLLOW-UP SUMMARY

/ Environmental / Buffer Zone

- a. Confirmed: Project is entirely **within uplands, outside 100-ft buffer zone** per updated Dana Perkins plan.
- b. No wetland impacts proposed. Existing conditions sheet added to plan set.

/ Program + Demand

- a. **40 condominiums** (1- & 2-BR) designed for downsizing seniors.
- b. Market data: comparable units resell quickly, confirming strong demand for this housing type.

TRAFFIC + INTERSECTION UPDATE

/ Impact

- a. <1% increase on Dascomb Rd; no measurable increase on Andover St. south of site.
- b. 23 recorded crashes (2017–21) at Andover St. / Dascomb Rd. intersection, none near site driveway.

/ Next Steps

- a. Continue coordination with **VAI** and **peer reviewer** for ZBA submission.

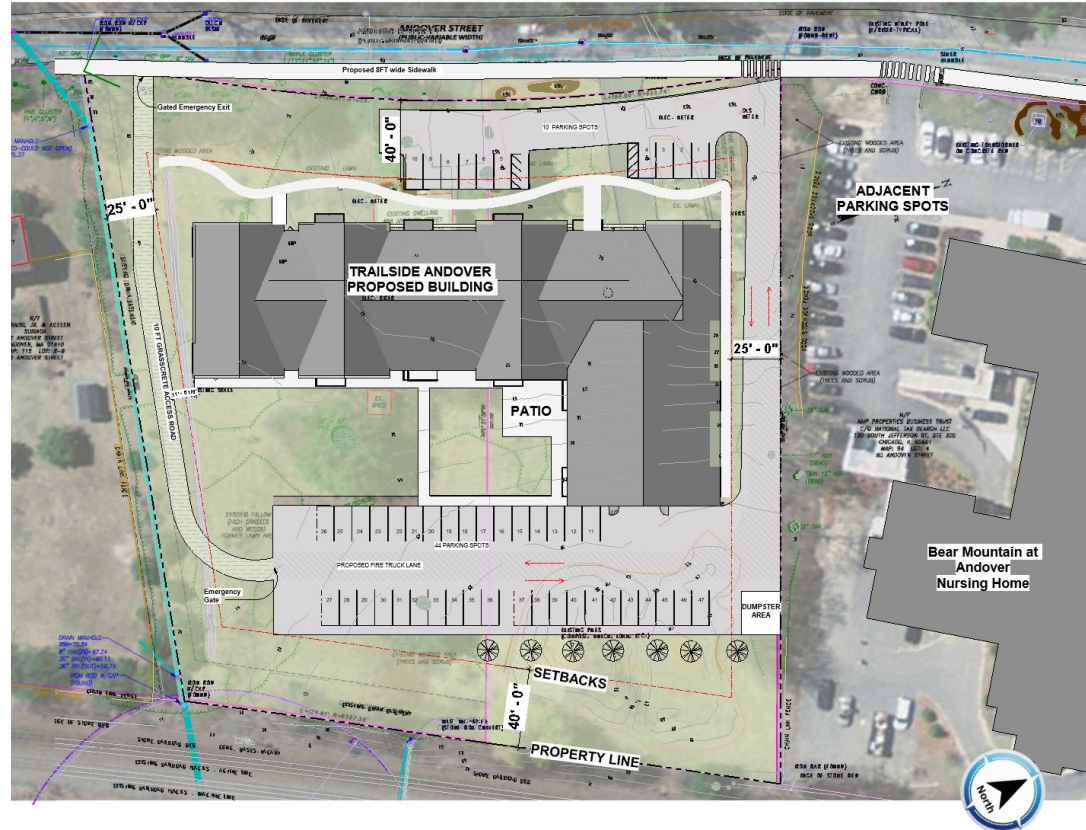
TRAILSIDE ANDOVER

SITE PLAN

The building is oriented on the site with **strategic buffers and landscaping** that enhance **privacy, sustainability, and visual appeal**.

The site design features **outdoor gathering spaces** that support resident well-being and environmental stewardship.

