The Commons at River Road

Project Narrative

Site Plan Review - Special Permit Application

JMC/SVP Old River Road LLC

JOHN M CORCORAN & CO

sv+partners

Introduction

JMC/SVP Old River Road LLC ("Developer"), a joint venture between affiliates of John M. Corcoran & Company ("JMC") and SV + Partners ("SV+P"), is the owner of 100 Old River Road, a 9.6-acre site currently improved by a +/- 122,000 square foot vacant office building and a +/- 165,000 square foot impervious surface parking lot. The site is located within the recently adopted Multifamily Overly District River Road ("MODRR") which allows for a Mixed-Use Structure of +/- 432 units with a ground floor non-residential use component by special permit granted by the Planning Board.

Developer and Team

The Developer is a joint venture between JMC and SV+P. Based in Braintree, JMC is one of the region's leading multifamily management and development firms, with over 13,000 units under management. Its investment in the Town of Andover dates back decades through the redevelopment and continued ownership of Andover Commons, and the development of the Andover Business Park and Andover Place Apartments (formerly Riverview Commons,) which the company owned for nearly 30 years.

For nearly 75 years, JMC has specialized in delivering unmatched customer service and maintaining exceptional quality standards. The privately-owned company has earned a reputation for integrity and professionalism with its residents, communities that it does business in, and its third-party owners and partners. JMC focuses on high-quality grounds and facilities, superb maintenance, superior service and quality living in properties that are thoughtfully planned.

SV+P is a real estate firm developing and acquiring multifamily and commercial sites throughout Greater Boston. Its portfolio ranges from boutique assets to larger scale institutional and urban mixed-use projects. SV+P focuses exclusively on the New England markets as a General Partner (GP) investment and full-service development company. Its principals bring a combined 35+ years of experience collaborating with local communities and project teams that share our passion for thoughtful and transformational projects.

Project Team

Architect:	HDS Architecture
Civil Engineer:	Bohler
Landscape Architect:	Bohler
Wetlands Scientist:	Goddard Consulting
Traffic Engineer:	Vanasse & Associates
Geotech/Environmental:	McPhail Associates
Retail Consultant:	Everstreet
Acoustical Consultant:	Acentech
Surveyor:	Peter Nolan & Associates
Local Counsel:	Johnson & Borenstein
Zoning Counsel:	Dain, Torpy, Le Ray, Wiest & Garner, P.C.

Town Meetings to Date

- 07/15/25 – Intro meeting with Planning Staff
- 07/22/25 – IDR meeting to introduce the project
- 08/12/25 – Planning Board meeting to introduce the project
- 11/04/25 – IDR meeting to review progress of project
- 11/19/25 – Conservation Agent meeting to review proposed design at buffer zones
- 11/21/25 – DPW meeting to review proposed civil design and utilities
- 12/10/25 – Design Review Board intro meeting to review proposed building design
- 01/14/26 – Design Review Board follow up meeting to review design updates and comments

Existing Site Summary

- Address: 100 Old River Road
- Size: 9.6-acre or 418,176 square feet
- Existing Use: office
- Existing Building: +/- 122,000 square foot vacant office building
- Existing Site: +/- 165,000 square foot impervious surface parking lot

Site aerial image

Zoning

The project site is located in the recently adopted Multifamily Overly District River Road ("MODRR"): The MODRR allows for 35 units per acre (336 units) with buildings up to 4 stories and 55 feet in height. Under §8.9.4.5 the Planning Board may grant a Special Permit that would allow for increased density to 45 units per acre (432 units) and buildings up to 5 stories and 65 feet in height, when a mixed-use component is incorporated into the project.

Site Plan Review / Special Permit: The project will seek the density bonus under §8.9.4.5 by providing a mixed-use non-residential component on a portion of the ground floor. The applicant engaged a retail consultant, Everstreet, to evaluate the site and the market for feasibility on potential tenant mix, size and design. The project will address criteria under the special permit, bringing much-needed housing supply to Andover and the surrounding area as well as providing a retail component which will enhance local services.

