

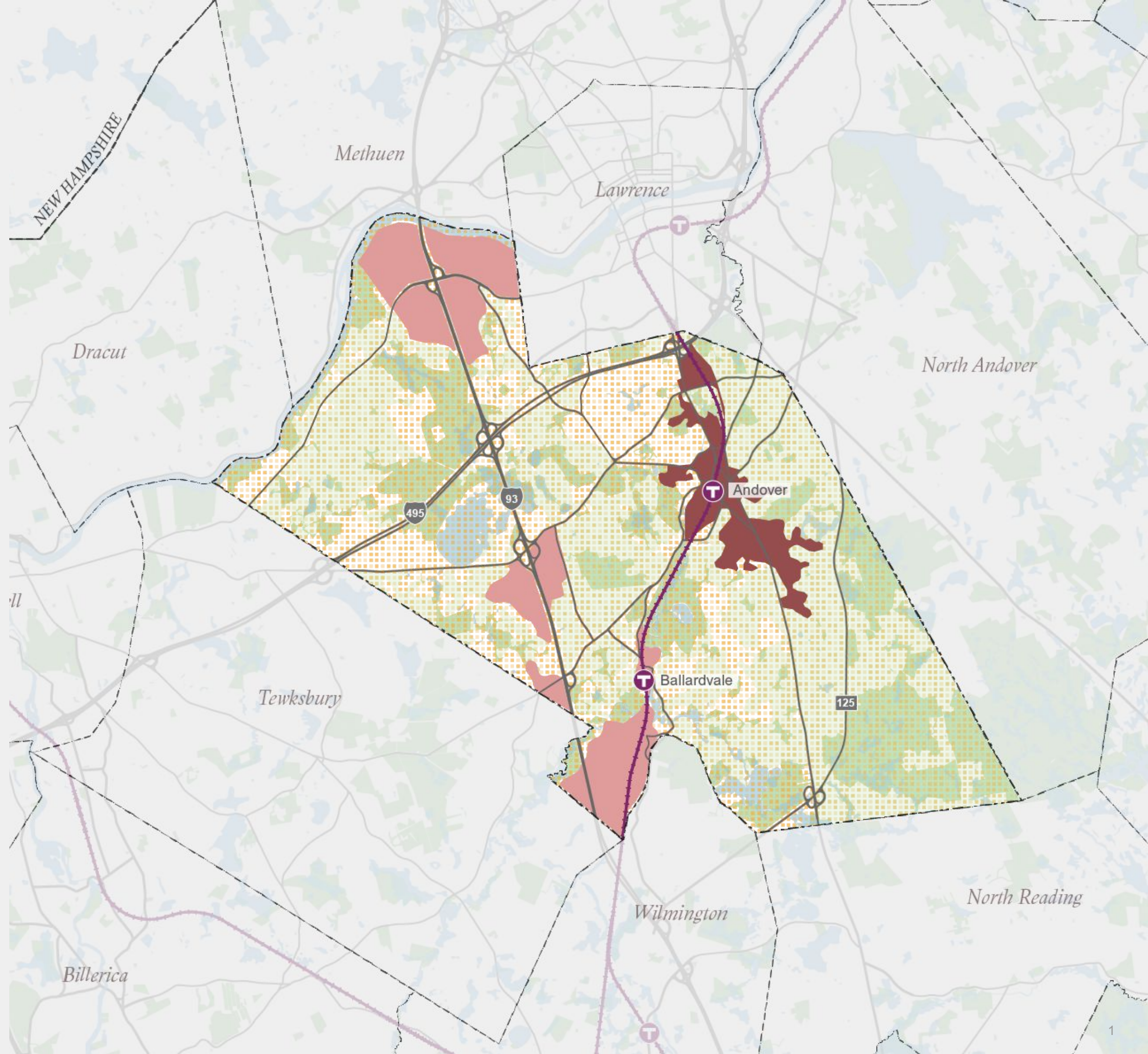
Andover Master Plan

Public Meeting 3: Draft Planning Moves
February 1, 2023



The Andover Master Plan

Envision, Preserve, Enhance



Meeting Agenda

1. Introduction to Slido for feedback this evening

- How to log in, how to submit feedback to us

2. Recap of progress to date

- Previous two public meetings
- Goals for tonight

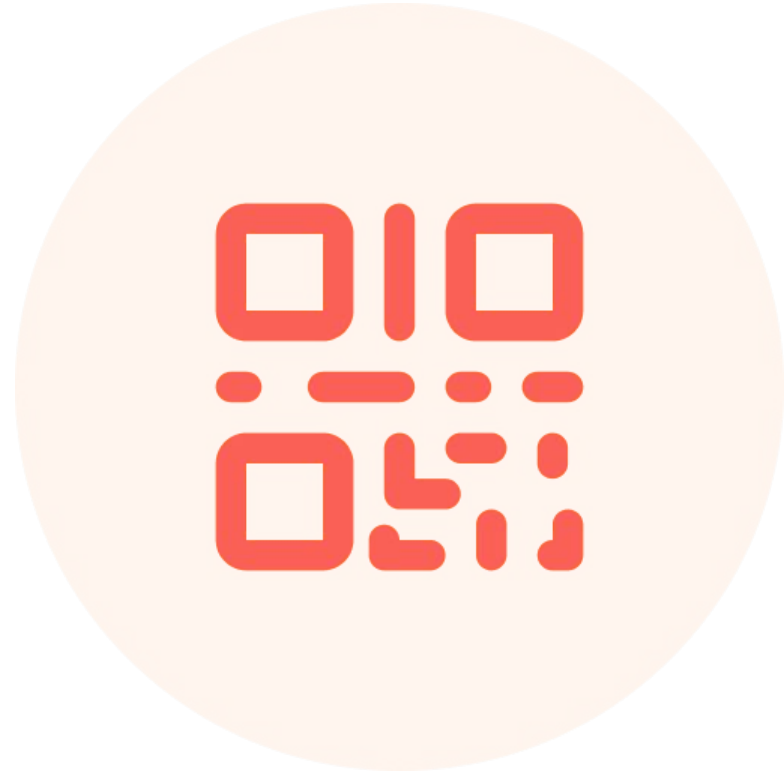
3. Spatial proposals

- **Grow** along I-93
- **Enhance** along Shawsheen
- **Connect** east-west

4. Q&A

5. Next steps

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**Join at slido.com
#2273064**

Recap: Previous Public Meetings

The Andover Master Plan, a ten-month town-wide planning process, will provide a coordinated roadmap for the future development and evolution of the town, and will establish a framework for more detailed studies down the road, but is not meant to be a granular study of every issue.

Communities in Massachusetts tend to revise their master plans every decade.

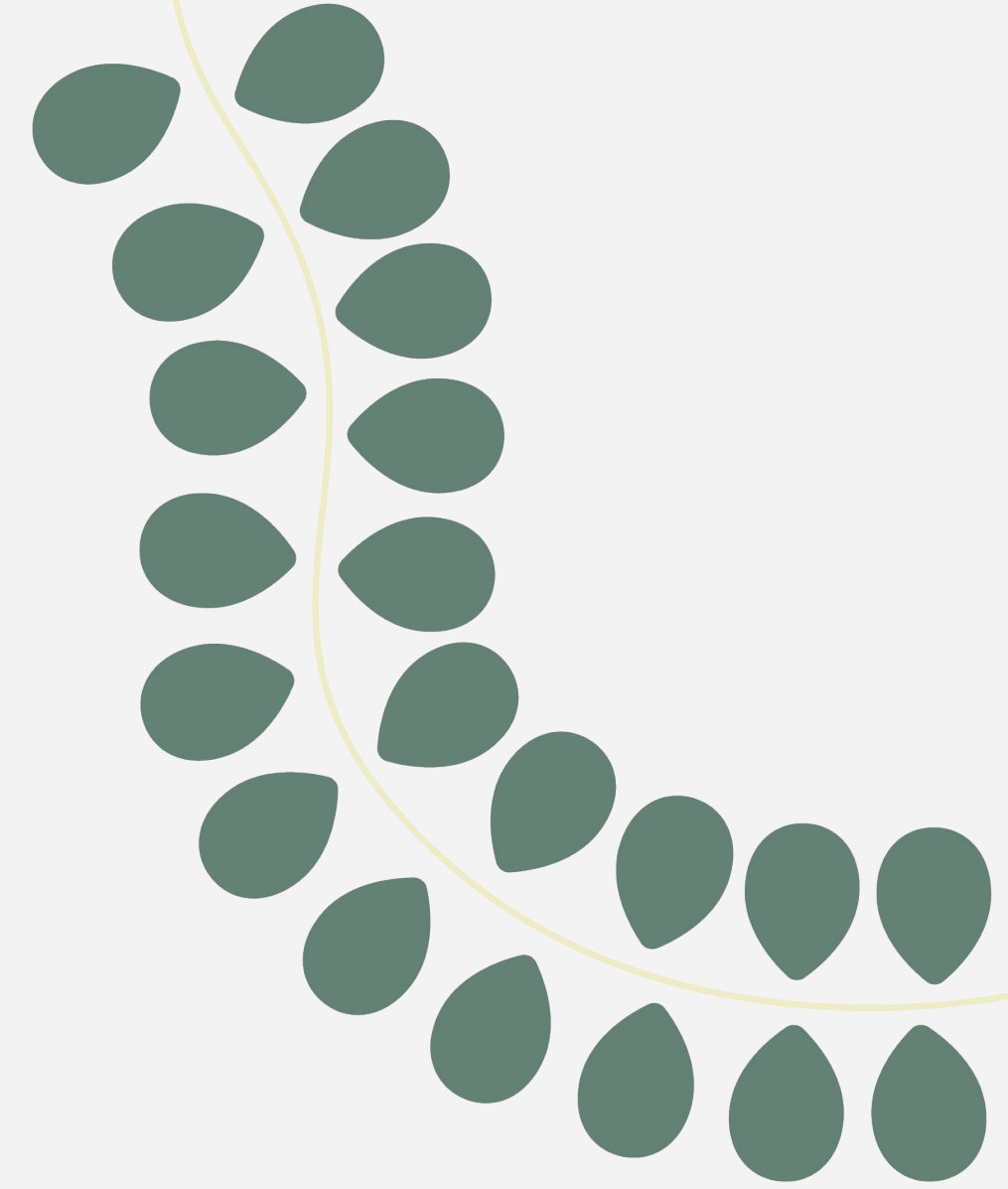
At previous public meetings, we reviewed data on Andover’s current conditions and received feedback from Andover residents on future development and Town policy.

