

Environmental Notification Form for the
Crawford Square Urban Revitalization Plan
Town of Randolph, MA

December 2021



FILED IN ACCORDANCE WITH:

THE MASSACHUSETTS ENVIRONMENTAL POLICY ACT
301 CMR 11.00

SUBMITTED TO:

EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS
100 CAMBRIDGE STREET, SUITE 900
BOSTON, MA 02114

PREPARED BY:
BSC GROUP INC.
PO BOX 60658
WORCESTER, MA 01606



PREPARED FOR:
RANDOLPH REDEVELOPMENT AUTHORITY
41 SOUTH MAIN STREET
RANDOLPH, MA 02368

DECEMBER 27, 2021

Secretary Kathleen Theoharides
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, Massachusetts 02114
RE: Crawford Square Urban Revitalization Plan, Randolph, MA
Environmental Notification Form

Dear Secretary Theoharides,

On behalf of the Randolph Redevelopment Authority (SRA), the BSC Group, Inc. (BSC) is pleased to submit the enclosed Environmental Notification Form (ENF) for the Crawford Square Urban Revitalization Plan, an Urban Renewal Plan (URP). This project is subject to MEPA jurisdiction because it requires approval by the Massachusetts Department of Housing and Community Development (DHCD) in accordance with Massachusetts General Legislation (M.G.L.) c.121B, and meets the MEPA review threshold *301 CMR 11.03(1)(b)(7): Approval in accordance with M.G.L. c. 121B of a New urban renewal plan or a major modification of an existing urban renewal plan*. DHCD conditionally approved the URP on November 30, 2021, subject to MEPA review.

Crawford Square, the Project Area, is the traditional downtown of the Town of Randolph. It is comprised principally of the North Main Street commercial corridor and the Crawford Square business district. The area contains a variety of commercial, residential, and civic/institutional uses, concentrated in a compact setting that encourages walking. However, many parcels within the Project Area are small, irregularly shaped, and have a diversity of ownership. Moreover, many parcels and buildings are underutilized due to excessive parking on the parcel and vacant spaces within buildings. Data from a wide range of sources support the recommendation that the Project Area meets the eligibility standards for consideration as a *decadent area*. URP revitalization efforts will provide enhanced opportunities for promoting the business environment, public investment, integrating mixed uses, local job opportunities, improved transportation, and increased livability and amenities.

This ENF describes the conceptual plan for redevelopment with a 20-year implementation phase. The analysis focuses on potential impacts of the public actions to be undertaken throughout the Project Area to stimulate private action. A series of infrastructure improvements are proposed with a focus on transportation, parking, open space, and associated improvements.

Based on available information, no MEPA Environmental Impact Report thresholds are exceeded by the proposed public actions. Future projects within the URA may trigger review thresholds and require separate MEPA filings once those projects move from concept to actual design. This ENF has been distributed in accordance with circulation requirements (301 CMR 11.05(1)). The circulation list is presented in Attachment C of the ENF. The Patriot Ledger newspaper will publish the Public Notice of Environmental Review on December 30, 2021. Please include the ENF in the publication of the January 7, 2022 Environmental Monitor to begin the public comment period. Relatedly, we also request an extension to the public comment period from January 27, 2022, to February 24, 2022, to allow for additional outreach to Environmental Justice populations.

Additional agencies or individuals who would like to obtain a copy of the ENF should call 617-896-4539 or email jtozer@bscgroup.com. Please contact me with any questions on the material presented in the ENF. Thank you for your review and consideration.

Sincerely,

Jeanette Tozer
Senior Planner

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Environmental Notification Form

For Office Use Only

EEA#: _____

MEPA Analyst: _____

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Crawford Square Urban Revitalization Plan (Urban Renewal Plan)

Street Address: The Urban Revitalization Area (URA) includes portions of the following roadways in downtown Randolph: North Main Street, South Main Street, Union Street, Turner Lane, Memorial Parkway, Highland Avenue, Diauto Drive, Short Street, Frank Leary Way, School Street, Warren Street, Cottage Street, Depot Street, Conclin Drive, West Street, and Pleasant Street.

Municipality: Randolph	Watershed: Weir River Watershed (Part of Boston Harbor Watershed)
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Universal Transverse Mercator Coordinates: 19T/ 331365.96 Easting 4669883.35 Northing	Latitude: 42.162930 Longitude: -71.041382
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Estimated commencement date: 2021	Estimated completion date: 2041
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Project Type: New Urban Renewal Plan	Status of project design: 10% complete
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Proponent: Randolph Redevelopment Authority

Street Address: 41 South Main Street

Municipality: Randolph	State: MA	Zip Code: 02368
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Name of Contact Person: Jeanette Tozer, AICP

Firm/Agency: BSC Group, Inc.	Street Address: PO Box 60658
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Municipality: Worcester	State: MA	Zip Code: 01606
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Phone: 617-896-4539	Fax: (617) 896-4301 Attn: J. Tozer	E-mail: itozer@bscgroup.com
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Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?

Yes No

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting:

- | | |
|--|---|
| a Single EIR? (see 301 CMR 11.06(8)) | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| a Special Review Procedure? (see 301CMR 11.09) | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| a Waiver of mandatory EIR? (see 301 CMR 11.11) | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| a Phase I Waiver? (see 301 CMR 11.11) | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |

(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

301 CMR 11.03(1)(b)(7) Approval in accordance with M.G.L. c. 121B of a New Urban Renewal Plan.

Which State Agency Permits will the project require?

Department of Housing and Community Development (DHCD) Urban Renewal Plan Approval. No other State agency permits are required at this time.

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres:

The Proponent anticipates applying for available public funding sources, including grants or loans from State agencies (e.g., MassDOT, DHCD, MassDEP, MassDevelopment, and EOHEd) throughout the 20-year life of the Plan in order to implement the actions proposed in the Plan. Specific programs and funding commitments are currently unknown.

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Summary of Project Size & Environmental Impacts	Existing	Change	Total
LAND			
Total site acreage	92.8		
New acres of land altered		0	
Acres of impervious area	74.3	*anticipated to decrease as currently developed parcels are converted to new open space	*
Square feet of new bordering vegetated wetlands alteration		0	
Square feet of new other wetland alteration		0 ¹	
Acres of new non-water dependent use of tidelands or waterways		0	
STRUCTURES			
Gross square footage ²	282,170	134,030	416,200
Number of housing units ³	34	103	137
Maximum height (feet) ⁴	40	No change	40
TRANSPORTATION			
Vehicle trips per day ⁵	13,935	5,914	19,849
Parking spaces	1,563	599 ⁶	2,162
WASTEWATER			
Water Use (Gallons per day)	*	42,306	*
Water withdrawal (GPD)	N/A	0	N/A
Wastewater generation/treatment (GPD)	*	38,075	*
Length of water mains (miles)	N/A	0	N/A
Length of sewer mains (miles)	N/A	0	N/A
Has this project been filed with MEPA before? <input type="checkbox"/> Yes (EEA # _____) <input checked="" type="checkbox"/> No			
Has any project on this site been filed with MEPA before? <input checked="" type="checkbox"/> Yes (EEA # <u>see below</u>) <input type="checkbox"/> No EEA # 3651 RANDOLPH - ROUTE 28 - 02/05/1980			

*The Crawford Square Urban Revitalization Plan (URP) ENF is different from typical MEPA filings in that it is first and foremost a plan rather than a project. The URP identifies development and revitalization objectives and provides a conceptual layout with a long-term (20-year) approach to implementation. Therefore, the Summary of Project information presented above does not constitute a proposed project; rather, it represents a preliminary build-out based on a conceptual plan. Projects within the URP-specific area may exceed MEPA review thresholds and require separate MEPA filings specific to those projects. For some parameters in the Summary Table (identified with an *) it was not possible to extract existing conditions for the URP-specific area. Please see additional footnotes below.

¹ Proposed bike/pedestrian pathway improvements along the abandoned railroad within the URP boundary may occur within approximately 34,979 SF (.80 acres) of developed land within the 200-foot Riverfront Area.
² Estimated from 2021 MassGIS Level 3 Assessor's Parcel data for buildings located on parcels identified for urban renewal action (i.e., potential acquisition by the Randolph Redevelopment Authority).
³ Number of housing units located on parcels identified for urban renewal action (i.e., potential acquisition by the Randolph Redevelopment Authority).
⁴ Maximum structure height based on Town of Randolph Zoning Bylaws - Table of Dimensional Requirements for §§ 200-27 through 200-37 as Amended on 5-24-2021.
⁵ Calculated using ITE Trip Generation 11th Edition rates for designated uses. Multiple roadways serve the identified redevelopment areas.
⁶ Cumulative new parking spaces for all redevelopment areas within the URP boundary; this total was estimated using parking requirements identified in the Town of Randolph Zoning Code (<https://ecode360.com/13201817>).

GENERAL PROJECT INFORMATION – all proponents must fill out this section

PROJECT DESCRIPTION:

Under the Urban Renewal Program (M.G.L. c.121B), municipalities are authorized to redevelop and revitalize decadent and blighted areas for commercial, residential, open space, or other uses. The Crawford Square Urban Revitalization Plan (URP) in downtown Randolph was initiated by the Randolph Redevelopment Authority (RRA), which voted to approve the URP on August 17, 2021. The MA Department of Housing and Community Development conditionally approved the URP on November 30, 2021, subject to MEPA review.

The URP is a blueprint for action over a 20-year implementation phase. The Plan articulates a conceptual vision for downtown Randolph – the Urban Revitalization Area (URA) – and identifies specific activities, including public improvements, that will facilitate the revitalization of this area by attracting new or expanding existing businesses, encouraging mixed-use residential development, improving circulation for pedestrians, vehicles, and public transit, enhancing visitor experience for business customers, and strengthening the quality of life for residents.

This ENF narrative refers to the following figures in Attachment A:

- Figure 1: USGS Locus
- Figure 2: Aerial Map with Urban Revitalization Area Boundaries
- Figure 3: Environmental Justice Populations
- Figure 4: Existing Conditions
- Figure 5: Environmental Constraints
- Figure 6: Buildings to be Demolished
- Figure 7: Buildings to be Constructed
- Figure 8: Disposition Parcels
- Figure 9: Crawford Square URP Concept Plan

This URP incorporates input received from public outreach efforts undertaken during the urban renewal planning process for the Crawford Square area. Community involvement was initiated in Summer 2019. The URP Citizens' Advisory Committee (CAC) was formed, comprised of a dedicated group of stakeholders, including Randolph residents, business owners and municipal officials who are committed to the development and implementation of the URP. The committee has approved the URA boundary and defined the framework of this URP. CAC and RRA meetings were all open to the public.

A public forum was held on September 14, 2019, to discuss revitalization in the Crawford Square URA, define issues of concern, and collect information relative to the URP. A flyer was created and translated into both Vietnamese and Haitian Creole to promote the meeting to the broader Randolph community. Outreach efforts included posting the flyer and meeting information on the Town's website, The Hub @ Stetson Hall social media, and other local social media outlets. The flyer was distributed to the families of Randolph Public Schools students via ConnectEd, at the Turner Free Library, at the Randolph Intergenerational Community Center, and to the business distribution list maintained by the Town Planner. Hard copies of the flyer were also distributed at various locations including the Randolph Town Hall. An article about the community forum was posted to the local news outlet, Wicked Local Randolph. Forty-six (46) community members participated in the workshop held at the Randolph Intergenerational Community Center. The RRA held a second public meeting (virtually) for property owners in the URA on September 23, 2020, to share the proposed URP concepts plans and answer questions from the community. Information presented at each forum included the revitalization process, existing site conditions, redevelopment options,

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eligibility considerations, and public improvements.