55 surface parking spaces are provided in addition to the garage.



PROJECT SCHEDULE

/ Land Under Agreement:	May 2025
/ Concept Design:	95% complete
/ Select Board Approval:	November 2025
/ ZBA Process/ Peer Review	Winter 2025-26
/ MassWorks and State Funding Applications:	Spring 2026
/ Construction:	Spring 2026 - Summer 2027
/ Move in to Units:	Q1 2028
/ Sell-out Period:	Q3 2027- Q1 2028



THANK YOU!

DREAM DEVELOPMENT CONTACT:

Gregory Minott AIA, LEED AP
Managing Partner

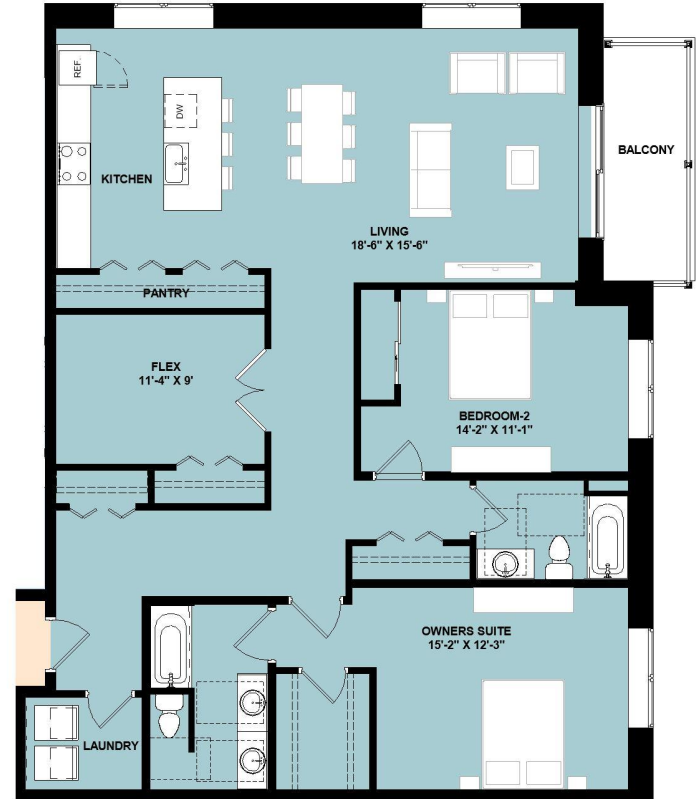
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APPENDIX