Plan Topics

- Geography
- Urban Form
- Demographics
- Housing
- Mobility & Transportation
- Jobs & Economy

Previous Meetings

- Sept. 28, 2022- Public Meeting
- Nov. 9, 2022 - Focus Groups



Recap: The Master Planning Process

A master plan will help us shape and create:



A statement of shared values



A strategic vision and roadmap for the future of the town



A framework for implementation

This planning process is an important opportunity to:

Engage in community-wide discussion to achieve a more well rounded perspective on key policy decisions

Stitch together past and current planning efforts into a comprehensive framework for Andover

Guide planning and policymaking in the near future

Shape the physical development of the Town

A master plan will/is NOT:



A zoning rewrite, but it can tee up recommendations for change



Generate detailed topic-area or place-specific plans, but it can create the framework and guidelines for future initiatives

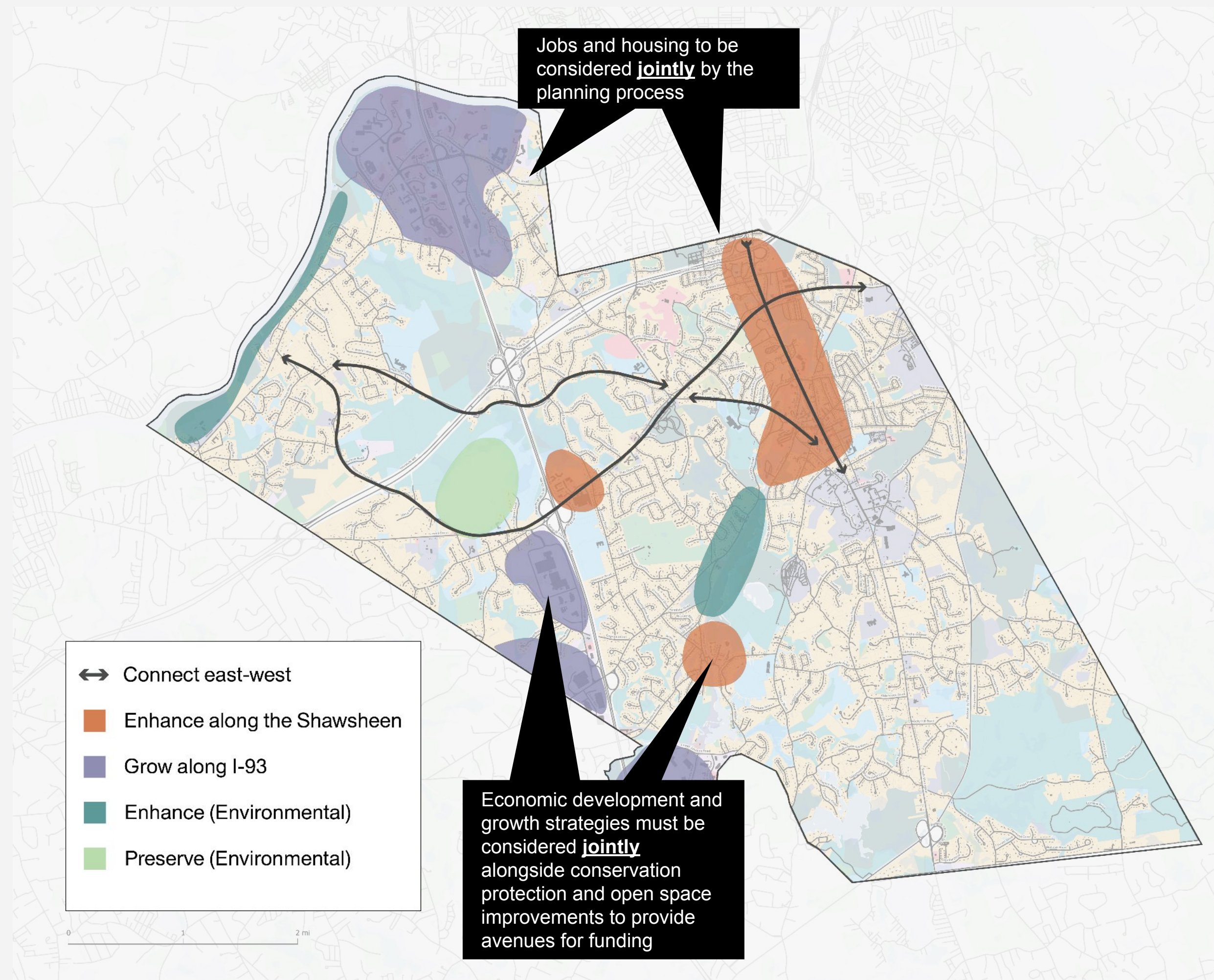


Decide exactly how local resources will be spent, but it can provide a basis for future decision-making

Goals for Tonight

Discussion of “spatial moves”:

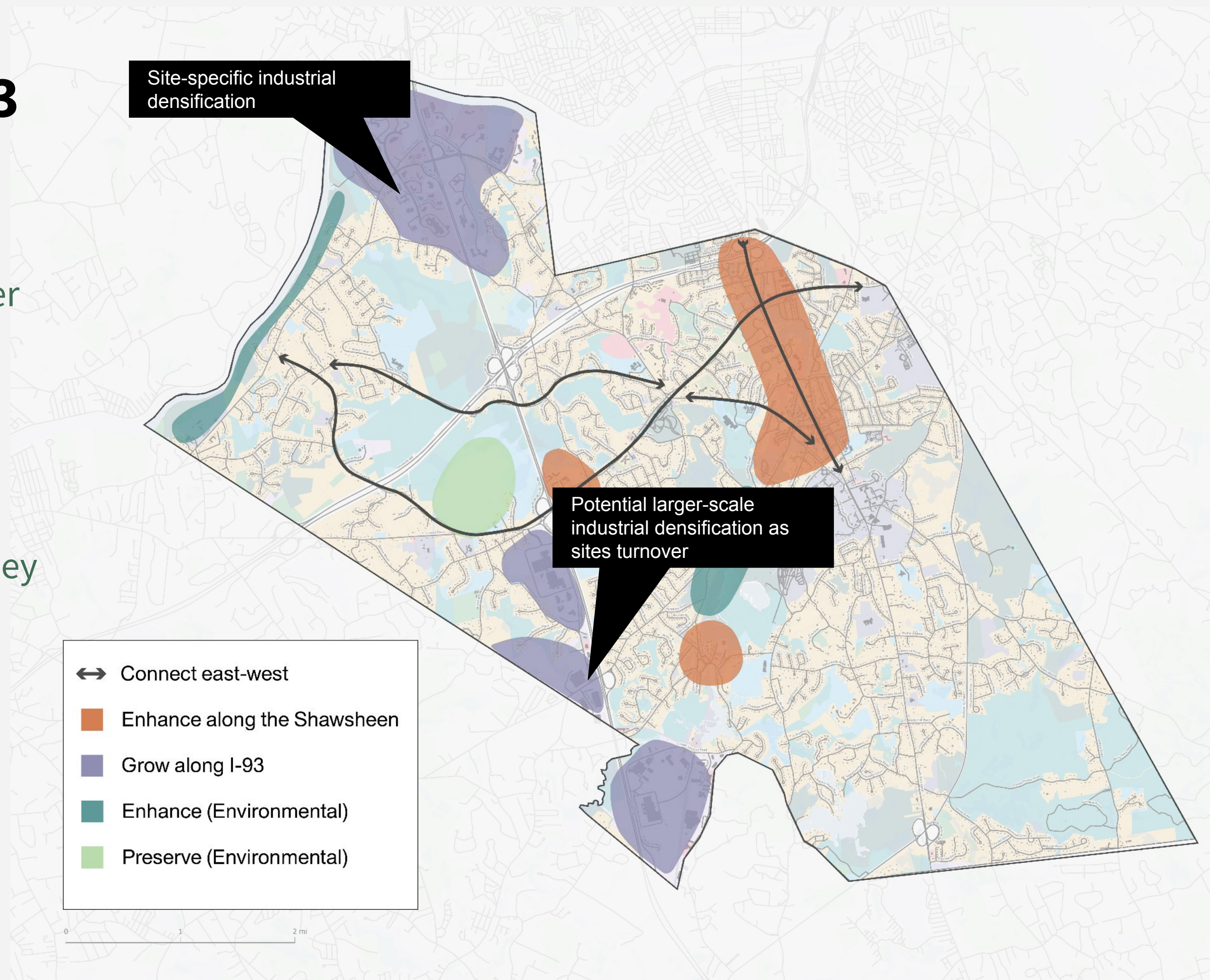
- Three primary policy/planning initiatives the plan intends to highlight:
 - **Grow** along I-93 (industrial/commercial densification)
 - **Enhance** along Shawsheen (mixed-use infill and open space enhancement)
 - **Connect** east-west (streetscape improvements)



Move 1: Grow along I-93

Objectives:

- Create more jobs closer to Andover residences
- Increase tax revenue from commercial sector
- Further strengthen Andover's position as a key commuter destination for the Merrimack Valley



Andover is well-placed for industrial jobs for the 21st century.