Attendees at public events have included Randolph residents, business owners, Advisory Committee members, public officials and elected officials. Comments and concerns expressed at public forums regarding such matters as traffic volume and circulation, recreation/open space, public infrastructure improvements, and private property physical improvements are reflected in the goals and objectives of this URP.

The following public meetings were held during the planning phase of the URP.

Meeting Date	Randolph Redevelopment Authority	Citizen Advisory Committee	Public Forum/ Hearing
2019 – May 29	X		
2019 – July 30		X	
2019 – August 13		X	
2019 – September 14			X
2019 – October 1	X		
2020 – February 12		X	
2020 – June 10	X		
2020 – August 18	X		
2020 – September 23			X
2021 – August 17	X		

It is the intention of the RRA to continue to meet with the CAC periodically as the URP undergoes its various stages of implementation. In addition, if amendments to this URP are proposed, they will be presented to the CAC for review and comment.

Describe the existing conditions and land uses on the project site

The Urban Revitalization Area (referred to interchangeably as the URA and Crawford Square) encompasses a large portion of downtown Randolph, as shown in *Figure 2: Aerial Map with URA Boundaries*. The Town of Randolph is a largely residential suburb located 15 miles south of Boston, home to one of the most ethnically diverse middle-class populations in the Greater Boston region. Located at the intersection of Routes 128 and 24, the Town is bordered by Milton and Quincy to the north, Braintree and Holbrook to the east, Canton to the west, and Avon and Stoughton to the south and southwest. According to the United States Census Bureau, the town has a total area of 9.83 square miles.⁷ It is centrally located with convenient access to major highway transportation corridors including Interstate 93 (I-93) and arterial roads Route 24 and Route 139. The town and the URA are also traversed by Route 28 (North Main Street), a heavily congested stretch that serves as one of the primary commercial corridors in town as well as a primary pass-through by commuters who live in the surrounding towns.

Crawford Square is the traditional downtown of Randolph. It is comprised principally of the North Main Street commercial corridor and the Crawford Square business district. The area contains a variety of commercial, residential, and civic/institutional uses, concentrated in a compact setting that encourages walking. Historic landmarks, such as the First Congregational Church and Stetson Hall are located in the URA, as well as the Fire Department headquarters and Turner Free Library. Town Hall and Police Department are also located within

⁷ <https://www.census.gov/quickfacts/fact/table/randolphtowncitymassachusetts,US/PST045219>

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Crawford Square and adjacent to the URA. The URA consists of approximately 88 parcels with a total land area of approximately 92.8 acres. Approximately 78.4% of the buildings within the URA pre-date 1971. Neighborhoods adjacent to the URA are primarily residential, with a small amount of land to the northeast and southwest dedicated to industrial and business uses. Please refer to Figures 1, 2, 3, 4, and 5 presented in Attachment A.

North Main Street (Route 28) bisects the URA in a roughly north/south alignment and is primarily a four-lane roadway (within the URA) with on-street parking along the eastern side south of Cottage Street. In the vicinity of Sudbury Farms Plaza, North Main Street consists of one travel lane for traffic in each direction and a center left-turn lane.

Most buildings are oriented with the main entrance facing the street and variable front yard setbacks. Buildings along the southern portion of North Main Street in the vicinity of Crawford Square generally align with the back of the sidewalk, while elsewhere in the URA many parcels have parking located in front of the buildings. Streetscape improvements were installed in the Crawford Square area to enhance the design character and promote walking. Recent improvements include sidewalks, historic period lighting, and the relocation of utilities underground. Neighborhood oriented retail and professional services are clustered around the intersection of North/North Main Streets.

There is significant traffic congestion along Route 28 (North Main Street) and Route 139 (Mazzeo Drive, which serves as a connector to Route 24) particularly during commute times. An annual average daily traffic count of 27,033 vehicles was recorded for North Main Street in 2006, and the congestion has increased since the study was taken, according to Town officials. The traffic problem is further exacerbated by North Main Street's use as a state-designated truck route and an MBTA bus route, and there are no cutouts for bus passenger pickup/drop-offs, which adds to traffic slowdowns.

The Cecil Group worked with Randolph to develop a Master Plan in 2006 for streetscape improvements to the town center, with nearly 100% of the report's recommendations implemented by 2019. All utilities in the downtown were relocated underground, new historic-looking street lights were installed, and significant landscaped areas were added to improve the aesthetics. However, Crawford Square is made up of many parcels owned by a variety of different owners. The public investment projects totaling more than \$10 million have resulted in underwhelming private reinvestment. Additionally, the northern anchor of the downtown, Sudbury Farms Plaza, is named after a former grocery store that was housed on the site for decades. The site has turned over twice since 2015, with Brother's Supermarket and now America's Food Basket. As a result, the plaza is now an assortment of retail uses, empty storefronts and underutilized parcels. An adjacent site that once contained a nightclub/restaurant space was converted into a church, further signaling a lack of consistent commercial interest or viability.

Land Use and Zoning: As the downtown center, the URA has been highly built-out over the years resulting in an urban character. Existing land uses include commercial, public/institutional, mixed-use, industrial, residential, and open space. Currently, the area is populated by a diverse mix of commercial establishments including restaurants (local and chain), financial/legal services, convenience and grocery stores, health services, automotive-related businesses, municipal buildings, and personal services (hair, skincare, and nail salons). There are a small number of residences scattered throughout the district. The URA also contains the Turner Free Public Library, Stetson Hall, the Fire Station, several public memorials, and the town green.

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The zoning district for the URA is the Crawford Square Business District (CSBD). This district is intended to encourage a higher density of small establishments in order to "... to recognize and enhance the role of North Main Street and the Crawford Square area as the Town's principal focus for civic, cultural and social functions."⁸ Family dwellings in upper floors of business buildings are permitted as long as each unit meets the following requirements:

- Not less than six hundred twenty-five (625) square feet of usable living area;
- Not more than two (2) bedrooms;
- At least one (1) full bath; and
- Its own laundry hook-ups. There shall be no shared laundry facilities on premises.

The table below includes the allowable uses and dimensional criteria for the CSBD zoning district.

Table 1: Crawford Square Business District (CSBD) Uses and Dimensional Requirements⁹	
Uses	<p>The following uses are permitted in the CSBD:</p> <p>(a) Dwelling units: single-family dwellings.</p> <p>(b) Mixed-use development multiple units. The combination of residential and business uses on a single lot shall be permitted within the Crawford Square Business District in order to promote the general welfare of the community by assuring the economic vitality of its downtown business area while minimizing potential adverse impacts upon nearby neighborhoods and other premises. This purpose is to be achieved through the establishment of controls specifically for mixed business and residential uses at locations where either such uses already exist or they would be appropriate because of access and other geographical considerations.</p> <p style="padding-left: 40px;">[1] Mixed-use development multifamily units. Any dwelling unit located within a multifamily mixed-use development within the Crawford Square Business District must meet minimum requirements; such unit shall have:</p> <p style="padding-left: 80px;">[a] Not less than six hundred twenty-five (625) square feet of usable living area;</p> <p style="padding-left: 80px;">[b] Not more than two (2) bedrooms;</p> <p style="padding-left: 80px;">[c] At least one (1) full bath; and</p> <p style="padding-left: 80px;">[d] Its own laundry hook-ups. There shall be no shared laundry facilities on premises.</p> <p>(c) Retail stores: retail stores and establishments wherein goods and services, or either of them, are sold or offered directly to consumers as provided in the Table of Allowable Activity.</p> <p>(d) Office or professional uses: office or professional services in which services are offered or rendered to the public by professionals not resident therein, including, among others, professional offices for medical doctors, dentists, engineers, architects, lawyers, accountants, landscape architects, chiropractors, podiatrists, optometrists, psychologists, insurance or investment counselors, real estate offices, or social workers and others, provided they comply with the Table of Allowable Activity.</p> <p>(e) See the Table of Allowable Activity for uses subject to a special permit.</p> <p>(f) Unless allowed as of right pursuant to § 200-80, wireless communications facilities are subject to a special permit issued by Town Council. See § 200-57.</p>

⁸Town of Randolph Zoning Code - <https://www.ecode360.com/13202110>

⁹Ibid.

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	<p>(g) Notwithstanding the provisions of § 200-3, the Town Council, as the special permit granting authority, may allow the construction of more than one (1) building on a single lot located within the Crawford Square Business District, so long as each building is otherwise in compliance with the requirements of this § 200-11.</p> <p>(h) Accessory dwelling units.</p>
<p>Dimensional Requirements</p>	<p>Minimum Lot Area</p> <ul style="list-style-type: none"> • 5,000 square feet <p>Lot Coverage</p> <ul style="list-style-type: none"> • Building Lot Coverage – 60% • Impervious Lot Coverage – 30% • Green Area Open Space – 10% • Maximum Coverage – 90% <p>Maximum Building Height</p> <ul style="list-style-type: none"> • Stories – 4 • Feet – 50 <p>Minimum Frontage</p> <ul style="list-style-type: none"> • 25 feet <p>Minimum Depth</p> <ul style="list-style-type: none"> • 75 feet <p>Minimum Width</p> <ul style="list-style-type: none"> • 25 feet <p>Setbacks</p> <ul style="list-style-type: none"> • From Street – 15 feet* • Front Yard – 15 feet* • Side Yard – 0 feet • Rear Yard – 15 feet <p>Buffer Strips</p> <ul style="list-style-type: none"> • To Street – 10 feet* • To Residential – 10 feet • To Commercial – 0 feet <p>*§ 200-20: Each parking space shall have a vehicular access to a street. Driveways, aisles and spaces in all districts except residential single-family or two-family shall be so arranged that vehicles will leave and enter the street with a forward motion.</p>

Building Conditions and Age: Information regarding building age was obtained using data from the Randolph Assessor’s Office. Approximately 21.6% of the structures within the URA were built between 1800 and 1920 and 56.8% were built between 1921 and 1970. In all, 78.4% of Crawford Square’s structures were built before 1970. As shown *Table 2*, only about 16 buildings have been constructed since 1971. Buildings from the 1800s and early 1900s remain in the URA, although some façades have been significantly altered. The age of the buildings within the URA with known construction dates is summarized in *Table 2*.

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Table 2: Structure Age			
Construction Date	# of Buildings	% of Buildings	
1800 – 1920	16	21.6%	78.4%
1921 – 1970	42	56.8%	
1971 – 2000	12	16.2%	21.6%
2001 – 2018	4	5.4%	
Total	74 ¹⁰	100%	100%

An exterior visual assessment of properties within the URA was conducted as part of the URP process. An overview of the exterior visual inspection results is presented in *Table 3*. Overall, approximately 50.6% of the buildings within the URA were categorized as being in Fair or Poor condition, but the overwhelming perception of the area that it is in fair condition with a number of underutilized properties and obsolete features.

Table 3: Building Conditions Overview			
Building Rating	# of Parcels	% of Total Buildings	
Excellent	2	2.6%	49.4%
Good	36	46.8%	
Fair	31	40.3%	50.6%
Poor	8	10.4%	
Total	77	100.0%	100.0%

The presence of so many older structures indicates an increased potential for decadent conditions, outdated or abandoned facilities, lack of accessibility, grandfathered conditions that do not comply with current zoning, maintenance issues, and the presence of regulated materials common to older buildings (e.g. lead paint and asbestos).