PROGRAM VISION

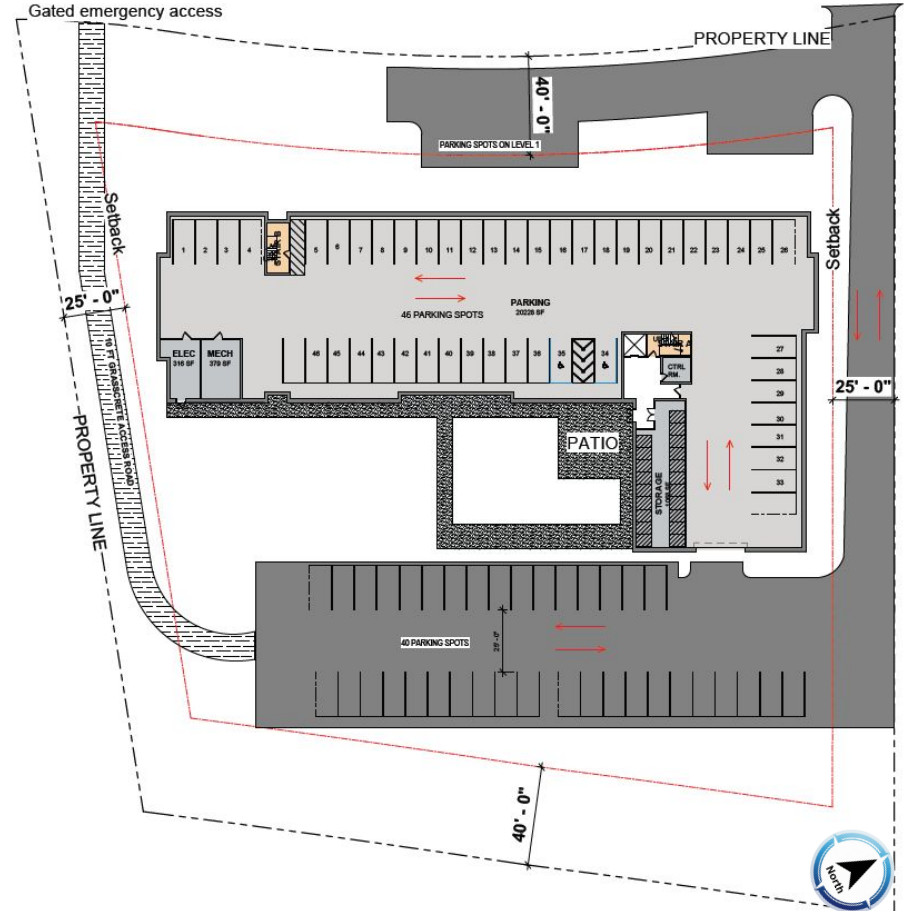
- / Trailside Andover will provide **one- and two-bedroom layouts, averaging 1,200–1,500 sf.**
- / Units will feature **single-level living, wide doorways, step-free entries and elevator access.**
- / **Universal accessibility and aging-in-place design principles** will be integrated throughout
- / Units will feature a **spacious owner's suite, a large kitchen with an island, two bathrooms, and laundry room.**