- Affordability: The project will comply with §8.9.5.10 which provides that 15% of units are available as affordable units limited to 80% of Area Median Income ("AMI") and eligible for listing in the Town's Subsidized Housing Inventory ("SHI"). These +/- 65 units represent a significant increase in the Town's SHI.
- Conservation: An ORAD was issued for the site in March of 2024. The project will leave the onsite wetlands undisturbed and improve the existing conditions through the introduction of pervious surfaces, rain gardens and other landscaping elements. The 25' buffer zone will be respected and previously disturbed areas within the 25' buffer zone will be restored, resulting in 905 SF of restored buffer area. In addition, the Applicant is proposing removal of invasive species and new plantings within the resource areas.
- Sustainability: The project will be designed to achieve PHIUS Passive House standards to meet the Andover Specialized Energy Code and will also meet LEED standards. This includes but is not limited to, triple pane windows, enhanced building envelope, all electric appliances and systems, electric vehicle charging and other sustainability measures.
- Economic: In addition to net new real estate tax revenue and construction related fees, the addition of 432 residences will bring increased spending to the local economy, helping to support area businesses. The mixed-use retail component advances the Town of Andover's goals for active, vibrant ground-floor uses while right-sizing retail to support long-term occupancy. It delivers needed neighborhood-serving uses in an underserved corridor, enhances the pedestrian experience, and strengthens sense of place, while generating sustained economic activity through durable commercial operations.
- Transit: Being located adjacent to the Interstate 93 on-ramp, the site is uniquely positioned to provide transit access for commuters. There is a local bus stop operated by MeVa which we will be providing access to for the residents. The applicant will be providing an enhanced bust stop location from what currently exists today. A crosswalk and new sidewalk at the entrance to the site on Old River Road will be built to provide access from the project to the MeVa bus stop. Additionally, the proposed project plans to enhance offsite traffic controls and utilities through a partnership with the town under a MassWorks grant.
- Site: The existing site is blighted by a vacant office building and surface level parking lot with overgrowth, that will be enhanced through the redevelopment into a new mixed-use project.

Waivers

The applicant requests a waiver pursuant to §8.9.5.9 of the off-street parking requirements for the residential units in by law §8.9.5.4.a.

The required parking for the residential units is 1.5 spaces per unit or 648 spaces. Appendix A, Table 3, provides that for the anticipated retail uses 12 spaces would be required. (2,950 sf/1,000x4 = 11.8 = 12). The total required for both uses would be 660 parking spaces.

The plan provides for a total of 648 parking spaces. A waiver of 12 residential parking spaces is requested.

As stated in the traffic report, the parking ratio for the residential component of the Project (1.47 parking spaces per unit) is within the range of observed parking demands for a multifamily residential development located in a similar setting documented by the ITE. Using the Parking Generation, 6th Edition; Institute of Transportation Engineers; Washington D.C.; October 2023, the observed peak parking demand ratio for a multifamily (low-rise) residential development was observed to range from 0.39 to 1.75 spaces per residential unit, with an average observed peak-parking demand of 1.23 parking spaces per unit and an 85th percentile peak-parking demand of 1.45 parking spaces per unit.

The bylaw also contemplates and allows for shared parking in mixed use scenarios. If needed, retail spaces can be shared between the uses. During daytime hours, when many residents will be off site and not require the use of parking, the spaces can be used for retail. Similarly, during overnight hours when the retail use is closed, up to 6 of the non-residential spaces can be available to residents.

We believe that this parking mix provides the best overall quality of use for the project and its residents, allowing for the highest overall project quality. It is also consistent with the purposes of the MOD.

Project Description

The proposed project has been designed with a total of 432 rental units within a 5-story slab on grade building, including 7 direct-entry rental townhomes. This is supported by an open-air structured parking garage as well as additional parking at grade. There will be a mixed-use ground floor retail component along with multiple different interior and exterior amenity spaces. Through our prefiling meetings with town and local officials, we've worked to incorporate feedback into our design. Below is a summary of the site and building make up.

Site Metrics

The site comprises a single parcel of land at 9.6 acres or 418,176 square feet of land.

