

January 26, 2005

Technical Review Committee
NESWC Acton Business Center
Technical Proposal Points Assignments
Dickinson Development Proposal

General Operations Information

Ranking: Not Advantageous 0 points

The information presented in the technical proposal acknowledges that stormwater will have to meet all of the DEP and Town requirements there are no specifics at this point. The design team for the project includes qualified firms that have experience in this area. If the town enters negotiations with the developer this area has to be addressed in more detail.

The access road that will serve both the project and the DPW crosses into the lot restricted to “public use “ and has a no access to Route 2 restriction. This may present a major problem and needs to be resolved by the developer.

Permitting Approach

Ranking Advantageous 7 points

The development team has recently completed a very similar project in Reading, Ma. Their permitting approach is to first determine if the Town is receptive to the project and pass the required zoning changes. This will require significant negotiations and in the LAN committee and town staff to “fit the zoning” to the site. The project as presently proposed appears not to meet landscaping/open space standards usually required for a project of this size. The parking proposed (773 spaces) is over 100 more spaces than required by zoning.

The design team again has the experience of completing a similar project. The proposal outlines the permits that are needed with little specific detail at this time. More detail will be needed prior to presenting the project to Town Meeting.

The technical proposal did not address two local permits/reviews. The site is in the Groundwater Protection District (Zone 3) and will have to comply with these standards. The work will require approval under the Acton Wetlands By-law as well as the Wetlands Protection Act. Permits from the Acton Water District were not discussed in the proposal

Mitigation Measures and Buffers

Ranking Advantageous 5 points

The Technical Proposal details their approach in mitigating impacts during construction. Aesthetics were discussed but not in detail. Lighting was mentioned but not in the context of the requirements of the Acton Zoning By-law requirements. The proposal recognizes the need for additional screening for the Forest Road and Hosmer Street

neighbors. The developer talks of working closely with the Town and DEP to design a landscape plan. This will be needed for presentation to the Town Meeting for rezoning.

Traffic and Operational Hours

Ranking Advantageous 5 points

The construction of a grade separated driveway serving both directions of Route 2 is proposed by the developer. This will greatly improve access to the transfer station if it remains operational. Most non transfer station traffic of the Highway uses Forest Road. As such the proposed traffic to the retail center will have no impact on the Highway operations. The developer predicts 4000 new cars to the site on a weekday with 400 during the weekday rush hour. This represents a 10% increase in traffic volume on Route 2. I am sure Mass Highway will be looking at these numbers carefully.

There was no discussion of the hours of operation in the Technical Proposal.

Compatibility With Landfill

Ranking Not ranked

From the Technical Proposal we can not determine if there is a guaranteed stream of revenues to sustain the proposed development and ensure the capping of the landfill. This development team has produced successful results with a very similar project in the Town of Reading.

Experience and Qualifications

Ranking Highly Advantageous 10 points

The developer has put together a team with significant landfill closure, retail development, site planning, traffic and environmental experience. This team has successfully completed similar projects.

Overall rating Advantageous Total Points 27 points