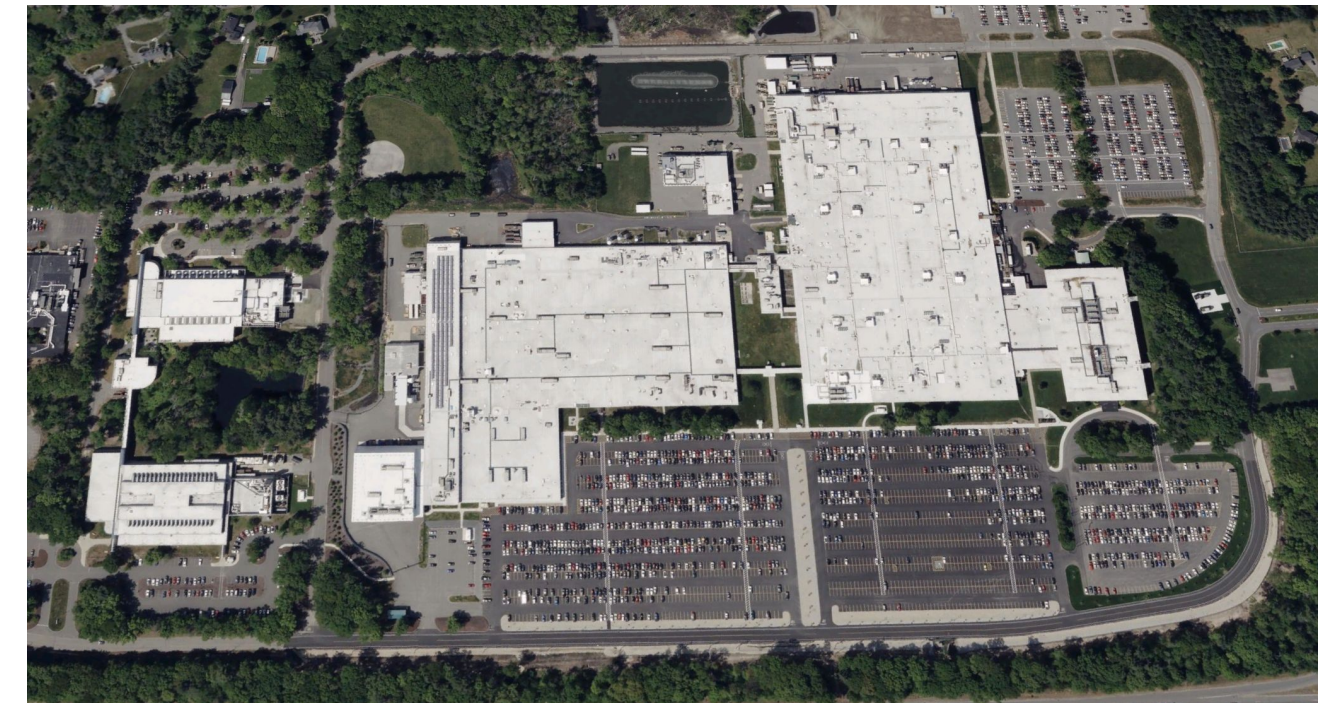
Sites along the interstates and the 128 corridor have seen dramatic demand for new lab space and warehousing space.

Andover has capitalized on this with its existing office parks, but there is room for additional growth on current sites.

Among other precedents, Burlington approved high-rise industrial zoning changes in 2020.



Andover's new Vicor CHiP fabrication plant, opened in 2022

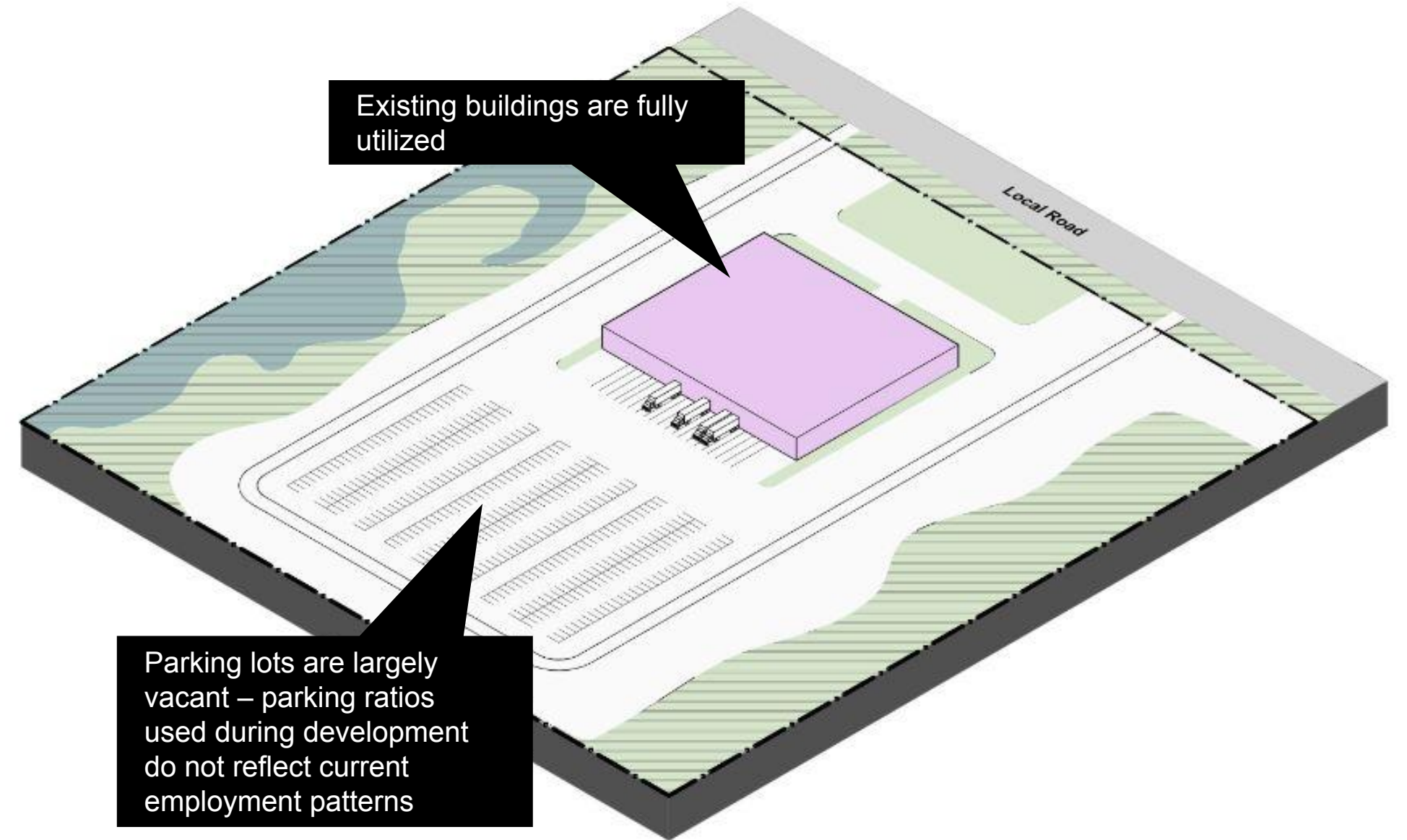


Raytheon's Andover facility, expanded in 2018, is already one of the largest in the region.

Densifying industry inside the business parks: single site

Current condition:

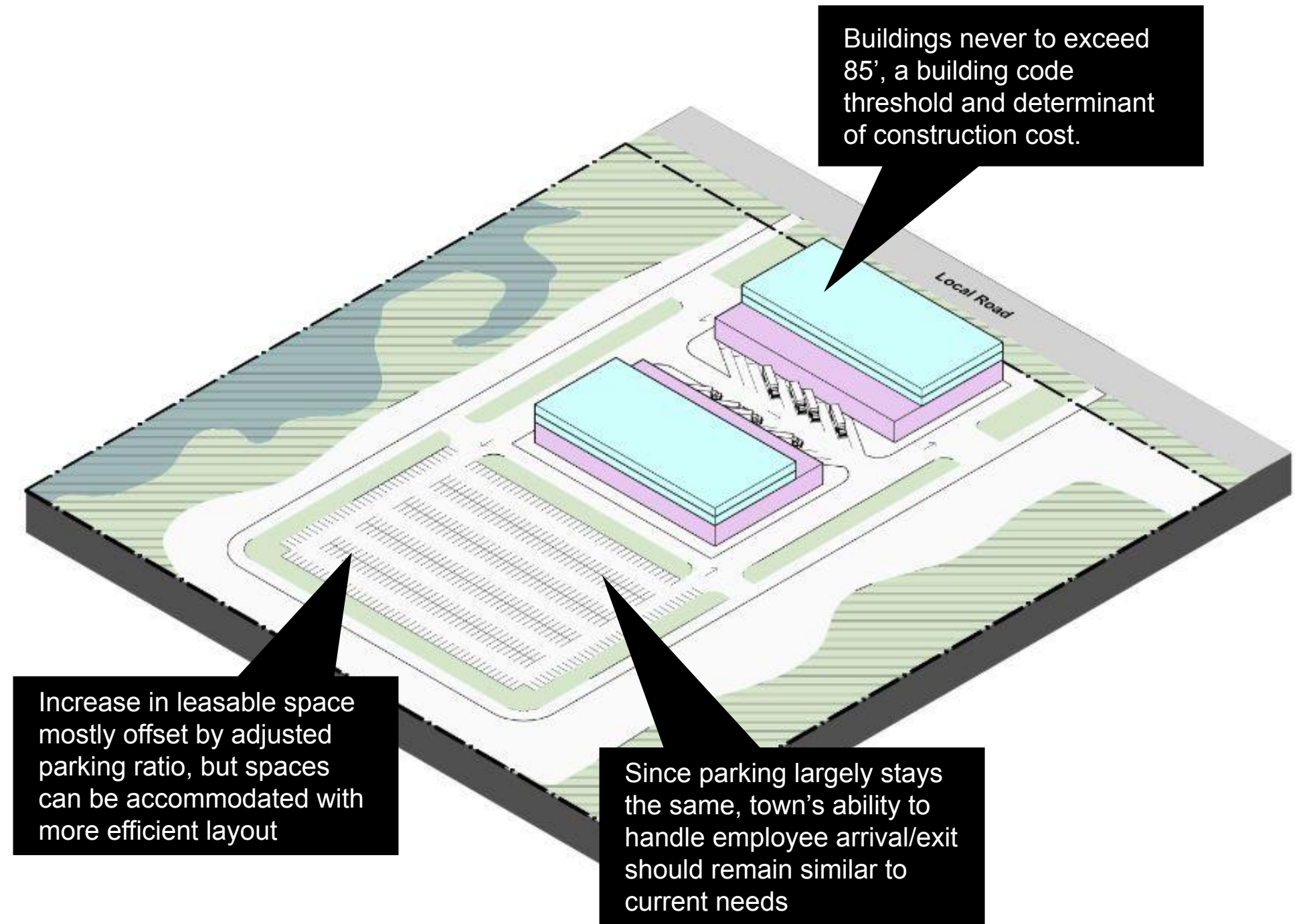
- Single story industrial or commercial
- Substantial parking, almost entirely underutilized throughout the day
- Buildings set back very far from the road, creating no possibility of any circulation through the site except by car or truck.
- The current condition is generally the maximum allowable by zoning, driven mostly by parking requirements.