- Building footprint coverage – 95,200 square feet

- Calculation of earth moved and removed *(note these are approx. calcs based on current design)*
    - Estimated Cut = 5,100 cy
    - Estimated Fill = 8,000 cy
    - Net Fill = 2,900 cy

Building Metrics

Unit Type	Qty.
Jr. 1 Bed	48
1 Bed	161
1 Bed + Den	32
2 Bed	171
3 Bed	14
3 Bed TH	6
Total	432

Parking Spaces	Qty.
Structured Garage	490
Surface	158
Residential	*146*
Retail	*12*
Total	648
Parking Ratio	1.47

Floor	GSF
Level 1 (amenities & retail)	95,900
Level 2 (residential)	95,900
Level 3 (residential)	95,900
Level 4 (residential)	95,900
Level 5 (residential)	95,900
Total	479,500

Use Type	GSF
Residential	479,500
Amenity & Leasing	13,000
Retail	2,950
Garage	144,000
Total	639,450

Design

Architecture

Located within the Multifamily Overly District River Road ("MODRR") between Old River Road, River Road and Interstate 93, the project will provide 432 new residential units (including 65 affordable units). The building has been pulled back from the street to respect existing trees and historical elements. Material composition takes cues from the historic buildings in Andover with the goal of grounding the project within its context and achieving a sense of permanence through timeless design. Proposed building materials include brick, precast concrete, fiber cement plank and panel siding and wood look fiber cement siding. The project will be designed to meet the latest passive house standards inclusive of an enhanced exterior envelope, triple-pane windows, all electric appliances and EV charging. Located along the west side of the site will be a precast garage that will house the majority of the parking for the project. The building has been designed to wrap the garage, incorporating it into the overall massing and screening it from most public view corridors.

The project will deliver high end finishes and amenities, including indoor amenity spaces that may consist of a fitness center, coworking spaces, artist maker studio, pet spa and clubroom/lounge areas. Outdoor amenities will include a central courtyard with a pool, outdoor fitness area, grill stations, fire pits and lounge space. Additional courtyards are designed throughout the site connected by a walking path that is interwoven into the natural landscape and site elements. There is also a planned dog park

area to offer a safe accessible space for pets and their owners. Bike parking and storage area will be provided at 1 space per 2 units.

On the ground floor adjacent to the main entrance, leasing and amenity areas, will be a retail space. The goal is for this space to be occupied by one or two tenants, ideally locally based fast casual food and beverage or coffee operators. Outdoor seating space for the retail has been incorporated into the site plan as well. This space will act as an additional amenity not just to the neighborhood, but to the residents who live in the building.

Landscape Architecture

General Landscape Approach

Project landscaping is designed to reinforce Andover's natural character while enhancing the public realm and providing high-quality outdoor amenity spaces for residents. The landscape plan emphasizes year-round visual interest, buffering and screening, and enhancement of the public right-of-way, while respecting adjacent wetlands and wooded areas typical of Andover's landscape.
Open and enclosed courtyard spaces for resident use will be integrated with on-site stormwater management strategies consistent with local and state requirements. The Old River Road frontage will incorporate existing high-quality vegetation to maintain continuity with the surrounding neighborhood and natural environment. Improvements along this frontage will include a pedestrian walkway, seating areas, native shrub and groundcover plantings, native street trees, seasonal planters at building entrances, and unit pavers.

The building's retail space will be highlighted by a pedestrian-oriented paver plaza intended to enhance ground-level activity and support the anticipated commercial use. Private courtyard spaces for residents will be programmed with an outdoor pool, lawn areas for recreation and passive use, shade pavilions, fire pits, and additional gathering spaces.

Planting Areas: The site will be thoughtfully planted to enhance existing habitat and preserve the wooded character common to Andover. Mown lawn areas will be minimized, with meadow grasses and native plantings used to transition landscaped areas into adjacent wooded and wetland buffer areas. Invasive species will be removed or minimized where present, through an Invasive Species Management plan, developed in coordination with wetland consultant, Goddard Consulting.

Sight lines at entrance drives will be carefully studied and coordinated to ensure safe vehicular and pedestrian circulation in accordance with Town standards. Trees will be strategically planted to provide screening and shade for parking areas and to soften views of site improvements from adjacent properties and public ways.

