

Facility. The employees essentially work on three shift patterns, with 122 employees on the A/C shifts, 105 employees on the B/D shifts, and 150 workers on the day shift. The analysis also estimated the number of contractor visits per day at 30. The analysis reflected shift patterns inclusive of early arrival and late departure times associated with preparing to work and preparing to go home. Extrapolating these figures to take into account similar shifts for the estimated number of additional employees associated with the Enhancement Project who may arrive over time, it appears that the maximum parking demand will never come close to utilizing the proposed 654 parking spaces that will be in place once the Project is completed. Indeed the calculations incorporate a reasonable level of conservatism should actual employee utilization be higher than anticipated in the future.

Gillette has also analyzed the number of potential contractor personnel associated with the construction of the Enhancement Project over the estimated 18-month construction period. Construction contractor personnel peaks at about 260-265 around 15 months into the construction period. Combining that number with the space demand from the existing Gillette employees and contractors results in a maximum construction period parking space demand that is lower than the available parking spaces throughout construction. This analysis assumes that variable portions of the existing parking areas will be required for construction staging and building construction as the construction progresses. Nonetheless, the analysis shows that the available parking space count will exceed parking space demand at all times during construction.

Finally, Gillette has also prepared a construction period traffic route map that routes all northbound and southbound traffic on I-93 through the Route 125 intersection in Wilmington, thence north on Ballardvale Street/River Street to Connector Road, thence north to Lowell Junction Road and thence west to Burt Road, which Gillette intends to incorporate into its construction contract documents for the Project.

4. Landscaping

Gillette has assembled a portfolio of representative photographs of its existing landscaped areas, which shows outdoor seating at several picnic tables for current employee use, with ample shading provided by roof structures above most of the picnic tables.

5. Environmental Questions

Gillette has forwarded to the Board a copy of the Proposed Air Quality Plan Approval issued by the Massachusetts Department of Environmental Protection on June 5, 2024. Public comments are due by July 5, 2024.

Gillette has also been advised by the Town's Public Works Department that the proposed water demand and water effluent levels from the Project Enhancement are acceptable, and are not expected to cause adverse impacts to water supply capacity or service in the area of the facility.

6. Emergency “Back-Up” Generator

Gillette has reviewed its plans, and hereby confirms that it is proposing a single additional emergency “back-up” generator as part of the Enhancement Project, which generator will be fueled by diesel fuel. This generator will be used only during electrical emergencies at the Andover Manufacturing Center, and during periodic testing of the generator’s functionality. The generator is included in the MA DEP proposed Air Plan Approval, and is covered by the MA DEP – Environmental Results Program standards.

Please advise whether you require any further information in regard to the Application. We look forward to discussing this Application with you further at the next public hearing, currently scheduled for June 25th.

Regards,



Christopher H. Milton

Cc: The Gillette Company LLC
Epsilon Associates, Inc.
Nitsch Engineering, Inc.
Fennick McCredie Architecture Ltd.
Skanska USA Building, Inc.
Vanasse & Associates, Inc.