Densifying industry inside the business parks: single site

Proposed condition:

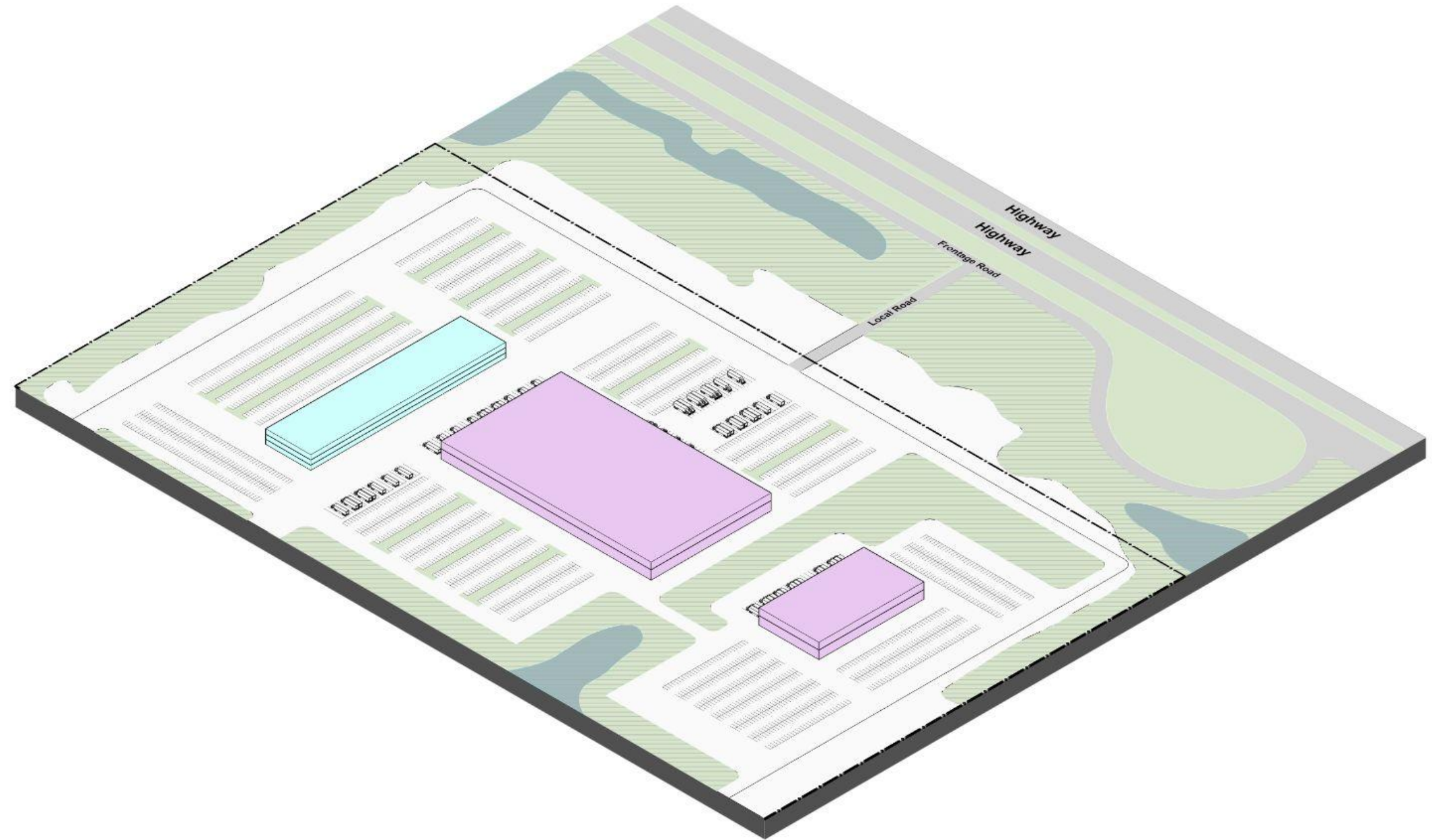
- New construction, “high bay” industrial ground floor, well suited for advanced manufacturing or modern R&D or industrial uses.
- Two/three additional stories above the ground-floor industrial, allowing for additional accessory commercial or light industrial uses.
- Overall commercial/industrial mix and scale of office parks is retained, while allowing for newer R&D space to be added in as sites redevelop.



Densifying industry inside the business parks: large-scale site

Current condition:

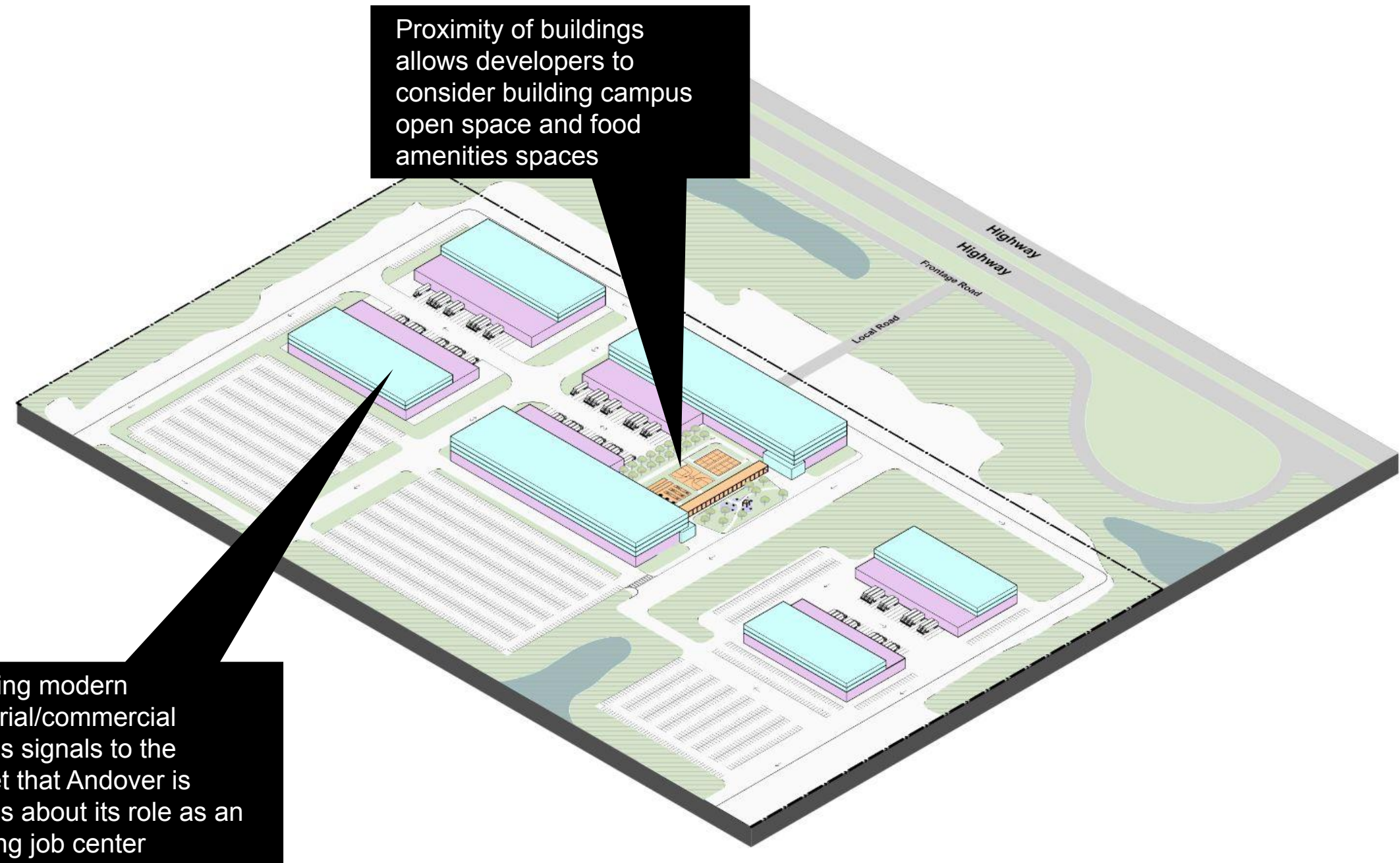
- Large-scale legacy industrial plants or warehousing, with one or two story footprints
- Accessory office buildings adjacent to larger primary buildings
- Circulation primarily driven by need to accommodate large parking lots



Densifying industry inside the business parks: large-scale site

Proposed condition:

- Similar concept as on the small site, but with varied building scales and types.
- For larger buildings, industrial first floor takes more space than upper floors, both to accommodate expanded loading uses and limit new parking needs
- Buildings grouped together to support shared workplace open space amenities for lunch, food trucks, and other site improvements



Changes to dimensional requirements and parking

Building height: maximum of 85'