Tree, Shrub, and Ornamental Plantings: Plant materials will be selected to complement and enhance the site's existing mature and varied landscape. Native and regionally appropriate, low-maintenance

plantings will be used extensively and will blend with adjacent wetland and upland species, reinforcing a natural sense of place for residents and visitors.

Seasonal plantings will highlight building entrances and retail areas, while a diverse mix of shrubs, perennials, and grasses throughout the site will provide year-round color and visual interest. Tree plantings will include a mix of deciduous, ornamental, and evergreen species selected to enhance habitat, provide shade for walkways, parking areas, and amenity spaces, and withstand New England winter conditions and snow storage requirements.

Irrigation: A highly efficient irrigation system will be utilized during the plant establishment period, with the capability to reduce or eliminate irrigation over time as plantings mature. Rain sensors and carefully designed irrigation zones will support water conservation in accordance with Andover's sustainability goals.

Site Lighting: Exterior site lighting will be designed to enhance safety and visibility while maintaining Andover's suburban and residential character. Lighting will accent architectural features and illuminate arrival points, amenity areas, walkways, and sidewalks, while minimizing light spill onto adjacent properties and sensitive natural areas. All fixtures will utilize energy-efficient LED technology and full cut-off shielding to limit uplighting and glare. Exterior site lighting will be dark-sky friendly and consistent with applicable Town standards.

Drainage

The proposed stormwater management controls will be designed in accordance with Town of Andover requirements and the methodologies promoted in the Massachusetts Department of Environmental Protection Stormwater Handbook. The Site's stormwater management system has been designed to drain to deep-sump, hooded catch basins, trench drains, area drains, and water quality inlets. The drain inlets will capture and convey stormwater runoff, via an underground pipe system, to the stormwater Best Management Practices (BMP) included as part of the stormwater management system. Water quality treatment of stormwater runoff will be provided through a combination of deep-sumps and hoods within catch basins, hydrodynamic separators, and underground infiltration systems. The water quality units and infiltration systems address both TSS removal and TP removal.

Because the Project will disturb more than one acre of land, construction will require the submittal of a Notice of Intent (NOI) for coverage under the Construction General Permit (CGP) as part of the EPA's National Pollutant Discharge Elimination System (NPDES). Conformance with NPDES will require the preparation of a Stormwater Pollution Prevention Plan (SWPPP) for the Project's construction and performance of applicable SWPPP site inspections. As part of conformance with the SWPPP and NPDES permit, appropriate erosion and sedimentation (E&S) controls will be installed to prevent sediment laden stormwater runoff from leaving the site and entering the town's drainage system. E&S controls may include structural methods such as catch basin inlet controls, silt fence, and silt socks as well as non-structural methods such as minimizing the extent and duration of exposed

soils. E&S controls will be maintained as necessary until all disturbed areas have been stabilized through the placement of pavement, structure, or established vegetative cover.

Additionally, an Operation and Maintenance (O&M) Plan will be prepared for the Project's proposed stormwater management system. The O&M Plan will outline procedures and timetables for the long-term operation and maintenance of the proposed stormwater management system, including initial inspections upon completion of construction, and periodic monitoring of the system components, in accordance with established practices and the manufacturer's recommendations. The O&M Plan will include a list of responsible parties, and the stormwater management system will be maintained by the owner and/or the owner's representative.

Traffic

Vanasse & Associates, Inc. conducted a Transportation Impact Assessment (TIA) to determine the potential impacts on the transportation infrastructure associated with the proposed mixed-use project. In comparison to the existing office building that occupies the Project site, was recently vacated (April 2025) and will be removed to accommodate the Project, the Project is expected to generate approximately 25 additional vehicle trips during the weekday morning peak-hour and 27 additional vehicle trips during the weekday evening peak-hour. Based on the assessment, it was determined that the project will not result in a significant impact (increase) on motorist delays or vehicle queuing over anticipated future conditions without the Project (No-Build condition), with majority of movements at the study area intersections expected to continue to operate at acceptable or better levels of service. Calculations are based on using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th edition.

In order to improve mobility along Old River Road and to connect the Project and the proximate area business to the MeVa bus service, a sidewalk is planned to be constructed along the north side of Old River Road from the Project site driveway area and Campanelli Drive with a marked crosswalk, accompanying ADA-compliant wheelchair ramps and a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) with associated pedestrian crossing warning signs installed for crossing Old River Road.