Environmental Conditions: See *Figure 5: Environmental Constraints*. The URA is largely developed and contains an urbanized mix of uses. There is little vegetation aside from street plantings and small pockets of open space/vegetation. A perennial stream (Glovers Brook) traverses the northeast corner of the URA and is located within the 100-year floodplain. A very small portion of the parcel located at 19 Highland Avenue is also located within the 100-year floodplain, and a portion of the northern section of the URA is located within the 500-year floodplain. There is a wetland abutting the URA, immediately to the west of 87 Warren Street. The URA is located within a half-mile of Outstanding Resource Waters (Public Water Supply Watershed: Great Pond and Farm River). There are no vernal pools, rare species, or Areas of Critical Environmental Concern (ACECs) within the URA.

Table 4 details the three sites with open Mass DEP files and five sites with Activity and Use Limitations (AULs) within the URA. This listing identifies hazardous waste sites in Massachusetts, which include a range of environmental contamination from simple spills during a fuel oil delivery to complex Superfund sites. An AUL provides notice of the presence of oil and/or hazardous material contamination remaining at the location after a cleanup has been conducted pursuant to Chapter 21E and the Massachusetts Contingency Plan (MCP). The AUL is a legal document

¹⁰ Please note that the construction date was unspecified for three buildings within the URA.

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that identifies activities and uses of the property that may and may not occur, as well as the property owner's obligation and maintenance conditions that must be followed to ensure the safe use of the property.

Table 4: Summary of MassDEP Listed Sites				
Site Name & Address	MassDEP Site Number	Chemical	Category / RAO Class or Compliance Status	Status
Former Randolph VFW 10 Highland Avenue	4-3017799	Fuel Oil	72 Hour, B-2	Activity and Use Limitation (AUL)
Former Chase & Sons 19 Highland Avenue	4-3004387	Unknown	None, B-2	Activity and Use Limitation (AUL)
	4-0026389	Unclassified	120 Day, PSC	Activity and Use Limitation (AUL)
Lucky Cleaners 348 North Main Street	4-0022303	TCE, Dichloropropene PCE	120 Day, PSC	Activity and Use Limitation (AUL)
Woodlawn Cleaners 334 North Main Street	4-0020288	Organic Vapors	2 Hour, Tier 2	Open, Tier 2
	4-001988511	Unclassified	2 Hour, Tier 2	Open, Tier 2
Randolph Plaza 322 North Main Street	4-3024960	Unclassified	120 Day, DPS	Open, Downgradient Property Status (DPS)
Getty Service Station 245 North Main Street	4-3017130	TPH, C11 - C22 Aromatic Hydrocarbons	120 Day, PSC	Activity and Use Limitation (AUL)
	4-0020985	Gasoline	72 Hour	Closed

Source: <https://eeaonline.eea.state.ma.us/portal#!/search/wastesite>

Notes:

1. RAO = Response Action Outcome, the classification of Permanent and Temporary Solutions as defined in 310 CMR 40.1000. For pre-2014 closures, Class B RAOs indicate that "no significant risk" exists, and no remedial work was necessary. Class B-2 RAOs are Permanent Solutions with Conditions (PSC).
2. For post-2014 closures, PSC indicates a Permanent Solution with Conditions.

Vehicular, Pedestrian and Bicycle Access: Route 28 (North Main Street and South Main Street) serves Randolph's major activity centers, including Crawford Square, and carries the highest proportion of total urban travel within Randolph. As a principal arterial roadway, Route 28 should have annual average daily traffic (AADT)

¹¹The Phase II/III Report notes that this Release "appears to have traveled in the groundwater to the southeast onto the 332 North Main Street property and under North Main Street with limited potential migration to the southwest onto the 338 North Main Street property." Both of these properties are within the URA. Source: Coler & Colantonio, Inc. "Phase II Comprehensive Site Assessment Report & Completion Statement, Phase III Remedial Action Plan & Completion Statement, And Immediate Response Action Status Report," November 6, 2009, <https://Eeaonline.Eea.State.Ma.Us/Eea/Fileviewer/Default.aspx?Formdataid=0&Documentid=57030>.

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values ranging from 7,000 to 27,000 vehicles. The Town's Master Plan (2017) included a review of data published by the Massachusetts Department of Transportation (MassDOT) from 2006 to 2016, which found that Route 28 had an AADT value of 27,033 vehicles in 2016, a figure that has been rising since 2013. The climbing AADT value for Route 28 implies that it was exceeding capacity and may need improvements to reduce congestion.¹² However, commuting patterns have changed since the onset of the COVID pandemic, and a new traffic count may be needed to determine if traffic volumes and congestion have and are expected to decrease. Route 28 and Route 139/Union Street are the only roadways in Randolph designated as a truck route under State authority. As a result, Route 28, especially within the URA, has one of the highest vehicle-to-vehicle crash rates for Randolph.¹³

Route 28 and the two other major roads within the URA, Route 139 and the western portion of North Street, have sidewalks on both sides of the road. Despite the existence of sidewalks in both directions, 23 pedestrian-to-vehicle crashes occurred in Randolph between 2012 and 2014. Most of these crashes were located along Route 28 with some clustering in the URA. Furthermore, of the 23 pedestrian-to-vehicle crashes, two were fatal. The 2012 fatal crash occurred at the intersection of North Main Street and West Street and the 2014 fatal crash occurred at the intersection of South Main Street and Union Street.¹⁴

In an effort to strengthen pedestrian connections and create a safer environment within the Crawford Square area, the Town completed comprehensive streetscape improvements along a 1,300-foot section of North Main Street within the last ten years. The project consisted of a complete reconstruction of the streets and sidewalks including the following: roadway resurfacing and paving, crosswalks and pedestrian ramps, decorative paving on sidewalks, granite planters, lighting, grading and drainage, and streetscape furniture. Despite these efforts, insufficient and irregular vehicular, pedestrian, and bicycle circulation create a challenging environment for safe and easy circulation to stimulate economic development.

Intersections and Traffic Signals

According to the ULI-TAP Report, the following two intersections within the URA present challenges to efficient traffic circulation and have known pedestrian safety issues.¹⁵

- *West Street/Pleasant Street/North Main Street.* A signal warrant completed in 2006 indicated the need for a traffic signal to better regulate traffic flow at this intersection. However, the lack of alignment of the streets creates logistical challenges. In addition, this section of road is under the jurisdiction of the State.
- *North Street/Union Street/North Main Street/South Main Street.* A lack of dedicated turning lanes in all but one direction and inadequate synchronization with the nearby signal at North Main/Memorial Parkway pose challenges for traffic flow at this intersection. The existing synchronization results in back-ups affecting this main intersection. Additionally, there is a heavily used MBTA stop directly at the intersection of North Main/Memorial Parkway. The stop does not have a dedicated pull-off and buses block the travel lane, adding to the congestion at both intersections.

Bus and Rail Access: Randolph is a member of the Massachusetts Bay Transportation Authority (MBTA) which provides fixed route bus service from the Crawford Square area to Quincy Adams and Ashmont Stations through Route 238 and Route 240. Route 238 serves Randolph, Braintree, and Quincy beginning at the Holbrook/Randolph Commuter Rail Station and ending at the Quincy Center Bus Station/MBTA Red Line stop, traveling by way of Union Street and North Street in Randolph. Route 240 provides daily service between Holbrook/Randolph Station and the Ashmont MBTA Red Line Station, via Route 28 and Crawford Square. The

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MBTA also provides THE RIDE, a paratransit service for the elderly and disabled. The Brockton Area Transit Authority (BAT) provides service to Ashmont Station in Boston.

Infrastructure: Existing utilities that service the URA include electricity, gas, water, sewer, stormwater, and telecommunications. Electric and Gas are provided by National Grid and Columbia Gas of Massachusetts. The Town of Randolph’s public water supply is provided through the efforts of three individual entities:

- The Tri-Town Board of Water Commissioners is responsible for identifying and providing water sources for the three towns of Randolph, Braintree, and Holbrook. Water is supplied from three surface water reservoirs that are known as the Great Pond Reservoir System. The three communities are working to construct a regional water treatment plant as a way to replace the aging water treatment plants in Braintree, Holbrook, and Randolph. As of 2015, all three voted to adopt the regional plant as opposed to tie-in with the Massachusetts Water Resource Authority (MWRA) water system.
- The Randolph-Holbrook Joint Water Board is responsible for treating water and for maintaining the standpipes and tanks that serve Randolph and Holbrook.
- At the local level, the Randolph Department of Public Works (DPW) is responsible for distribution of water within the town as well as the daily maintenance of approximately 115 miles of water mains, 1,000 fire hydrants, and over 9,000 services and meters.

According to the 2017 Master Plan, peak water demands for Randolph, Braintree, and Holbrook exceed the safe yield capacity for the reservoir system. The average daily water demand in 2016 for Randolph was 3.0 MGD during most times of the year, and 4.5 MGD or more during peak periods in the summer. The total average daily demand for the three towns range from 6.8 MGD during most times of the year to 10.1 MGD during peak times. Plans to construct a new a new 12.5 MGD Tri-Town Water Treatment Plant to help address this issue have been moving forward, with a design firm selected in late 2019¹⁶, construction anticipated to begin in 2022, and an anticipated completion date in 2024.¹⁷

Cultural Resources: The URA contains several architecturally significant structures (please refer to *Figure 5: Environmental Constraints*). Based on a search of the Massachusetts Cultural Resources Information System (MACRIS) database¹⁸, the URA includes the Crawford Square Area (MHC Inventory ID RAN.D) as well as approximately 23 existing buildings and six memorials that are listed in the Inventory of Historic Assets of the Commonwealth. Randolph approved their first local historic district, the Elms Historic District, in July 2019. The Elms Historic District abuts the northern boundary of the URA.

Stetson Hall, which is located within the URA, is included in the State Register of Historic Places (SR) and the National Register of Historic Places (NR). In 2009, when the building was renovated, the auditorium was restored and it is today used as a community center, for hosting live performances, and is available as a rental venue for special events. The other NR-listed resource near the URA is the Jonathan Belcher House (#76000291,

¹² Randolph Comprehensive Master Plan, 2017, pp. 175-176.

¹³ *Technical Assistance Panel Report*, Urban Land Institute, 2018, p. 44.

¹⁴ *Ibid.*, pp. 44-45.

¹⁵ *Crawford Square Business District Briefing Book*, Town of Randolph Planning Department, 2018, p. 45

¹⁶ <https://holbrook.wickedlocal.com/news/20191013/firm-chosen-to-design-water-plant-for-braintree-holbrook-amp-randolph>

¹⁷ <https://www.patriotledger.com/story/news/2021/09/15/braintree-randolph-and-holbrook-work-water-treatment-plant-plans/8344732002/>

¹⁸ <http://mhc-macris.net/>

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1976)¹⁹ located at 360 North Main Street.

Please refer to the **Historical and Archaeological Section** of this ENF for additional information.

Open Space: The largest green space in the URA is Crawford Square Park, 1 North Main Street, located across the street from the Turner Library. This .21-acre park incorporates a commemorative fountain and plantings. Veterans Memorial Park, located on North Main Street at Memorial Parkway, occupies the grassy corner parcel between the two wings of the public library. The .08-acre park is fenced and displays a flagpole and a granite monument. Theodore S. Luddington Memorial Park, 10 Memorial Parkway, is a .14-acre park immediately east of the Central Fire Station. The only indication of a park on this grassy parcel is the plain, segmental-arched stone marker dedicated to Luddington's memory. In total, the URA has less than half an acre of public open space.

Eligibility Standards for Urban Renewal: Data from many sources was evaluated to support the recommendation that the URA meets the eligibility standards defined in M.G.L. c 121B for consideration as a "decadent" area, and that it is improbable that the area would be redeveloped per the ordinary operations of private enterprise. Data evaluated included Assessor records and MassGIS datalayers for parcel ownership, property sales, parcel size and configuration, and current conditions. The URA has many characteristics that contribute to the current decadent conditions, as listed below.