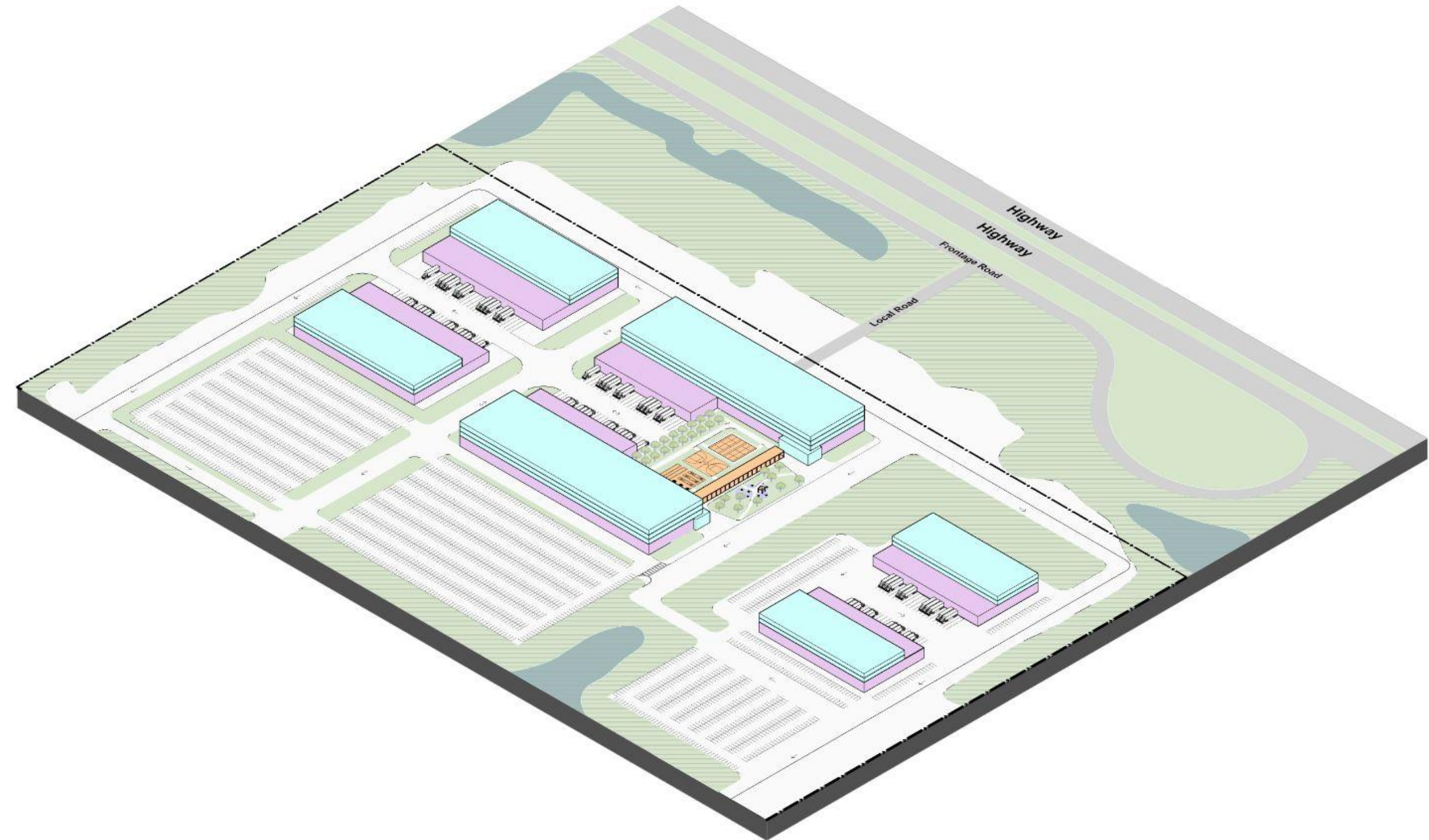
- In many cases, buildings will still max out at 3 stories, or something like 55', due to parking requirements and existing conservation space

Reduced parking ratios in line with current market standards:

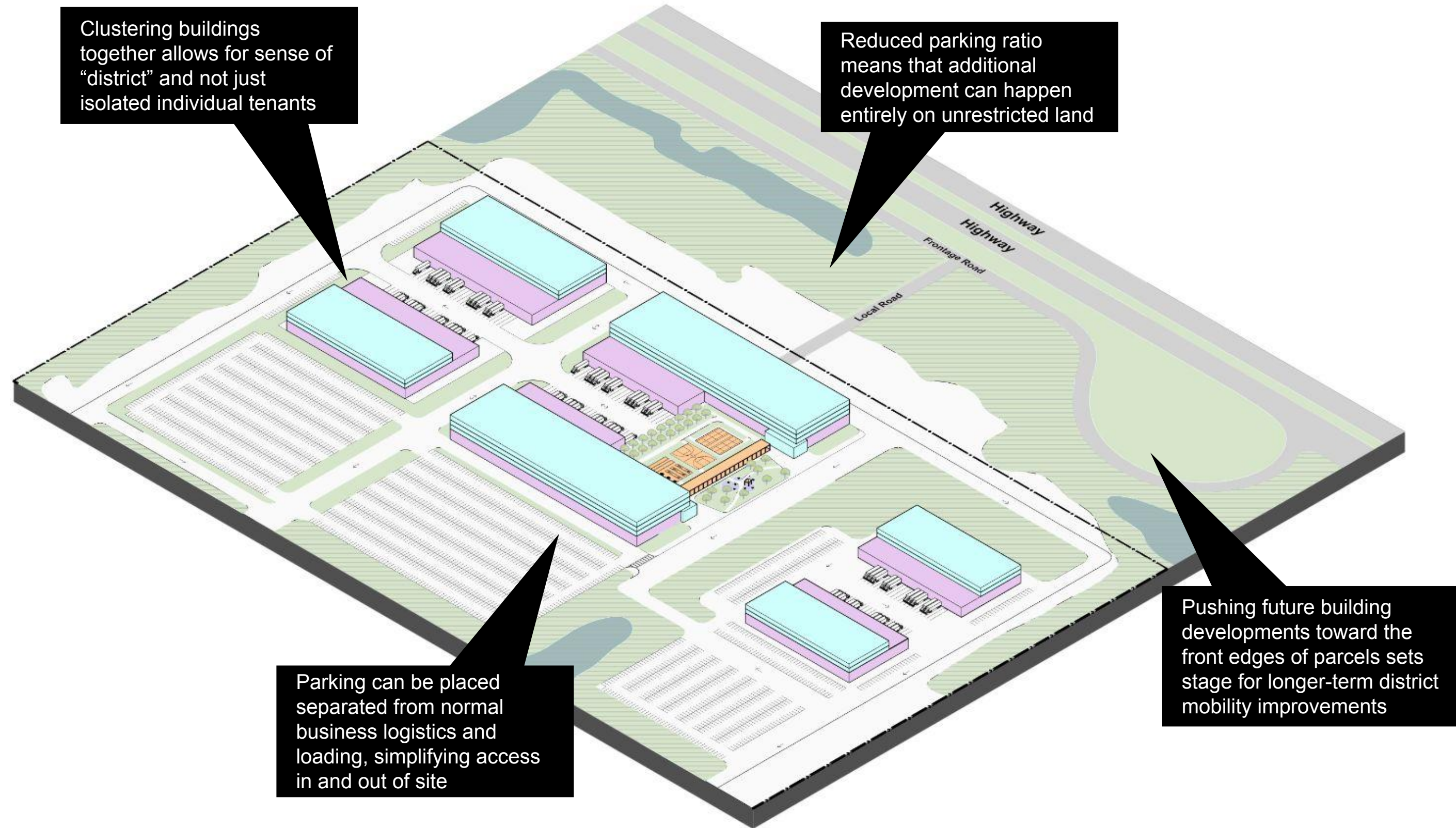
- Industrial: 1 space per **1600** square feet
- Commercial: 1 space per **500** square feet

Compare with current ratios:

- Industrial: 1 space per **300-600** square feet
- Commercial: 1 space per **500** square feet



Revised guidelines yield 2x-3x built square footage on same site.



Clustering buildings together allows for sense of “district” and not just isolated individual tenants

Reduced parking ratio means that additional development can happen entirely on unrestricted land

Parking can be placed separated from normal business logistics and loading, simplifying access in and out of site

Pushing future building developments toward the front edges of parcels sets stage for longer-term district mobility improvements

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How do you feel about this planning strategy (Grow: industrial/commercial densification)?

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What should we keep in mind as we refine this strategy (Grow: industrial/commercial densification)?

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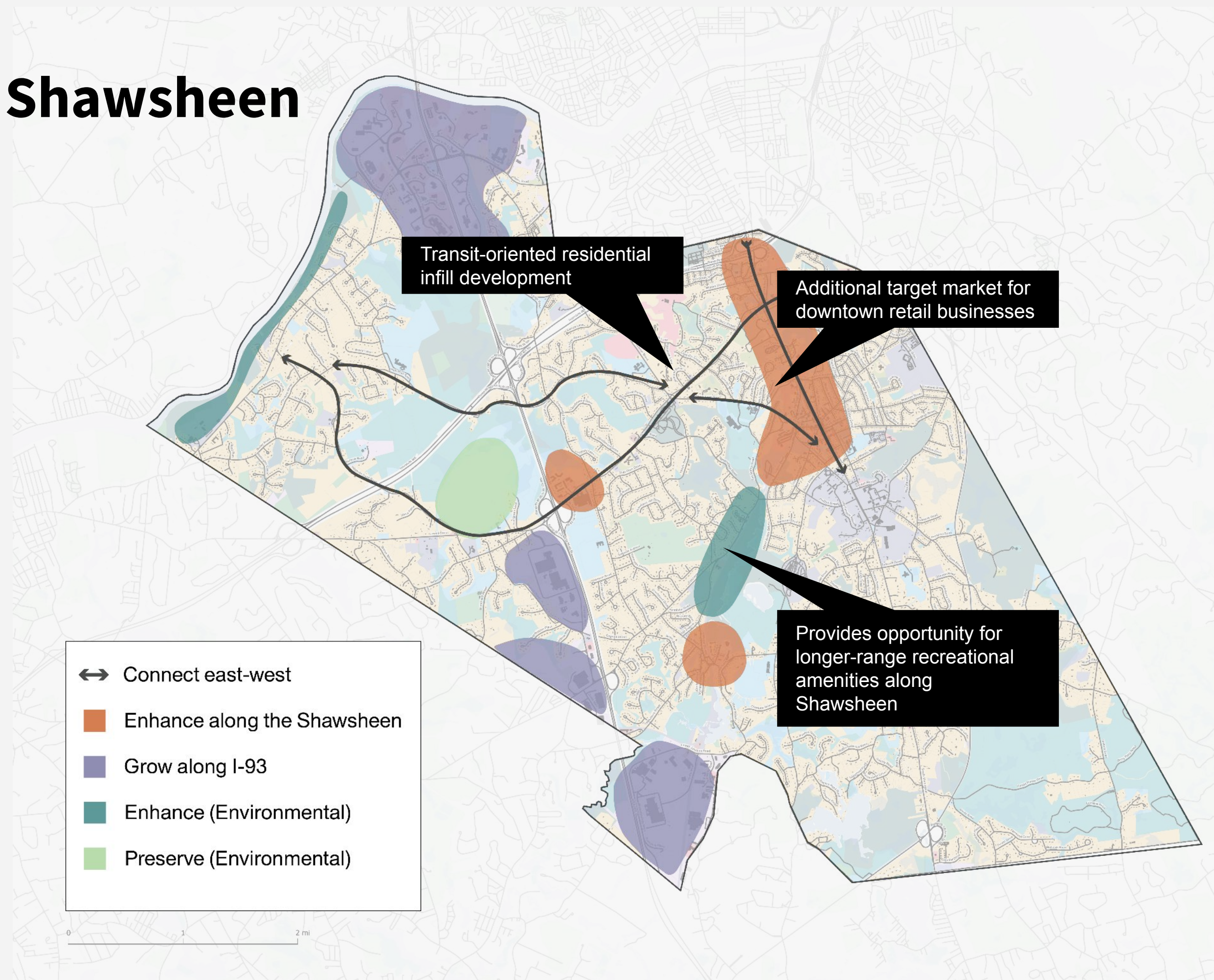