TRAILSIDE ANDOVER

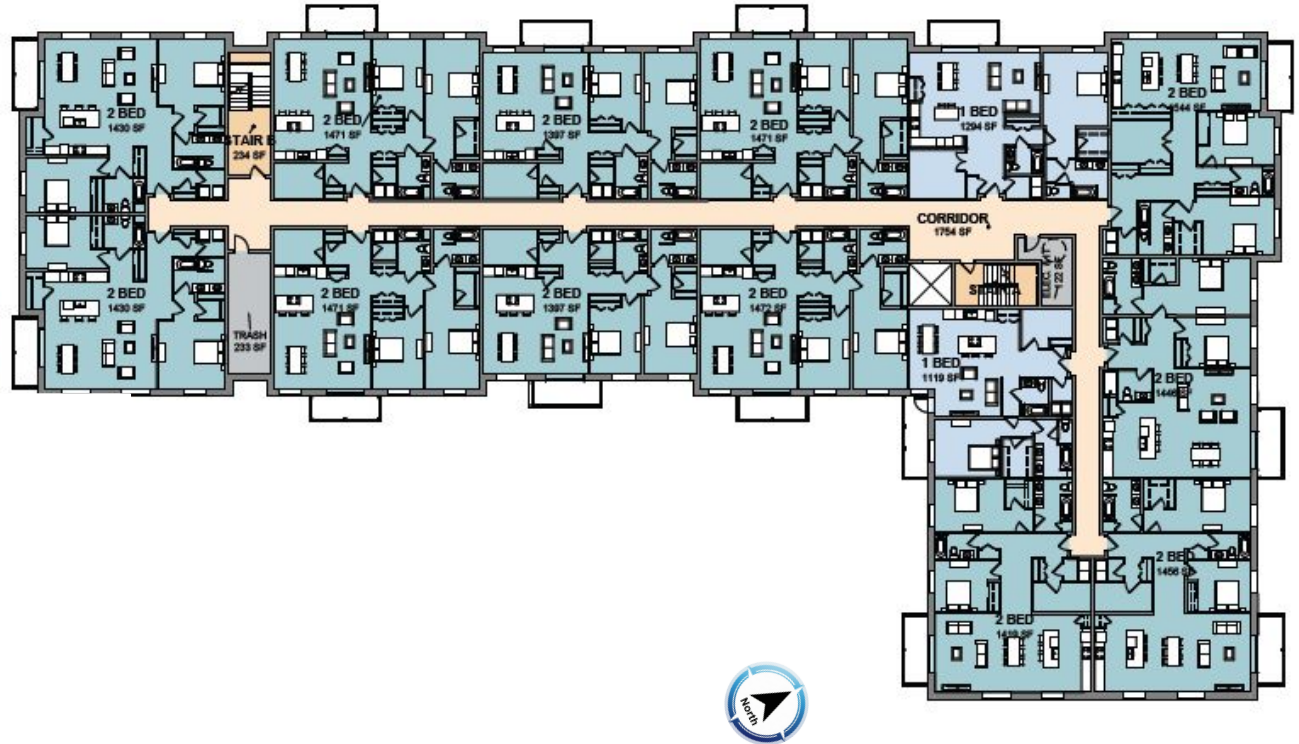
UNDERGROUND FLOOR PLAN

- / Below street level floor provides **46 indoor parking spots**.
- / Interior and exterior back-of-house services like **garbage collecting and utility services** are located on the basement level.
- / **Fire-truck** access is provided on all sides of the building.
- / **Elevator** access is provided on all levels.



TRAILSIDE ANDOVER

TYPICAL FLOOR PLAN



TRAILSIDE ANDOVER

DESIGN VISION

- / The upscale building design will feature a **blend of traditional New England and modern design elements.**
- / The exterior finishes will be composed of **brick, natural stone accents, and cedar-look fiber cement shingles**, complemented by **large, energy-efficient double-hung windows, clean trim detailing, and subtle modern lines.**



IDR MEETING: WHAT WE HEARD

- / **Sewer / I&I:** Agreed to meet offset requirement through developer contribution.
- / **Wetlands:** Confirmed site is fully upland and outside 100' buffer.
- / **Access:** Committed to 10' clear perimeter using grass pavers and verified truck/fire access.
- / **EV / Micro-mobility:** At the request of the fire department, we will not have any chargers inside the garage.
- / **Traffic:** Agreed to coordinate with the Town on Dascomb Rd intersection and pursue MassWorks / Complete Streets funding.
- / **Traffic Study:** Engaged VAI to prepare a preliminary traffic letter confirming minimal project impact and revised to consider conventional multi-family option.

TRAFFIC ANALYSIS

AGE-TARGETED

- / Generates only 8 A.M. and 10 P.M. (5–6 PM) peak-hour trips — **about one car every 6–8 minutes.**
- / **Less than 1% increase** in area traffic volumes; no measurable impact on Andover Street.
- / **No crashes reported** near the site driveway in the last five years.
- / Sight distances **meet or exceed safety standards for both directions.**
- / Age-targeted housing means **limited commuting and off-peak travel.**
- / **We will cooperate with the Town's peer reviewer** and be responsive to reasonable mitigation recommendations.

Source: Vanasse & Associates, Inc.; November 10, 2025

SUSTAINABILITY

- / **Energy Efficiency:** Energy Star, efficient windows, HVAC
- / **Water % Site:** Low-flow fixtures, +40% of land preserved for open space, native landscaping
- / **Mobility:** EV charging, e-bike parking, new sidewalk for future connectivity along Andover St.
- / **Built for longevity, wellness and environmental stewardship**

TRAILSIDE ANDOVER: WHY THIS PROJECT

COMMUNITY BENEFITS

- / Provide downsizing seniors with **market rate and affordable housing**
- / The creation of **25% affordable units targeted to local seniors and veterans**
- / **Affordable units for households** earning $\leq 80\%$ of Area Median Income (AMI)
- / The project site is **equidistant to the centers of Ballardvale and Andover along with their respective transit stations**
- / Rare opportunity to find a flat, multi-acre site that can be **developed into a multi-family site targeting seniors needs**
- / **Close proximity to Bear Mountain, AVIS trails, and nearby healthcare** promotes independence and wellness
- / Proposed MassWorks application for **new sidewalk and other safety improvements.**