- The URA contains numerous buildings which are out of repair, physically deteriorated, unfit for human habitation or obsolete.
- The age of structures indicates the potential for regulated materials common to older buildings.
- There is insufficient open space within the URA to support existing and proposed uses.
- Parcels within the URA are typically small, irregularly shaped, and have a diversity of ownership.
- Insufficient and irregular vehicular, pedestrian, and bicycle circulation create a challenging environment for safe and easy circulation to stimulating economic development.
- Many parcels and buildings are underutilized due to excessive parking on the parcel and vacant spaces within buildings.
- Inadequate signage and wayfinding to draw people into downtown and support commercial uses.

After extensive and thoughtful review of available data, in conjunction with input from stakeholders and officials from the Town of Randolph, the Crawford Square URA meets the eligibility requirements to be designated as a "decadent" area under Massachusetts urban renewal regulations.

Describe the proposed project and its programmatic and physical elements:

The Randolph Redevelopment Authority seeks to develop a foundation which supports the revitalization of specific areas of Crawford Square that have experienced deteriorated or blighted conditions and which for multiple reasons, may not appeal to private developers in their current state. The URP is a long-term (20-year) conceptual plan which outlines specific actions to encourage private investment. This ENF first summarizes the elements of the URP (the Vision, goals and objectives, and URP projects), then identifies the public improvements intended to foster one or more of the URP objectives, support private redevelopment initiatives,

¹⁹ <https://nationalregisterofhistoricplaces.com/ma/norfolk/state.html>

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as well as enhance the conditions within the URA.

Vision and Goals: The *Town of Randolph Technical Assistance Panel Report*, prepared by the Urban Land Institute Boston/New England District Council Technical Assistance Panel in 2018, provides the vision for the Crawford Square Urban Revitalization Plan:

Vision: To transform the Crawford Square Business District into a vibrant commercial and cultural area that is reflective of the diverse population of the town.

This vision is integral to the URP; it reflects considerations relevant to promoting the business environment, public investment, integrating mixed uses, improving transportation, and enhancing placemaking. The vision serves as the foundation on which the URP recommendations were developed. Plan implementation is expected to solidify and reenergize Crawford Square's standing as the principal focus for civic, cultural and social functions, incentivize entrepreneurship and small business owners, and support and encourage the existing businesses in the Crawford Square Business District to grow. Redevelopment within the URA involves strategic acquisition, potential business relocation, spot clearance, parcel assemblage, infrastructure improvements, and, ultimately, the disposition of development sites.

To achieve the Vision for Crawford Square, the following goals were established:

- Revitalize Randolph's historic mixed-use town center with the high-quality redevelopment of vacant and underutilized properties and construction of new, energy-efficient buildings.
- Encourage mixed-use, higher density development to activate the Crawford Square area with more customers, residents, and more pedestrian traffic on a daily basis.
- Promote the development of destination retail, office space, and housing in the Crawford Square area.
- Foster shared parking/parking management and organize the public parking supply to be more efficient and reflect current demand.
- Improve vehicular circulation to attract more people and businesses into Crawford Square by providing a safer, more inviting, and easily navigable downtown.
- Improve bicycle and pedestrian connectivity to provide efficient and reliable multi-modal transportation options that are well-connected to other parts of the town and region and reduce travel times during peak hours.
- Expand and enhance open space amenities that contribute to Crawford Square's unique sense of place and vibrant atmosphere, enhance the quality of life for residents, and provide quality experiences for visitors.
- Provide placemaking and wayfinding enhancements to reinforce downtown Randolph as a destination.

Objectives: The URP's goals and objectives build upon the Vision to create an environment that is vibrant and inclusive and reflects the town's diversity while reinvigorating reinvestment in Randolph's center. To further this vision and associated goals, the following objectives were identified to guide the selection of specific buildings and properties for redevelopment.

Parcel Acquisition and Assemblage to Support Economic Reuse of Vacant and Underutilized Parcels

- Facilitate land assembly, to create larger and more marketable parcels for disposition to support the

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private redevelopment of vacant and underutilized parcels.

- Prioritize key parcels and areas for redevelopment, particularly within the Sudbury Farms Plaza area and the central Crawford Square area (proximate to the intersection of North Main, South Main, North, and Union Streets).
- Create a range of leasable space options for new and existing local businesses, including destination retail, restaurants, and office space.

Roadway Improvements to Support Reuse, Redevelopment, and Future Growth

- Construct new roadway through Sudbury Farms Plaza to improve safety and provide increased frontage for potential redevelopment parcels.
- Provide improved intersections and alignment of the new Sudbury Farm Plaza roadway with Pleasant Street at North Main Street, and with Highland Avenue at Warren Street.
- Implement roadway and crosswalk safety improvements throughout downtown where needed.
- Implement streetscape improvements (bump-outs, ramps, lighting, street trees, sidewalks where needed) throughout project area, as appropriate.
- Provide bicycle accommodation along roadways where possible.

Public Space Improvements to Reinforce Downtown Randolph as a Destination

- Establish new park at the new roadway intersection at Warren Street and West Street, which is also an access point to the upgraded bicycle and pedestrian path.
- Expand the Crawford Square town green, including the addition of a bus shelter along North Street and a performance stage for special events.
- Incorporate a linear park design including an upgraded bike/pedestrian path along railroad line.

Parking Improvements to Increase Efficiency

- Create new surface public parking lot behind buildings on the west side of North Main Street (30, 84, and 86 North Main Street).
- Provide additional on-street parallel parking where appropriate.
- As the Sudbury Farms Plaza is redeveloped, facilitate parking that is better organized and safe.

Connectivity and Circulation Improvements to Create a Vibrant Atmosphere

- Develop a bike/pedestrian path along the abandoned railroad right-of-way from Pleasant Street to Highland Avenue.
- Provide bike path and bicycle accommodations along roadways to connect key destinations.
- Establish new roadway through Sudbury Farms Plaza to provide connectivity to abutting streets and improve vehicular safety.
- Install new and enhanced wayfinding signage for pedestrians, parking, and vehicular circulation.

URP Concept Plan: Public improvements are key to the revitalization of Crawford Square, as physical form is important to the perception and experience of the Project Area. Implementation of the URP is also anticipated to result in increased mixed-use development to revitalize Crawford Square, particularly through the addition of residential units to activate the Crawford Square area with more customers, residents, and more pedestrian traffic

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on a daily basis. Mixed-use within the URA is defined as the combination of residential and business uses on a single lot, which is consistent with the Randolph Zoning Code definition for mixed-use development in the Crawford Square Business District.²⁰ The proposed changes to land use in the URA are generally intended to add mixed-use development. In general, ground floor uses will be consistent with existing commercial ground floor uses, but the addition of upper-floor residential uses throughout the URP will change a significant portion of the area to mixed land uses. In summary, this means that mixed-use development might include ground floor retail, restaurant, and/or office space with upper floor residential units. To achieve this, the URP identifies 27 parcels as candidates for acquisition or transfer, as follows:

- 24 privately-owned parcels to be acquired by the RRA;
- 2 partial acquisitions of a privately-owned parcel; and
- 1 Town-owned parcel to be transferred to the RRA.

As depicted on *Figure 6*, building demolition to support redevelopment is proposed on the following parcels:

- 0 Condlin Drive (Parcel ID 55-D-033.4)
- 14 Condlin Drive (Parcel ID 55-D-033.2)
- 328 North Main Street (Parcel ID 55-D-036)
- 334 North Main Street (Parcel ID 55-D-039.2C)
- 336 North Main Street (Parcel ID 55-D-037&45)
- 338 North Main Street (Parcel ID 55-D-040.2D)
- 340 North Main Street (Parcel ID 55-D-041)
- 87 Warren Street (Parcel ID 55-D-033)
- 322-326 North Main Street (Parcel ID 55-D-035.34)
- 10 Highland Avenue (Parcel ID 54-A-001.00)
- 86 North Main Street (Parcel ID 54-B-009.D)
- 18 North Street (Parcel ID 53-C-004)
- 332 North Main Street (Parcel ID 55-D-38)
- 21 Condlin Drive (Parcel ID 55-D-33.1)
- 11 Condlin Drive (Parcel ID 55-D-33.3)
- 35 North Main Street (Parcel ID 53-C-3)
- 41 North Main Street (Parcel ID 53-C-2)
- 49 North Main Street (Parcel ID 53-C-1)
- 9 Short Street (Parcel ID 53-C-13.16-A)
- 22 North Street (Parcel ID 53-C-9.010)
- 50 Warren Street (Parcel ID 54-A-2.9&10)
- 45 Diauto Drive (Parcel ID 54-A-4.2)
- 34-42 West Street (Parcel ID 55-D-042.1)

As illustrated in *Figure 9: Crawford Square URP Concept Plan*, plan implementation will also result in improved traffic, bicycle, and pedestrian circulation to support economic vitality; improved efficiency of parking; and expanded and enhanced open/public space to increase economic opportunities and socio-economic benefits.

²⁰Town of Randolph Zoning § 200-11

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Public Realm Improvements: Physical form and treatment of the public realm is important to the perception and experience of a downtown. Randolph completed significant work on major streetscape upgrades over the past decade and has set a great framework for continued improvements to the town center. The public improvements identified in the URP will help create a safe, accessible, and attractive public realm within the larger Crawford Square area that encourages residents and visitors to come to the area and to frequent more local businesses, which will in turn will help stabilize and grow the local economy and jobs.

The following public improvements are an important component of the overall Crawford Square revitalization plan.

Roadway Improvements

The proposed roadway improvements are intended to attract more people and businesses into Crawford Square by providing a safer, more inviting and easily navigable downtown. Roadway projects will increase safety for drivers, pedestrians and bicyclists, and improve traffic flow throughout the URA. Improvements include new roadways as well as enhancements to existing roadways.

The biggest roadway change within the URA is adding a new public drive through the Sudbury Farm Plaza area (which is currently used as an informal cut-through for traffic) to better connect to abutting streets and improve safety. This new Town drive will:

- Realign West Street through the current Sudbury Farms Plaza parking lot to align with Pleasant Street at a new intersection on North Main Street.
- Provide a designated route from West Street to Warren Street, including a new intersection with Highland Street at Warren Street.
- Eliminate the haphazard use of the large plaza parking lot as a cut-through for vehicles seeking to avoid traffic on abutting roadways.
- Provide a new roadway that will provide frontage for new buildings and improved vehicular, pedestrian and bicycle access to the proposed new redevelopment parcels that will be created along this drive.

This new roadway will include “Complete Street” design principles, which will also be applied to existing roadways in the project area as needed. “Complete Street” principles provide a balance of vehicular, pedestrian and bicycling needs by including elements such as:

- Continuous and universally accessible sidewalks with a stable walking surface.
- Improved crosswalks including signage, lighting and, where appropriate, bump-outs, to minimize pedestrian crossing distances.
- Bicycle accommodation by adding bike lanes or “sharrows” along roadways.
- Improved public transit facilities including enhanced bus stops.

Connectivity and Circulation Improvements

Circulation improvements incorporate several elements including roadways, trails, sidewalks and signage. And these circulation elements should accommodate all modes of circulation as appropriate – driving, walking, biking and public transit.