Audience Q&A Session

Move 2: Enhance along Shawsheen

Objectives:

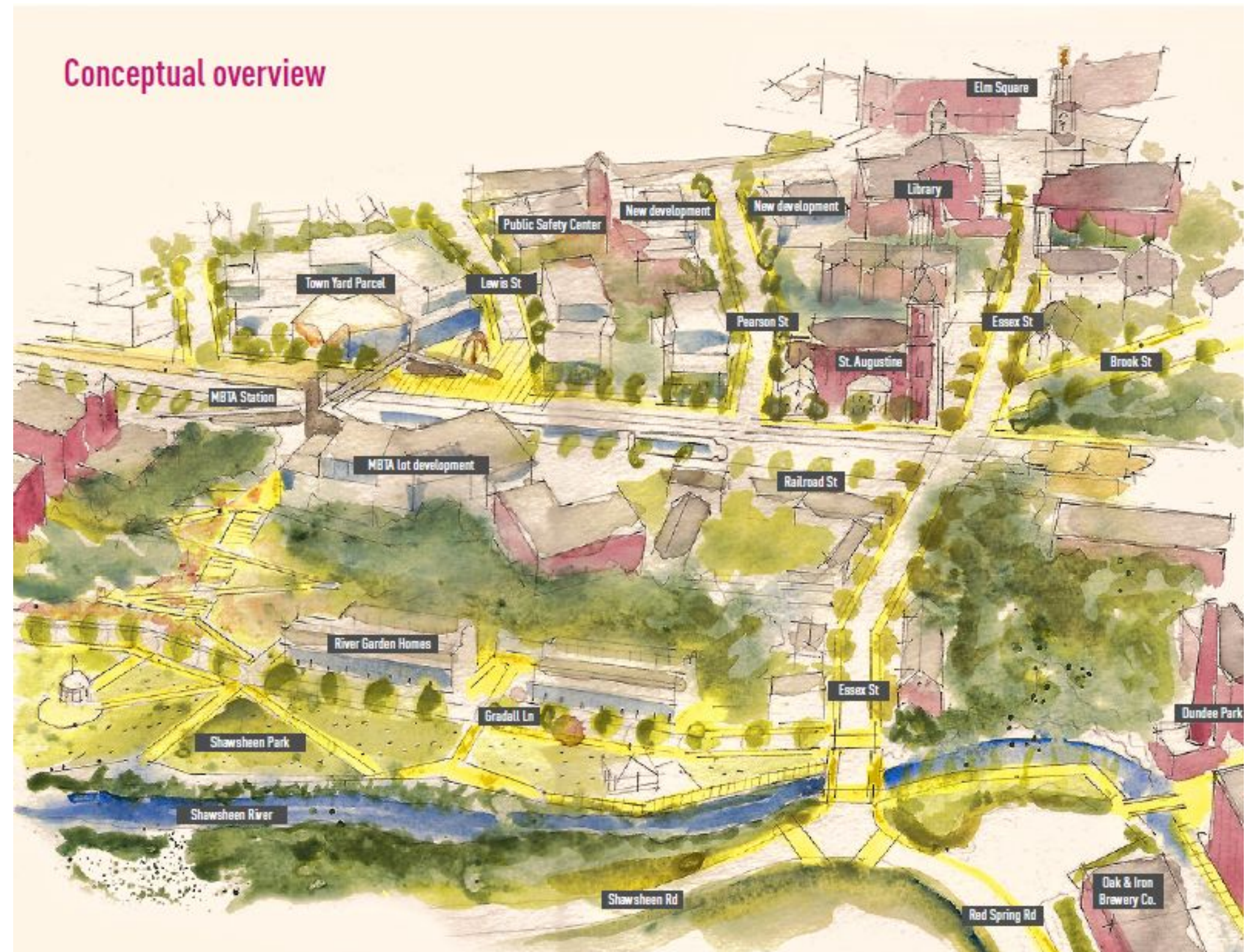
- Create new housing opportunities for seniors, empty nesters, millennials, and young professionals to rent or buy
- Enhance liveliness of downtown
- Provide open space improvements along the Shawsheen between downtown and Ballardvale



The “chicken/egg” of the Historic Mill District and Town Yard.

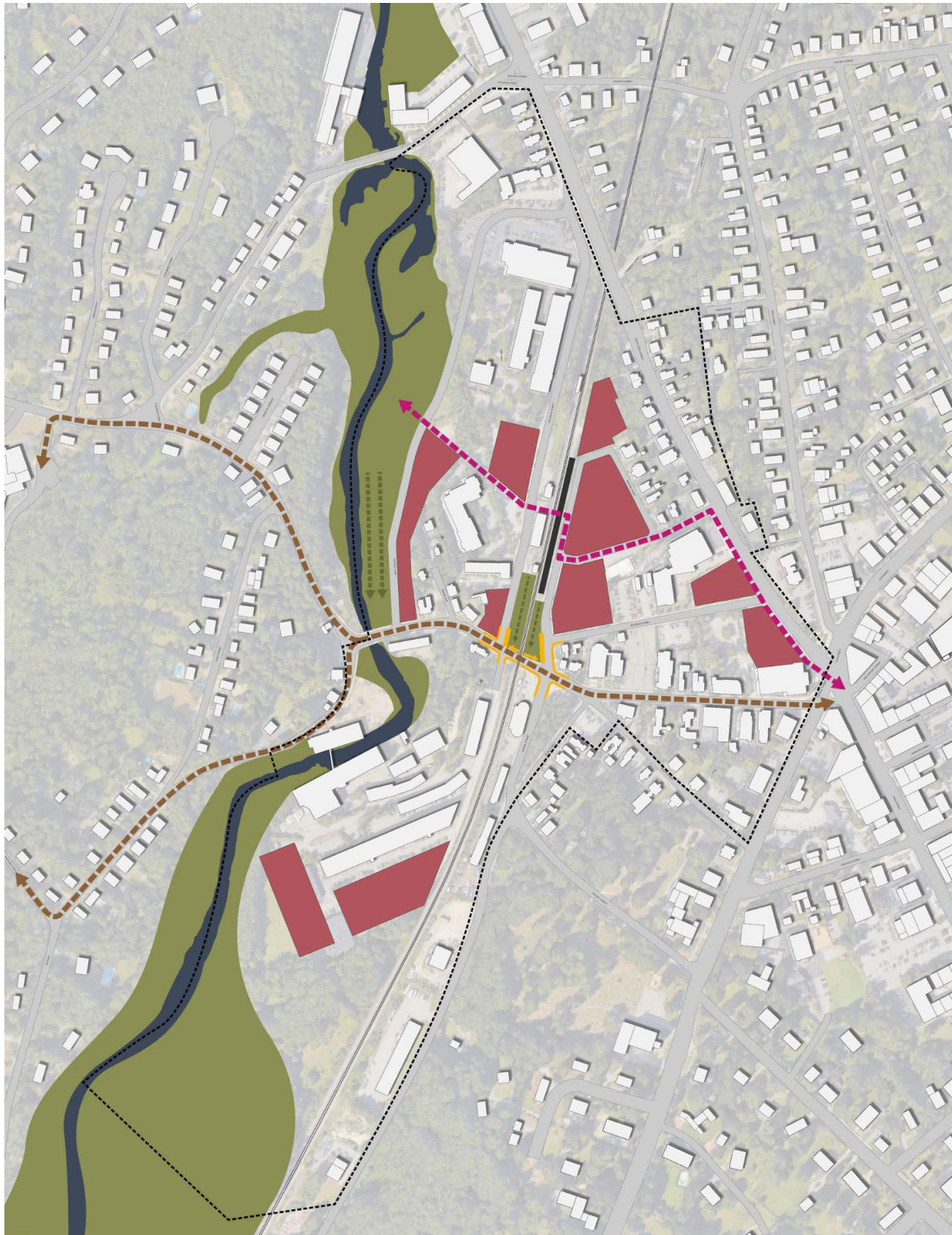
The Town’s work to catalyze development processes with the Town Yard development is an essential first step. Beyond that, the master plan suggests:

- Chicken first: Linking additional downtown and housing growth with job creations in the office parks (see industrial densification, “Grow along I-93”)
- Egg second:
 - In the HMD and in sites where denser multifamily is appropriate, encourage transit-oriented multifamily development
 - Provide an additional smaller-scale option



Historic Mill District Guidelines, Adopted 2018, Town of Andover and Gamble Associates

Andover already has a plan for multifamily housing downtown.



Historic Mill District Guidelines, Adopted 2018, Town of Andover and Gamble Associates

The Historic Mill District takes a contextual approach to allowing for housing development that:

- Aligns with the historic context of Andover's mill buildings,
- Provides opportunities for development adjacent to downtown, and
- Ensures that projects contribute to good placemaking and design.