To maintain site lines, existing trees and vegetation located along the south side of Old River Road within the sight triangle areas of the Project site driveways are planned to be selectively trimmed/removed and maintained so as to not restrict lines of sight. The existing embankment along the south side of Old River Road in the vicinity of the east Project site driveway and the existing stone wall along the Project site frontage on Old River Road is planned to be modified as necessary to provide the required lines of sight to and from the driveways.

Offsite improvements have been recommended for pedestrian access and signal timing modifications at the intersections of Old River Road and River Road. The applicant plans to partner with the town to prepare a Community One Stop for Growth grant application for a MassWorks or HousingWorks grant, along with support for the cost of work, to construct the recommended off-site improvement measures.

Retail

As part of the special permit zoning requirements, the Applicant has included a retail use in the project for the mixed-use component. A retail consultant, Everstreet, has been engaged to provide insight on tenant mix, use type and design. An initial study of the surrounding markets was conducted which included Downtown Andover (Whole Foods, local restaurants), Turnpike Street in North Andover (Market Basket, CVS, Starbucks, CAVA), two major destinations just across the New Hampshire border — The Mall at Rockingham Park and Tuscan Village, and strong regional lifestyle centers including The District and The Village at Burlington Mall in Burlington, MA and MarketStreet Lynnfield in Lynnfield MA. Together, these corridors attract national retailers and sustained regional traffic and represent a mature retail network that already captures much of the consumer spending within the broader Andover market.

By contrast, the immediate intersection of River Road and Old River Road currently has no visible retail presence and minimal proximate retail co-tenancy, and the surrounding wetlands may make future commercial development at or near the intersection unlikely. As such, this corridor is not positioned to attract national or large regional chains.

Everstreet's evaluation finds that the Old River Road corridor falls between an Untested and Convenience Corridor classification. It presents measurable consumer activity but lacks existing co-tenancy or an established retail ecosystem. The location benefits from strong access, visibility, and a mix of complementary uses (residential, hotel, office), but lacks established retail co-tenancy. This hybrid classification supports a conservative leasing strategy that emphasizes high-quality local tenants, modest size, and flexibility in design and rent structure.

In designing the retail configuration, the development team focused on amplifying visibility from the busy intersection of River Road and Old River Road. After an extensive study on market demand, tenant preferences, site constraints, and design considerations, the findings were that approximately 2,950 SF ground-floor retail space represents the optimal retail configuration. A space of this size is the ideal solution for this location, balancing visibility, leasing flexibility, tenant requirements, and long-term performance. The retail space is intentionally right-sized to support a daytime-driven retail model anchored by not more than 2 high-quality local or regional operators. This would be a neighborhood amenity retailer, such as a market-leading coffee or fast-casual operator while maintaining flexibility and avoiding overbuilding in a corridor without an established retail concentration. Positioned at the building's most prominent corner facing both River Road and Old River Road, the space maximizes intersection visibility and vehicular exposure—critical drivers of suburban retail performance. The design incorporates convenient proximate parking to support quick visits and take-out traffic, and a distinct yet complementary storefront that allows operators to establish a strong brand presence through high-quality, highly visible signage. Collectively, these design choices minimize long-term vacancy risk while supporting the Town's goal of an active, vibrant ground-floor environment.

The proposed 2,950 SF retail program advances the Town of Andover's goals for active, vibrant ground-floor uses while right-sizing retail to support long-term occupancy and avoid chronic vacancy. It delivers needed neighborhood-serving uses in an underserved corridor, enhances the pedestrian experience, and strengthens sense of place, while generating sustained economic activity through durable commercial operations. By balancing community objectives with market realities, the plan ensures a resilient and lasting benefit for the Town.

We are excited to have the opportunity to present this to the Town and look forward to working together towards a very successful project that everyone will be proud of.

Addendum Documents

- Traffic Report
- Stormwater Report
- Acoustic Report
- Retail Report
- Drawing Sets:
    - Architectural
    - Civil
    - Landscape & Site Lighting