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As described above, the new roadway through the Sudbury Farm Plaza area will provide better and safer connections to abutting streets as well as the existing and new development proposed for the Sudbury Farm Plaza area. Enhanced and additional sidewalks and crosswalks will allow for safe and complete pedestrian connections to all destinations within the project area. A bike and pedestrian path along the former railroad bed will improve off-road circulation within the project area and provide a safe and accessible connection into the downtown from the residential neighborhood east of North Main Street. Where roadways are wide enough, bike lanes will be added. Where roadways are not wide enough, “sharrow” symbols will be added to the roadway markings to highlight that the roadways are to be shared with bicyclists. This overall downtown bicycle accommodation will be part of a larger plan to improve bicycle connectivity throughout Randolph.

Where new development occurs, wider sidewalks in front of the buildings will be encouraged. These wider sidewalks will help encourage pedestrian circulation, add a feeling of safety, and allow the sidewalks to be enlivened by abutting businesses who may want outdoor seating or display space.

Improved signage and wayfinding will help direct all modes of circulation to their destination. A hierarchy of signage appropriate for vehicles, bicyclists and pedestrians should be placed at key locations to direct people to parking areas, commercial areas, public buildings, open space and other destinations. To develop a comprehensive signage program, the RRA and Town will work with local stakeholders, businesses and other partners to develop a wayfinding program to help direct motorists, bicyclists, and pedestrians to various destinations within the URA and beyond.

Public / Open Space Improvements

Public open spaces are a key component of any vibrant downtown. Open space is important for residents, workers and visitors. They provide places for socializing, gathering, fresh air and respite. Open spaces also enhance a community’s character and culture, and are a key component of placemaking. Open spaces can highlight historical features, memorialize local inhabitants and events, contribute to a community’s unique identity, and enhance the visual appeal/attractiveness of a downtown.

The Crawford Square URP includes actions to expand and add open spaces:

- The current green space at the intersection of North Main, South Main, North Street and Union Street will be expanded. This green space is located at a key intersection within downtown. Enlarging and enhancing this green space will make it an important visual icon of downtown. In addition, enlarging the space will allow it to be used for special events as well as daily relaxing and socializing.
- The old railroad bed that traverses the URA will be upgraded to include a pedestrian and bicycle path that is universally accessible. The area along the path will be enhanced so that the area functions as a linear park with lighting, periodic benches, shade trees and wayfinding.
- Where the new roadway through the Sudbury Farms Plaza connects with Warren Street, there will be a new passive park. This park will be a visual amenity as well as a terminus of the bike/pedestrian path. The new park will have enough space for small gatherings, as well as daily respite and socializing.
- The new roadway through the Sudbury Farm Plaza area will have a central roundabout to facilitate vehicular circulation where the three legs of the new roadway converge. The center of the roundabout can be treated as an iconic space with a unique feature or statue. The area around the outside of the roundabout roadway will be an enhanced and enlarged sidewalk area with shade trees and benches

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for public use by people shopping or working in the area.

Parking Improvements

There are a number of on-street parking spaces as well as private off-street parking lots within the URA. However, there is no off-street public parking lot to supplement the public on-street parking spaces. Public parking lots can serve a variety of uses at various peak use times throughout the day, versus private lots which are reserved for the use(s) on that parcel.

A new public parking area is proposed for the rear portion of parcels at 30, 84, and 86 North Main Street. These parcels currently contain surface parking areas. By combining the parking areas into one interconnected parking lot, the spaces can be shared by the abutting uses, and can provide public parking during evening hours.

On-street parking exists in downtown and should be encouraged and expanded where possible. On-street spaces provide convenient access to abutting businesses and help provide a buffer between the sidewalk pedestrian zone and the roadway travel lanes.

The current sea of unorganized surface parking at Sudbury Farms plaza will be completely overhauled and reorganized to be safer, more efficient and easily accessible from the proposed new roadway through the area. In this location, and any location where new development will occur, parking should be located next to or behind buildings.

Project Implementation: As noted in *Table 5*, implementation of the URP is anticipated to be undertaken in phases. Overall, the URP has a 20-year implementation to accommodate the projects which require long-range planning and funding. Along these lines, and addressing the issues and challenges described above, there are several near-term and long-term redevelopment options and strategies to consider.

This URP reflects current conditions in the Town's development priorities, which are dynamic and subject to change. Major changes to the URP will be subject to Town Council's approval as well as submitted to DHCD for review. Any submittal will include a detailed description of the change, the purpose and effect of the plan change on Project activities, and pertinent revisions of the original application to reflect the change. The timeframe presented in *Table 5* on the following page integrates public improvements and private redevelopments in the short-term (0 to 5 years), medium-term (0 to 10 years) and long-term (0 to 20 years).

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Table 5: Implementation	
Activity ID	Activity Description
Short-Term (0 to 5 Years)	
1.1	Implement streetscape improvements (bump-outs, ramps, lighting, street trees, sidewalks where needed) and provide bicycle accommodations throughout project area as appropriate to improve safety and facilitate circulation.
1.2	Install/enhance wayfinding signage for pedestrians, parking, and vehicular circulation.
1.3	Redevelop the triangle of land between North Main Street, Short Street and North Street, which includes the vacant former Burger King parcel, for Mixed-Use and expanded Open Space (existing town green), including a bus shelter.
1.4	Redevelop the rear portion of parcels on the west side of North Main Street (30, 84, and 86 North Main Street) for a new surface public parking lot.
1.5	Redevelop the remaining portion of 86 North Main Street (see Parcel D on <i>Fig. G-1: Disposition Parcels</i>) for Retail.
1.6	Provide additional on-street parallel parking where appropriate.
Medium-Term (0 to 10 Years)	
2.1	Redevelop Sudbury Farms Plaza parcels (0, 11, 14, and 21 Conklin Drive; 328, 332, 334, 336, 338, and 340 North Main Street; 34-42 West Street; and 87 Warren Street) for Mixed-Use, Office, Retail, and Roadway Improvements
	2.1.1: Construct new roadway through Sudbury Farms Plaza area that connects Warren Street in the south to West Street in the north and realigns West Street with Pleasant Street at a new intersection on North Main Street.
	2.1.2: Redevelop Parcel A-1 (see <i>Fig. G-1: Disposition Parcels</i>) for Office.
	2.1.3: Redevelop Parcel A-2 (see <i>Fig. G-1: Disposition Parcels</i>) for Retail.
	2.1.4: Redevelop Parcel A-3 (see <i>Fig. G-1: Disposition Parcels</i>) for Mixed-Use and Commercial.
	2.1.5: Redevelop Parcels B-1 and B-2 (see <i>Fig. G-1: Disposition Parcels</i>) for Retail.
	2.1.6: Redevelop Parcel C (see <i>Fig. G-1: Disposition Parcels</i>) for Mixed-Use and Open Space.
2.2	Provide new park at the new roadway intersection at Warren Street and West Street.
2.3	Upgrade paved bike/pedestrian path along railroad line into a new linear park.
Long-Term (0 to 20 Years)	
3.1	Redevelop 10 Highland Avenue, the former Veterans of Foreign Wars Post, and parcels along Diauto Drive (portion of Parcel E - see <i>Fig. G-1: Disposition Parcels</i>) for Mixed-Use and Residential.
3.2	Rehabilitate 41 Highland Avenue for Small-Scale Mixed-Use.
3.3	Redevelop parcel on Warren Street (portion of Parcel E - see <i>Fig. G-1: Disposition Parcels</i>) for Commercial.

Preliminary Buildout Analysis: As noted previously, the URP is conceptual with regards to potential future developments. *Figure 8* presents the disposition and assemblage parcels and *Figure 9* identifies the areas that the Town and RRA hopes will experience redevelopment during the plan’s implementation, as well as the types of development which have been prioritized (e.g., mixed-use and green space). This information is being used as the basis for a preliminary buildout analysis (see *Table 6 on the following page*).

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Table 6: Preliminary Build Out Analysis									
Parcel ID (1)	Subarea Identifier	Proposed Use	Maximum Build Out (sf) (2)	Total New Building SF (sf) (3)	New Housing Units (4)	New Trip Generation Estimates (5)	Required New Parking Spaces (6)	Water Usage (gpd) (7)	Wastewater Generation (gpd) (8)
A1	Sudbury Farms Plaza and Adjacent Parcels	Commercial (Office)	55,200	58,364	22	6,762	121	4,140	3,726
A2		Retail	12,800					640	576
A3		Mixed-Use + Commercial	148,800					15,300	13,770
B1		Retail	48,000				252	4,656	4,190
B2		Retail	6,400					320	288
C		Crawford Square	Mixed-Use + Open Space				54,000	30,614	27
D	North Main Street	Retail	4,600	-5,320	0	-290	-7	230	207
E	Former VFW and Adjacent Parcels	Mixed-Use	86,400	50,372	54	-227	110	10,485	9,437
TOTAL			416,200	134,030	103	5,914	599	42,306	38,075

Notes:

- (1) Refer to Figure 8: Disposition Parcels.
- (2) See Figure 7: Buildings to be Constructed.
- (3) Total new building square footage accounts for proposed demolition of existing buildings.
- (4) The proposed redevelopment of parcels for mixed-use is anticipated to result in 103 additional housing units.
- (5) Calculated using ITE Trip Generation 11th Edition rates for designated uses. Multiple roadways serve the targeted redevelopment areas.
- (6) New parking spaces were calculated using parking requirements identified in the Town of Randolph Zoning Code (<https://ecode360.com/13201817>), and account for existing parking spaces that will be replaced.
- (7) Assumes 1.1/1 GPD of water to wastewater
- (8) Calculated using Massachusetts Title 5 wastewater generation estimates.

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Traffic generation estimates were calculated using Institute of Transportation Engineers (ITE) rates for the designated uses in terms of average daily trips (adt). Water and wastewater generation estimates were developed using Massachusetts Title 5 generation rates for the designated uses. These sources are primarily based on suburban-style development rather than urban development and are overly conservative when applied to development projects in urban areas. For example, the traffic estimates do not account for pedestrian access and public transit use. Accordingly, these are preliminary estimates for informational purposes only and are intended to provide a general overview.

Potential Impacts: Implementation of the public realm improvements may result in short-term construction/demolition impacts (e.g., equipment noise and truck traffic volume). Roadway improvements may result in some temporary delays and lane restrictions, but appropriate signage and flagging details will be implemented. Overall, the temporary impacts are anticipated to be minimal, and in the long-term there will be a benefit from improved conditions. Implementation of the URP is expected to create significant economic and environmental benefits. The URA and the City will benefit from job creation, business development, improved aesthetics, improved quality/options for business space and residential dwellings, overall improved economic conditions and quality of life, and better circulation/connectivity throughout the URA.

Redevelopment within the URA will create temporary jobs during construction and permanent jobs upon completion. This will occur over the course of the 20-year implementation. Construction activity is expected to create approximately 941 temporary jobs (construction-related) and an estimated 788 new permanent full-time equivalent positions. These positions will include office workers and professionals (e.g., accountants and attorneys) associated with commercial development as well as service providers (e.g., grocers, restaurant workers/caterers, florists, security, maintenance, etc.) who open or work at small businesses.

Regardless of whether the RRA or a developer initiates any demolition activities, structures will be assessed for hazardous materials and appropriate abatement measures implemented where materials are identified.

Given the plans to construct a new 12.5 MGD Tri-Town Water Treatment Plant, there is anticipated to be sufficient water and wastewater capacity and infrastructure to accommodate Crawford Square redevelopment.

Environmental Justice Populations: In Massachusetts, a neighborhood is defined as an Environmental Justice (EJ) population if any of the following are true:

1. the annual median household income is not more than 65 percent of the statewide annual median household income;
2. minorities comprise 40 per cent or more of the population;
3. 25 percent or more of households lack English language proficiency; or
4. minorities comprise 25 percent or more of the population and the annual median household income of the municipality in which the neighborhood is located does not exceed 150 per cent of the statewide annual median household income.