Historic Mill District Guidelines, Adopted 2018, Town of Andover and Gamble Associates

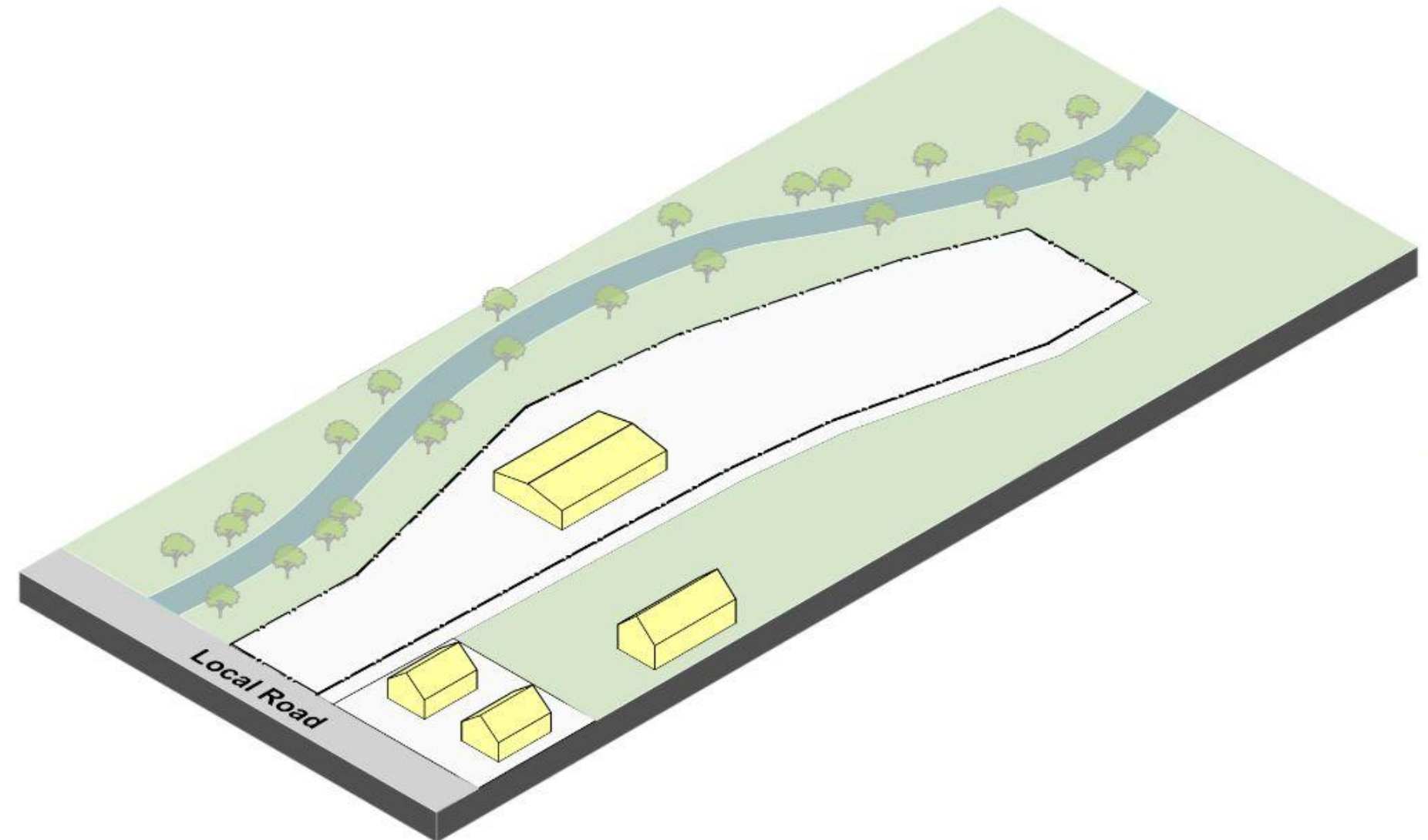
One-off developments further from Main Street may benefit from an additional housing typology that splits the difference.

Site conditions:

- Legacy commercial or vacant use
- Some existing low-density residential adjoining
- Proximity to open space and river

Objectives:

- Achieve substantial density without jumping to six-story residential developments
- Provide as much housing as feasible near the Commuter Rail, to enhance walkability and downtown activity



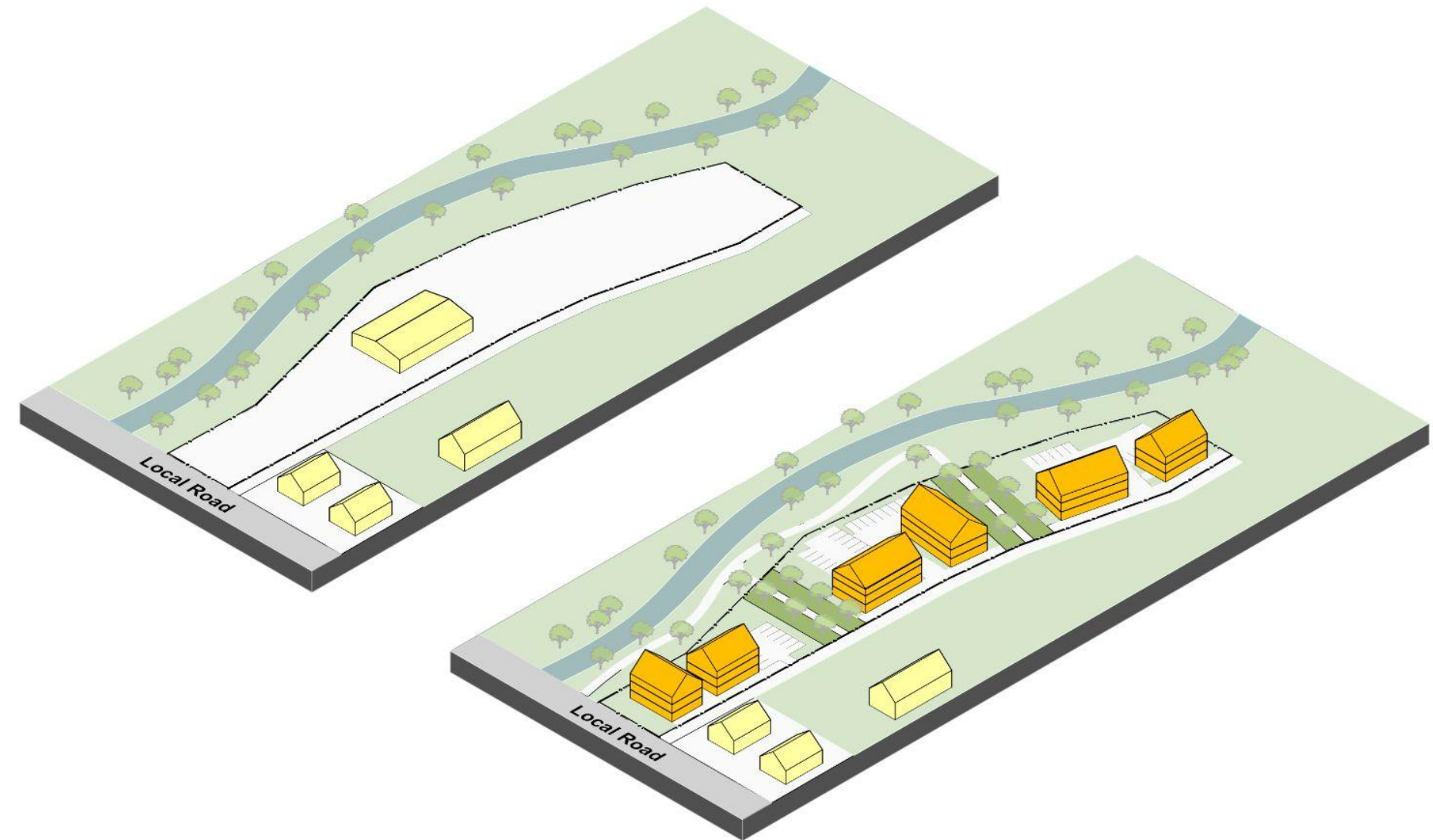
Six-unit and twelve-unit “missing middle” buildings provide density without the same kind of bulk.

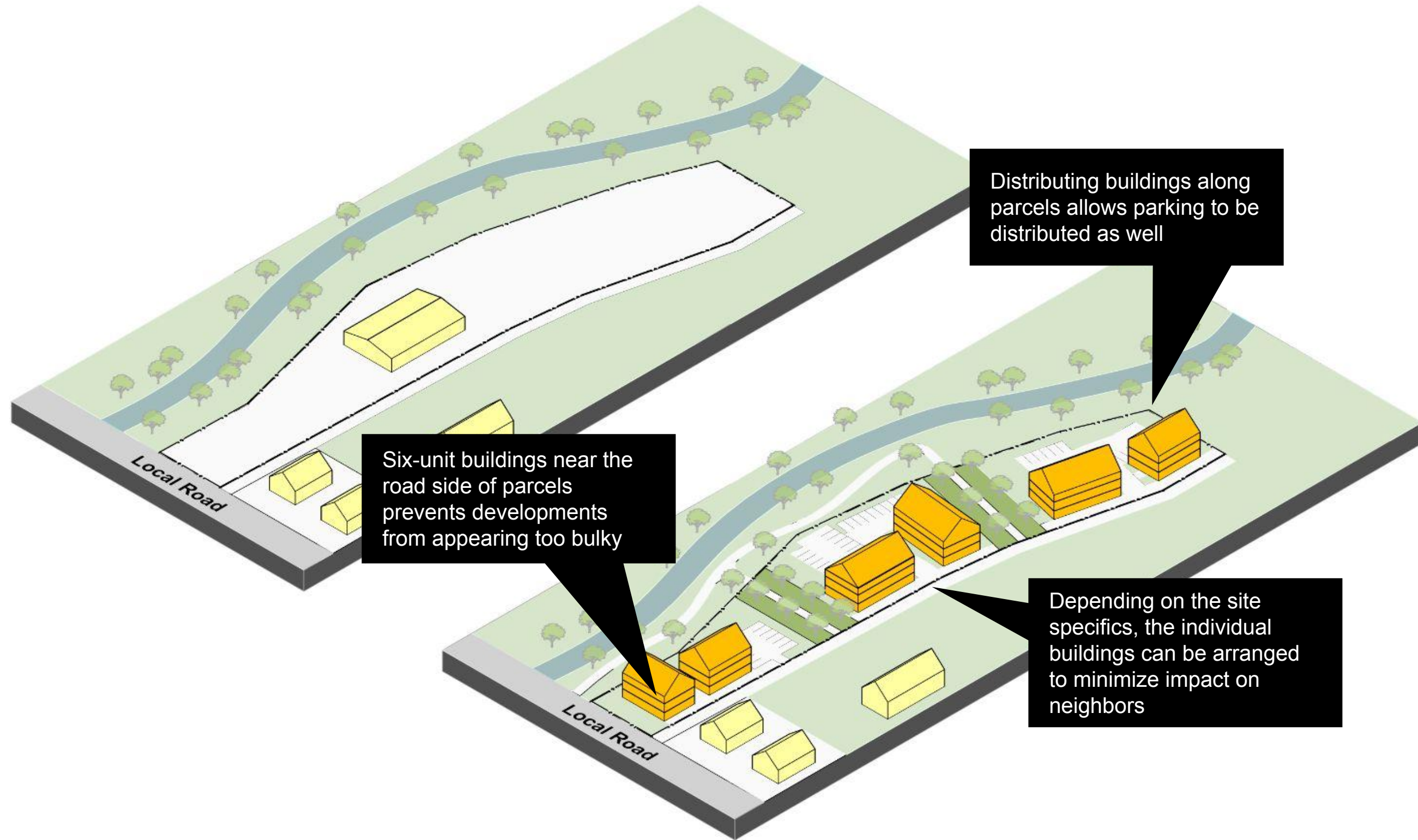
Reasoning:

- Building footprints range from 2400 to 3600 sf
- Efficient from an internal circulation standpoint, making them market-viable
- Allow disaggregating parking across site
- Work on sites that are either too thin or too small for larger multifamily

Outcomes:

- In example visualization to right, creates 54 units across ~2 acres, leading to a density of **26 units / acre** on the parcel





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How do you feel about this planning strategy (Enhance: mixed-use infill and open space enhancement)?