Using population data from the 2020 Census, the Project Area encompasses Census Blocks classified as EJ populations based on the minority population criterion (#2 above) and minority and income criterion (#4 above). Census Blocks classified as EJ populations based on these two criteria are also found within one mile of the Project Area. EJ populations are also located within the five-mile radius of the Project Area, including Census Blocks in the surrounding municipalities of Canton, Quincy, Braintree, Holbrook, Avon, and Stoughton. Accordingly, a Crawford

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Square Urban Revitalization Plan Fact Sheet (see Attachment G) was distributed in both English and Haitian Creole to EJ populations as part of the MEPA outreach efforts.

While the trip generation estimates for each of the proposed uses identified in the URP indicate the potential for an increase in traffic, implementation of the proposed URP is unlikely to negatively affect EJ populations. Moreover, the URP is anticipated to improve traffic circulation as well as the overall quality of life for residents within the Project Area and in Randolph more broadly. As noted previously, the planned Project Area improvements will help foster a mixed-use, pedestrian-friendly downtown, with new open space that blends in new development while preserving the area's historic character. Additionally, the redevelopment contemplated by the URP does not exceed MEPA review thresholds for air emissions at 301 CMR 11.03(8)(a)-(b), and is therefore unlikely to negatively affect EJ populations within a 5-mile radius around the Project Area. Importantly, the URP does not have an immediate specific development project. The RRA or the project developer will file a revised ENF as required by each project. If the RRA files a Major Plan Update with DHCD, it will also file a revised ENF.

Climate Adaptation and Resiliency: Randolph became a state-certified Municipal Vulnerability Preparedness (MVP) community in 2021. Flooding was identified as a concern for Crawford Square, and the priority recommendations include ensuring grading/drainage is sufficient to channel water away from buildings. In addition, the Crawford Square URP conforms with and promotes the Commonwealth's following smart growth and sustainable development principles using redevelopment, open space, and transportation improvements to attract economic development to the URA:

1. Concentrate Development and Mix Uses
2. Advance Equity
3. Make Efficient Decisions
4. Protect Land and Ecosystems
5. Use Natural Resources Wisely
6. Expand Housing Opportunities
7. Provide Transportation Choice
8. Increase Job and Business Opportunities
9. Promote Clean Energy
10. Plan Regionally

The Crawford Square area is a concentrated town center surrounded primarily by residential neighborhoods. It contains commercial development, places of worship, and a strong civic presence (Town Hall, public library, and police and fire department headquarters). The URP incorporates mixed uses in appropriate areas. The vision for the URP is the revitalization of the Crawford Square area with a focus on commercial and cultural development reflective of the community's needs. The town and RRA are focused on reusing and redeveloping existing commercial and underutilized properties that are no longer functional.

The RRA seeks to advance public and private investment with an equitable sharing of the benefits and burdens of development. To facilitate inclusive planning and decision-making, the RRA has undertaken outreach to include residents, stakeholders and advocates, and incorporated this input into the URP's goals and objectives. The planned activities of the URP include preserving and providing expansion potential for existing businesses, expanded and enhanced open space, a safer and more attractive public realm, and additional housing

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opportunities. The proposed URP activities promote equity for current and future generations of Randolph residents.

Lastly, the increased presence of local retail options and the establishment of Crawford Square as a neighborhood retail center catering to the diverse populations living in Randolph that are accessible by public transportation will reduce miles traveled, which translates into reduced greenhouse gas emissions and fossil fuel consumption. Therefore, the URP is consistent with the promoting clean energy, protecting land and ecosystems, and using natural resources wisely.

Conclusion: The planned URA improvements will help revitalize this downtown business district by attracting new or expanding existing businesses, encouraging mixed-use residential development, improving circulation for pedestrians, vehicles, and public transit, enhancing visitor experience for business customers, and strengthening the quality of life for residents. In the long-term, Crawford Square will flourish as a vibrant, walkable, and diverse mixed-use area.

***NOTE:** The project description should summarize both the project's direct and indirect impacts (including construction period impacts) in terms of their magnitude, geographic extent, duration and frequency, and reversibility, as applicable. It should also discuss the infrastructure requirements of the project and the capacity of the municipal and/or regional infrastructure to sustain these requirements into the future.*

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

Please note that the Crawford Square Urban Revitalization Plan does not have an immediate specific development project. The RRA will file a revised ENF if it files a major plan update with DHCD.

Under the "No Build" alternative the RRA would not acquire vacant and underutilized parcels for assemblage or demolition of obsolete and underutilized buildings, encourage mixed-use residential development, improve circulation for pedestrians, vehicles, and public transit, enhance visitor experience for business customers, and strengthen the quality of life for residents. This alternative is unacceptable to the long-term economic health of the town.

Many development alternatives were evaluated during the URP process. The RRA strategically selected the parcels in the URP, and was guided by previous studies and input received during the public participation process. The current plan reflects the goals and objectives developed in response to public outreach. The intent is not to build a new Crawford Square, but to cultivate the area's many positive attributes and in so doing foster a new phase of growth. As such, the Plan reflects a flexible and balanced approach that is respectful of the neighborhood's history while putting in place the foundation for future growth.

***NOTE:** The purpose of the alternatives analysis is to consider what effect changing the parameters and/or siting of a project, or components thereof, will have on the environment, keeping in mind that the objective of the MEPA review process is to avoid or minimize damage to the environment to the greatest extent feasible. Examples of alternative projects include alternative site locations, alternative site uses, and alternative site configurations.*

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Summarize the mitigation measures proposed to offset the impacts of the preferred alternative:

The public improvements are designed to enhance the URA, e.g., streetscape improvements, pedestrian amenities, wayfinding and signage, and improved transportation network. Implementation of these public actions in support of the URP is expected to result in minimal temporary impacts while offering long-term benefits to the Town of Randolph, its businesses, residents and visitors.

Implementation of typical construction-related best management practices (BMPs) and mitigation measures noted below will avoid and minimize potential impacts:

- Erosion and sediment controls to prevent exposed soils area through sequencing and temporary stabilization;
- Placement of structures to manage stormwater runoff;
- Elevate critical infrastructure above flood plains and ensure underground utilities are properly installed per Municipal Vulnerability Preparedness (MVP) recommendations;²¹
- Periodic watering to minimize fugitive dust emissions;
- Catch basin inlet protection;
- Establishment of permanent vegetative cover or other forms of stabilization as soon as practicable;
- Police details and signage for traffic disruptions/detours;
- Site signage and fencing, as appropriate, to ensure safety of pedestrians;
- Specified work hours and equipment mufflers to minimize noise and vibration impacts; and
- Fencing and other appropriate and reasonable means of reducing visual impacts.

It is also anticipated that private developers will implement mitigation associated with their respective proposals. The URP describes the redevelopment approval process to address land use regulations and design standards/guidelines, for any project submitted to the RRA for approval through the provisions of the Crawford Square Urban Revitalization Plan. The RRA will require projects to include on-site design elements to control and treat stormwater. There is also expected to be an overall increase in landscaped area which will reduce impervious coverage.

Prior to any demolition as part of the parcel assemblage, pre-demolition evaluations will identify the presence of any hazardous materials such as lead paint or asbestos material, and appropriate remediation or abatement measures will be implemented. To the extent feasible, demolition contractors will be required to recycle demolished building materials. private developers will implement mitigation associated with their respective proposals.

Sustainability and the efficient use of natural resources will be incorporated into new development and rehabilitation projects outlined in the URP. As noted previously, Randolph is a Municipal Vulnerability Preparedness (MVP) community. Addressing climate change resiliency will be a key consideration.

If the project is proposed to be constructed in phases, please describe each phase:

The Crawford Square URP will be implemented over a 20-year period. Private redevelopment will occur as market conditions allow. Please refer to *Table 5: Implementation*, presented above.

²¹ Town of Randolph Municipal Vulnerability Preparedness (MVP) Summary of Findings Report, prepared by BETA Group, Inc., June 2021

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AREAS OF CRITICAL ENVIRONMENTAL CONCERN:

Is the project within or adjacent to an Area of Critical Environmental Concern?

- Yes (Specify)
 No

if yes, does the ACEC have an approved Resource Management Plan? ___ Yes ___ No;
If yes, describe how the project complies with this plan.

Will there be stormwater runoff or discharge to the designated ACEC? ___ Yes ___ No;

If yes, describe and assess the potential impacts of such stormwater runoff/discharge to the designated ACEC.

RARE SPECIES:

Does the project site include Estimated and/or Priority Habitat of State-Listed Rare Species? (see http://www.mass.gov/dfwele/dfw/nhosp/regulatory_review/priority_habitat/priority_habitat_home.htm)

- Yes (Specify _____) No

HISTORICAL /ARCHAEOLOGICAL RESOURCES:

Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

- Yes (Specify See Historical and Archaeological Resources Section of this ENF) No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources? Yes (Specify See Historical and Archaeological Resources Section of this ENF.)
 No

WATER RESOURCES:

Is there an Outstanding Resource Water (ORW) on or within a half-mile radius of the project site? _X_ Yes

___ No; if yes, identify the ORW and its location. Public Water Supply Watershed: Great Pond and Farm River – Located approximately .15 miles to the west of the URA and .37 miles to the north of the URA

(NOTE: Outstanding Resource Waters include Class A public water supplies, their tributaries, and bordering wetlands; active and inactive reservoirs approved by MassDEP; certain waters within Areas of Critical Environmental Concern, and certified vernal pools. Outstanding resource waters are listed in the Surface Water Quality Standards, 314 CMR 4.00.)

Are there any impaired water bodies on or within a half-mile radius of the project site? _X_ Yes ___ No; if yes, identify the water body and pollutant(s) causing the impairment:

A portion of Glovers Brook (Assessment Unit ID: MA74-06, Cochato River) and a portion of Mary Lee Brook (Assessment Unit ID: MA74-23), both located slightly outside of the half-mile radius of the URA, are identified as Category 5. The Category 5 designation identifies bodies of water which are impaired by a pollutant for one or more designated uses and requires the development of a Total Maximum Daily Load (TMDL). The causes of impairment for Glovers Brook are identified as Chlordane in Fish Tissue, DDT in Fish Tissue, Dissolved Oxygen, Escherichia Coli (E. Coli), and Fecal Coliform. The cause of impairment for Mary Lee Brook is identified as Escherichia Coli (E. Coli).

Is the project within a medium or high stress basin, as established by the Massachusetts Water Resources Commission? ___ Yes _X_ No

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STORMWATER MANAGEMENT:

Generally describe the project's stormwater impacts and measures that the project will take to comply with the standards found in MassDEP's Stormwater Management Regulations:

All facets of the Project will implement and comply with the MassDEP Stormwater Management Standards. During construction, structural and non-structural best management practices (BMPs) will be implemented to address all pollutants and their sources, including erosion and sedimentation. Design for all Project elements will incorporate adequate stormwater collection, treatment and discharge. Private redevelopment of parcels greater than one acre will require a SWPPP when that work is undertaken. As appropriate and feasible, low impact development (LID) approaches to stormwater management will be implemented.

MASSACHUSETTS CONTINGENCY PLAN:

Has the project site been, or is it currently being, regulated under M.G.L.c.21E or the Massachusetts Contingency Plan? Yes X No ___; if yes, please describe the current status of the site (including Release Tracking Number (RTN), cleanup phase, and Response Action Outcome classification):

Please refer to the discussion of Environmental Conditions and Table 4 in the **Project Description**.