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What should we keep in mind as we refine this strategy (Enhance: mixed-use infill and open space enhancement)?

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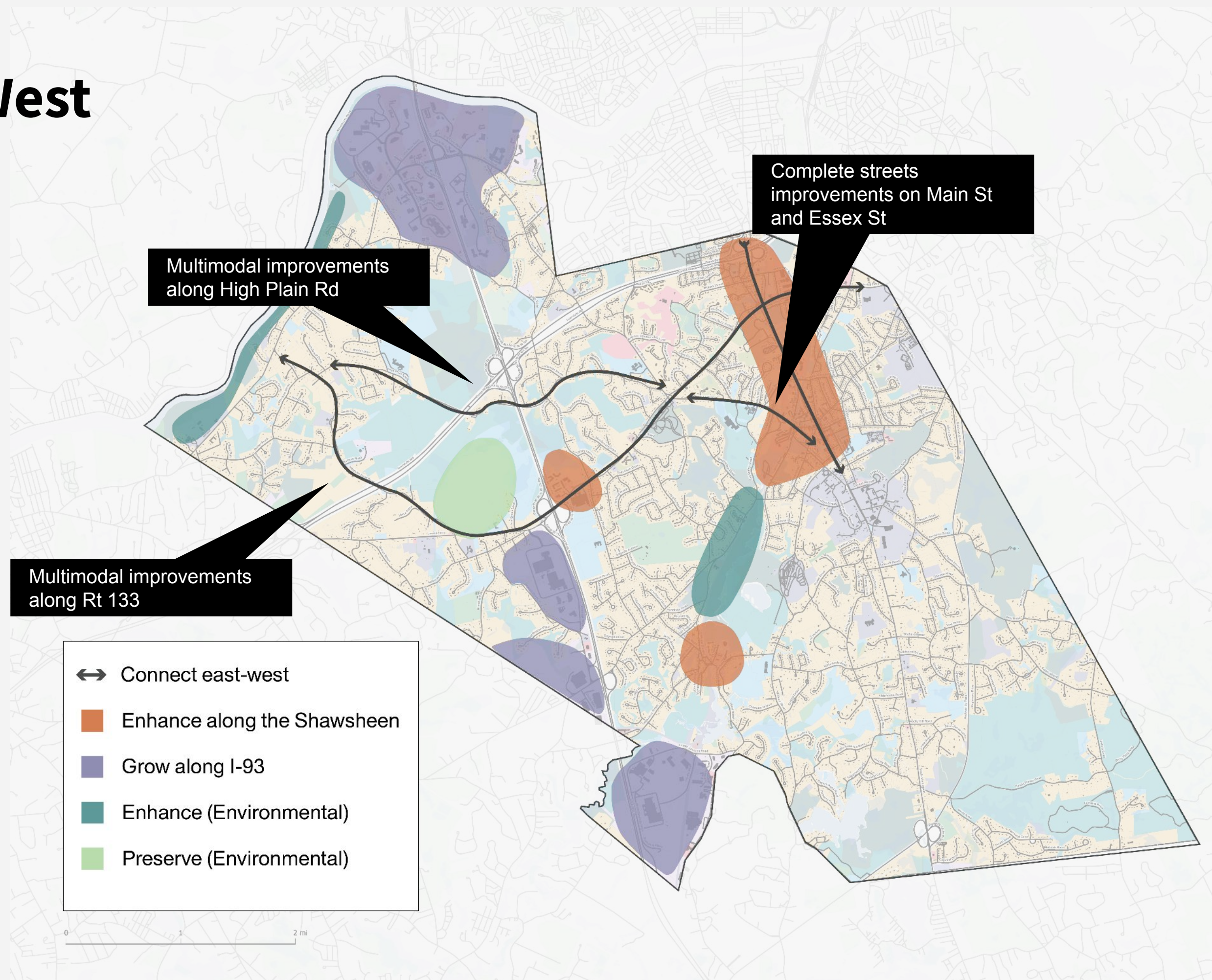


Audience Q&A Session

Move 3: Connect East-West

Objective:

- Complete missing links to get across town
- Help connect areas of Andover that are isolated by the interstate
- Increase access to downtown by foot or bike from more residential areas
- Provide additional connectivity infrastructure to support new commercial and residential growth strategies



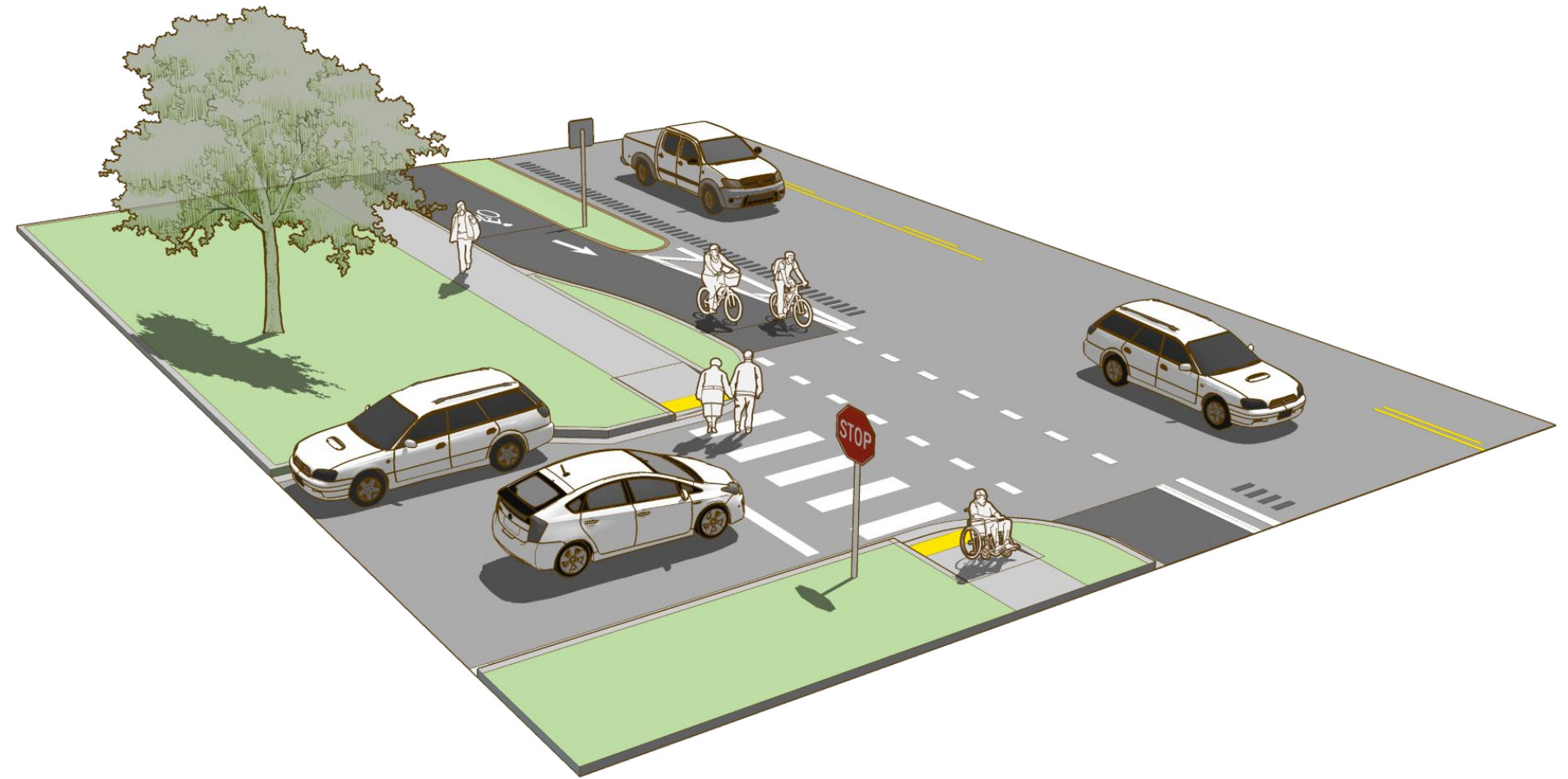
Adding connectivity where it is currently lacking

Site conditions:

- Lack of sidewalks and two-lane road makes Rt 133 and other east-west connections difficult, limiting cross-town access and encouraging exclusive car usage

Objectives:

- As other townwide redevelopment projects get underway, incorporate incremental improvements to sidewalks and bike lanes, to allow for pedestrian and bicycle connectivity outside of downtown and side streets



Alta Planning + Design's Rural Design Guide, Separated Bicycle Lane



Alta Planning + Design

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What should we keep in mind as we refine this strategy (Connect: east/west)

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Looking at all of these proposals, what words come to mind?

Next steps

February: Steering Committee Meeting

March-April: Plan Drafting and Final Approval

- Incorporate public and stakeholder feedback into plan recommendations
- Approval at Planning Board hearing