Is there an Activity and Use Limitation (AUL) on any portion of the project site? Yes X No ___
if yes, describe which portion of the site and how the project will be consistent with the AUL:

_____.

Please note that the Crawford Square URP does not have an immediate specific development project. The Randolph Redevelopment Authority (RRA) or the project developer will file a revised ENF as required by each project. If the RRA files a major Plan update with DHCD, it will also file a revised ENF. The information below is provided for sites within the urban renewal boundary.

The following addresses have an associated AUL according to Executive Office of Energy and Environmental Affairs (EEA) Waste Site Cleanup database:

- Former Randolph VFW, 10 Highland Avenue
- Former Chase & Sons, 19 Highland Avenue
- Lucky Cleaners, 348 North Main Street
- Getty Service Station, 245 North Main Street

Are you aware of any Reportable Conditions at the property that have not yet been assigned an RTN? Yes ___ No X; if yes, please describe: _____

SOLID AND HAZARDOUS WASTE:

If the project will generate solid waste during demolition or construction, describe alternatives considered for re-use, recycling, and disposal of, e.g., asphalt, brick, concrete, gypsum, metal, wood:

Where work will be undertaken by the RRA, appropriate measures will be taken to reuse or recycle demolition debris. Where this is not feasible, materials will be hauled and disposed of at a licensed and permitted disposal facility.

(NOTE: Asphalt pavement, brick, concrete and metal are banned from disposal at Massachusetts landfills and waste combustion facilities and wood is banned from disposal at Massachusetts landfills. See 310 CMR 19.017 for the complete list of banned materials.)

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Will your project disturb asbestos containing materials? Yes ___ No ___ ; See below.

if yes, please consult state asbestos requirements at <http://mass.gov/MassDEP/air/asbhom01.htm>

Unknown. It is assumed that lead paint or asbestos-containing material may be present in buildings slated for demolition. A pre-demolition assessment will be required to ensure that all relevant handling and disposal requirements are met.

Describe anti-idling and other measures to limit emissions from construction equipment:

Any projects undertaken by the RRA/Town would be required to comply with M.G.L. c. 90 § 16A, 310 CMR 7.11 and M.G.L. c. 111 §§ 142A-142M. Vehicles are not allowed to idle for more than five minutes unless specific exemptions are met.

DESIGNATED WILD AND SCENIC RIVER:

Is this project site located wholly or partially within a defined river corridor of a federally designated Wild and Scenic River or a state designated Scenic River? Yes ___ No X ;
if yes, specify name of river and designation:

If yes, does the project have the potential to impact any of the “outstandingly remarkable” resources of a federally Wild and Scenic River or the stated purpose of a state designated Scenic River? Yes ___ No ___ ; if yes, specify name of river and designation: _____;

if yes, will the project will result in any impacts to any of the designated “outstandingly remarkable” resources of the Wild and Scenic River or the stated purposes of a Scenic River.

Yes ___ No X ;

if yes, describe the potential impacts to one or more of the “outstandingly remarkable” resources or stated purposes and mitigation measures proposed.

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ATTACHMENTS:

1. List of all attachments to this document.
 - Attachment A: Figures
 - *Figure 1: USGS Locus*
 - *Figure 2: Aerial Map with Urban Revitalization Area Boundaries*
 - *Figure 3: Environmental Justice Populations*
 - *Figure 4: Existing Conditions*
 - *Figure 5: Environmental Constraints*
 - *Figure 6: Buildings to be Demolished*
 - *Figure 7: Buildings to be Constructed*
 - *Figure 8: Disposition Parcels*
 - *Figure 9: Crawford Square URP Concept Plan*
 - Attachment B: URP Executive Summary
 - Attachment C: ENF Circulation List
 - Attachment D: List of Anticipated Permits
 - Attachment E: Agency Correspondence
 - Attachment F: Local Approvals
 - Attachment G: Crawford Square Urban Revitalization Plan Fact Sheet
 - Attachment H: RMAT Climate Resilience Design Standards Tool Output Report
2. U.S.G.S. map (good quality color copy, 8-½ x 11 inches or larger, at a scale of 1:24,000) indicating the project location and boundaries. See **Attachment A: Figures**, Figure 1
- 3.. Plan, at an appropriate scale, of existing conditions on the project site and its immediate environs, showing all known structures, roadways and parking lots, railroad rights-of-way, wetlands and water bodies, wooded areas, farmland, steep slopes, public open spaces, and major utilities. See **Attachment A**, Figure 4
- 4 Plan, at an appropriate scale, depicting environmental constraints on or adjacent to the project site such as Priority and/or Estimated Habitat of state-listed rare species, Areas of Critical Environmental Concern, Chapter 91 jurisdictional areas, Article 97 lands, wetland resource area delineations, water supply protection areas, and historic resources and/or districts. See **Attachment A**, Figure 5
5. Plan, at an appropriate scale, of proposed conditions upon completion of project (if construction of the project is proposed to be phased, there should be a site plan showing conditions upon the completion of each phase). See **Attachment A**, Figure 7, 8, and 9
6. List of all agencies and persons to whom the proponent circulated the ENF, in accordance with 301 CMR 11.16(2). See **Attachment C: ENF Circulation List**
7. List of municipal and federal permits and reviews required by the project, as applicable. See **Attachment D: List of Anticipated Permits**
8. Printout of output report from RMAT Climate Resilience Design Standards Tool, available [here](#). **Attachment H: RMAT Climate Resilience Design Standards Tool Output Report**

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LAND SECTION – all proponents must fill out this section

I. Thresholds / Permits

A. Does the project meet or exceed any review thresholds related to **land** (see 301 CMR 11.03(1))
 Yes ___ No; if yes, specify each threshold:

301 CMR 11.03(1)(b)(7) Approval in accordance with M.G.L. c. 121B of a New urban renewal plan.

II. Impacts and Permits

A. Describe, in acres, the current and proposed character of the project site, as follows:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Footprint of buildings	<u>6.48</u>	<u>3.08</u>	<u>9.56</u>
Internal roadways	<u>*</u>	<u>*</u>	<u>*</u>
Parking and other paved areas	<u>35.62</u>	<u>*</u>	<u>*</u>
Other altered areas	<u>*</u>	<u>*</u>	<u>*</u>
Undeveloped areas	<u>*</u>	<u>*</u>	<u>*</u>
Total: Project Site Acreage	<u>92.8</u>	<u>0</u>	<u>92.8</u>

* As noted previously, the information presented above does not constitute a proposed project; rather, it represents a preliminary build-out based on the URP, a long-term working document which highlights goals and objectives for future development. It is not feasible to specifically define the change in conditions.

The following general statements can be made relative to potential land impacts:

- The areas proposed for redevelopment within the URA are highly disturbed by previous activities;
- Approximately 80.1% of the land (74.3 acres) is covered with an impervious surface;
- The URA is to be redeveloped consistent with the character of prior development, but potentially at a higher density that is consistent with mixed-use downtown areas;
- The URP proposes improvements on an abandoned railroad bed within the 200-foot Riverfront Area (Glovers Brook).

B. Has any part of the project site been in active agricultural use in the last five years?
 ___ Yes X No; if yes, how many acres of land in agricultural use (with prime state or locally important agricultural soils) will be converted to nonagricultural use?

C. Is any part of the project site currently or proposed to be in active forestry use?
 ___ Yes X No; if yes, please describe current and proposed forestry activities and indicate whether any part of the site is the subject of a forest management plan approved by the Department of Conservation and Recreation:

D. Does any part of the project involve conversion of land held for natural resources purposes in accordance with Article 97 of the Amendments to the Constitution of the Commonwealth to any purpose not in accordance with Article 97? ___ Yes X No; if yes, describe:

E. Is any part of the project site currently subject to a conservation restriction, preservation restriction, agricultural preservation restriction or watershed preservation restriction?
 ___ Yes X No; if yes, does the project involve the release or modification of such restriction? ___ Yes ___ No; if yes, describe:

F. Does the project require approval of a new urban redevelopment project or a fundamental change in an existing urban redevelopment project under M.G.L.c.121A? ___ Yes X No; if yes, describe:

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G. Does the project require approval of a new urban renewal plan or a major modification of an existing urban renewal plan under M.G.L.c.121B? Yes X No ___ ; if yes, describe:

See Project Description and Attachment B: URP Executive Summary. The Massachusetts Department of Housing and Community Development approved the Downtown Southbridge Urban Revitalization Project on November 30, 2021.

III. Consistency

A. Identify the current municipal comprehensive land use plan

Title: Town of Randolph Comprehensive Master Plan Date: 2017

B. Describe the project's consistency with that plan with regard to: See below.

- 1) economic development - Consistent
- 2) adequacy of infrastructure - Consistent
- 3) open space impacts - Consistent
- 4) compatibility with adjacent land uses - Consistent

The 2017 *Town of Randolph Comprehensive Master Plan* is a macro-level, town-wide planning document that guides the overall vision, goals, and objectives for the town's future. The Master Plan flagged opportunities for redevelopment and identified Crawford Square as a priority development area. The Master Plan is considered to be integral to the Crawford Square URP, and relevant information and recommendations were adapted directly from this document, as well as from the *Town of Randolph Technical Assistance Panel Report*, *Urban Land Institute Boston/New England District Council Technical Assistance Panel* (ULI-TAP).

The key findings from the Master Plan that support the URP objectives include the following:

- Mixed-use development with family units above ground floor retail and public uses could offer valuable opportunities to activate the Crawford Square area with more customers, residents, and more pedestrian traffic on a daily basis. However, these opportunities have not materialized yet and a review of the current zoning provisions to assess the extent to which they support redevelopment feasibility may help to identify potential reasons.
- The town has several underutilized commercial parcels, some of which are within the URA and some of which could be redeveloped for mixed-use. One issue with most of these sites is that, although the sites are suitable for high-density mixed-use development, some of the owners lack the capacity to redevelop them.
- Retail potential, as estimated from the retail gap analysis for three target areas for development, is positive for Crawford Square Business District.
- Several target development sites are located within the URA, namely 10 Highland Avenue, 19 Highland Avenue, and 18 North Street.
- Surface parking lots in the downtown district are underutilized property in a prime location, and represent an opportunity for mixed-use development and increased tax revenue.
- The quantity and location of park land and park facilities is extremely low for a community such as Randolph. The Town should aim to create additional park facilities in existing open space areas and create new parks of various sizes and purposes.
- Existing pedestrian and vehicular crossings do not effectively keep pedestrians safe from oncoming traffic, especially along crosswalks on Route 28. Gaps in the public transit network also present a constraint, as they make it more difficult for those on foot to efficiently travel to their destination.

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- MassDOT crash data showed five non-fatal bicycle crashes in Randolph in 2014. All five of the crashes occurred on roadways that traverse the URA: Route 28/North Main Street, North Street, and Warren Street. It is currently unsafe for bicyclists to use Route 28 -- a primary transportation corridor in Randolph -- as the roadway has the highest AADT in town, the largest number of vehicular accidents, and lacks bicycle accommodation.

The key recommendations that support the URP objectives include the following:

❖ **Clearly ‘brand’ and promote the Crawford Square area as the Town Center.**

Designating and promoting the area as the Town Center would help to convey to residents and visitors the idea of an attractive mixed-use district, where commercial, civic, and cultural activities are complemented by the presence of downtown residents and historic buildings.

❖ **Provide developers and owners of vacant and underutilized properties with information and guidance through town regulations and ordinances to guide appropriate development of these parcels.**

Town officials should continue working with owners of underutilized parcels to advance project concepts and feasibility and assist with any required zoning modifications.

❖ **Make changes to parking policy to organize the public parking supply to be more efficient and reflect current demand. Allow and encourage shared parking.**

❖ **Increase pedestrian and bicyclist safety.**

Promote the integration of Complete Streets principles into roadway planning, design, and maintenance so that all roadways safely accommodate pedestrians, bicyclists, transit riders, children, elderly and disabled populations, and motorists.

Randolph should explore opportunities to develop a network of off-road bike and multi-purpose trails. There may be potential for existing trails to be upgraded and new trails to be established on conservation lands and along old railroad right-of-ways.

Implement traffic calming treatments along specific roadways that experience significant congestion and negatively impact pedestrians and cyclists. Three of the four priority areas identified are within the URA: North Main Street and West Street; intersections at North Main Street and North Street, North Main Street and Warren Street, and South Main Street and Union Street; and Highland Avenue near Randolph High School.

❖ **Review and update zoning to encourage mixed-use and strategic commercial development.**

Zoning could be reviewed and updated to promote a mix of uses that encourages walking and pedestrian activity in more locations.

❖ **Identify and market priority sites to attract new development.**

The recently established Randolph Redevelopment Authority could play an important role in the implementation of this process.

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- C. Identify the current Regional Policy Plan of the applicable Regional Planning Agency (RPA)
RPA: MAPC
Title: MetroFuture: Making a Greater Boston Region Date May 2008
- D. Describe the project's consistency with that plan with regard to: See below.
- 1) **economic development** - Consistent
 - 2) **adequacy of infrastructure** - Consistent
 - 3) **open space impacts** - Consistent

The current regional policy plan of the Metropolitan Area Planning Council (MAPC) is Metrofuture: Making a Greater Boston Region dated May 2008 (referred to herein as "Metrofuture"). MetroFuture is a transformative and wide-ranging plan which considers infrastructure, transit, sustainability, economic development, and much more. MetroFuture provides a long-term plan for the region.

Redevelopment within Crawford Square is consistent with the objectives #1, #2, #6, #7 and #8 for Sustainable Growth Patterns, as stated below.

- Objective #1. Population and job growth will be concentrated in municipalities already well served by infrastructure, with slower growth in less developed areas where infrastructure is more limited.
- Objective #2. Most new growth will occur through reuse of previously developed land and buildings.
- Objective #6. High-quality design that will help compact development enhance the region's character and livability.
- Objective #7. Cities, towns, and neighborhoods will retain their sense of uniqueness and community character.
- Objective #8. Historic resources will be preserved and enhanced, where practicable.

RARE SPECIES SECTION

I. Thresholds / Permits

- A. Will the project meet or exceed any review thresholds related to **rare species or habitat** (see 301 CMR 11.03(2))? ___ Yes X No; if yes, specify, in quantitative terms:

(NOTE: If you are uncertain, it is recommended that you consult with the Natural Heritage and Endangered Species Program (NHESP) prior to submitting the ENF.)

- B. Does the project require any state permits related to **rare species or habitat**? ___ Yes X No
- C. Does the project site fall within mapped rare species habitat (Priority or Estimated Habitat?) in the current Massachusetts Natural Heritage Atlas (attach relevant page)? ___ Yes X No.
- D. If you answered "No" to all questions A, B and C, proceed to the **Wetlands, Waterways, and Tidelands Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Rare Species section below.

II. Impacts and Permits

- A. Does the project site fall within Priority or Estimated Habitat in the current Massachusetts Natural Heritage Atlas (attach relevant page)? ___ Yes ___ No. If yes,
1. Have you consulted with the Division of Fisheries and Wildlife Natural Heritage and Endangered Species Program (NHESP)? ___ Yes ___ No; if yes, have you received a determination as to whether the project will result in the "take" of a rare species? ___ Yes ___ No; if yes, attach the letter of determination to this submission.
 2. Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)? ___ Yes ___ No; if yes, provide a summary of proposed measures to minimize and mitigate rare species impacts
 3. Which rare species are known to occur within the Priority or Estimated Habitat?
 4. Has the site been surveyed for rare species in accordance with the Massachusetts Endangered Species Act? ___ Yes ___ No
 4. If your project is within Estimated Habitat, have you filed a Notice of Intent or received an Order of Conditions for this project? ___ Yes ___ No; if yes, did you send a copy of the Notice of Intent to the Natural Heritage and Endangered Species Program, in accordance with the Wetlands Protection Act regulations? ___ Yes ___ No
- B. Will the project "take" an endangered, threatened, and/or species of special concern in accordance with M.G.L. c.131A (see also 321 CMR 10.04)? ___ Yes ___ No; if yes, provide a summary of proposed measures to minimize and mitigate impacts to significant habitat:

WETLANDS, WATERWAYS, AND TIDELANDS SECTION

Please note that the Crawford Square URP does not have an immediate specific development project. The Randolph Redevelopment Authority (RRA) or the project developer will file a revised ENF as required by each project. If the RRA files a major Plan update with DHCD, it will also file a revised ENF.

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wetlands, waterways, and tidelands** (see 301 CMR 11.03(3))? Yes ___ No; if yes, specify, in quantitative terms:

Unknown until the designs for projects in specific areas are advanced beyond the conceptual nature of this URP.

B. Does the project require any state permits (or a local Order of Conditions) related to **wetlands, waterways, or tidelands**? ___ Yes X No; if yes, specify which permit:

It is anticipated that efforts to upgrade the former railroad bed that traverses the URA with an improved pedestrian and bicycle path will require a local Order of Conditions for work within the 200-foot Riverfront Area.

C. If you answered "No" to both questions A and B, proceed to the **Water Supply Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wetlands, Waterways, and Tidelands Section below.

II. Wetlands Impacts and Permits

A. Does the project require a new or amended Order of Conditions under the Wetlands Protection Act (M.G.L. c.131A)? X (anticipated) Yes ___ No; if yes, has a Notice of Intent been filed? ___ Yes X No; if yes, list the date and MassDEP file number: _____; if yes, has a local Order of Conditions been issued? ___ Yes X No; Was the Order of Conditions appealed? ___ Yes ___ No. Will the project require a Variance from the Wetlands regulations? ___ Yes X No.

B. Describe any proposed permanent or temporary impacts to wetland resource areas located on the project site:

Due to the conceptual nature of the URP, it is not feasible to describe potential permanent or temporary impacts to wetland resource areas with any degree of certainty.

C. Estimate the extent and type of impact that the project will have on wetland resources, and indicate whether the impacts are temporary or permanent:

<u>Coastal Wetlands</u>	<u>Area (square feet) or Length (linear feet)</u>	<u>Temporary or Permanent Impact?</u>
Land Under the Ocean	_____	_____
Designated Port Areas	_____	_____
Coastal Beaches	_____	_____
Coastal Dunes	_____	_____
Barrier Beaches	_____	_____
Coastal Banks	_____	_____
Rocky Intertidal Shores	_____	_____
Salt Marshes	_____	_____
Land Under Salt Ponds	_____	_____
Land Containing Shellfish	_____	_____
Fish Runs	_____	_____
Land Subject to Coastal Storm Flowage	_____	_____

Inland Wetlands

Bank (lf)	_____	_____
Bordering Vegetated Wetlands	_____	_____
Isolated Vegetated Wetlands	_____	_____
Land under Water	_____	_____
Isolated Land Subject to Flooding	_____	_____
Bordering Land Subject to Flooding	_____	_____
Riverfront Area	<u>34,979 SF</u>	<u>Permanent</u>

D. Is any part of the project:

1. proposed as a **limited project**? ___ Yes ___X_ No; if yes, what is the area (in sf)? _____
2. the construction or alteration of a **dam**? ___ Yes ___X_ No; if yes, describe:
3. fill or structure in a velocity zone or regulatory floodway? ___ Yes ___ X_ No
4. dredging or disposal of dredged material? ___ Yes X_ No; if yes, describe the volume of dredged material and the proposed disposal site:
5. a discharge to an **Outstanding Resource Water (ORW)** or an **Area of Critical Environmental Concern (ACEC)**? ___ Yes ___X_ No
6. subject to a wetlands restriction order? ___ Yes ___X_ No; if yes, identify the area (in sf):
7. located in buffer zones? ___X_ Yes ___ No; if yes, how much (in sf) _____

Due to the conceptual nature of the URP, it is not feasible to describe potential permanent or temporary impacts with any degree of certainty.

E. Will the project:

1. be subject to a local wetlands ordinance or bylaw? ___X_ Yes ___ No
2. alter any federally-protected wetlands not regulated under state law? ___ Yes ___X_ No; if yes, what is the area (sf)?

III. Waterways and Tidelands Impacts and Permits

A. Does the project site contain waterways or tidelands (including filled former tidelands) that are subject to the Waterways Act, M.G.L.c.91? ___ Yes ___X_ No; if yes, is there a current Chapter 91 License or Permit affecting the project site? ___ Yes ___ No; if yes, list the date and license or permit number and provide a copy of the historic map used to determine extent of filled tidelands:

B. Does the project require a new or modified license or permit under M.G.L.c.91? ___ Yes ___X_ No; if yes, how many acres of the project site subject to M.G.L.c.91 will be for non-water-dependent use? Current ___ Change ___ Total ___
If yes, how many square feet of solid fill or pile-supported structures (in sf)?

C. For non-water-dependent use projects, indicate the following:

Area of filled tidelands on the site: _____

Area of filled tidelands covered by buildings: _____

For portions of site on filled tidelands, list ground floor uses and area of each use:

_____ Does the project include new non-water-dependent uses located over flowed tidelands?

Yes ___ No ___

Height of building on filled tidelands _____

Also show the following on a site plan: Mean High Water, Mean Low Water, Water-dependent Use Zone, location of uses within buildings on tidelands, and interior and exterior areas and facilities dedicated for public use, and historic high and historic low water marks.

D. Is the project located on landlocked tidelands? ___ Yes ___X_ No; if yes, describe the project's

impact on the public's right to access, use and enjoy jurisdictional tidelands and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:

E. Is the project located in an area where low groundwater levels have been identified by a municipality or by a state or federal agency as a threat to building foundations? ___ Yes ___ X No; if yes, describe the project's impact on groundwater levels and describe measures the project will implement to avoid, minimize or mitigate any adverse impact:

F. Is the project non-water-dependent **and** located on landlocked tidelands **or** waterways or tidelands subject to the Waterways Act **and** subject to a mandatory EIR? ___ Yes ___ X No;
(NOTE: If yes, then the project will be subject to Public Benefit Review and Determination.)

G. Does the project include dredging? ___ Yes ___ X No; if yes, answer the following questions:
What type of dredging? Improvement ___ Maintenance ___ Both ___
What is the proposed dredge volume, in cubic yards (cys) _____
What is the proposed dredge footprint ___ length (ft) ___ width (ft) ___ depth (ft);
Will dredging impact the following resource areas?
Intertidal Yes ___ No ___; if yes, ___ sq ft
Outstanding Resource Waters Yes ___ No ___; if yes, ___ sq ft
Other resource area (i.e. shellfish beds, eel grass beds) Yes ___ No ___; if yes ___ sq ft
If yes to any of the above, have you evaluated appropriate and practicable steps to: 1) avoidance; 2) if avoidance is not possible, minimization; 3) if either avoidance or minimization is not possible, mitigation?
If no to any of the above, what information or documentation was used to support this determination?

Provide a comprehensive analysis of practicable alternatives for improvement dredging in accordance with 314 CMR 9.07(1)(b). Physical and chemical data of the sediment shall be included in the comprehensive analysis.

Sediment Characterization

Existing gradation analysis results? ___ Yes ___ No; if yes, provide results.

Existing chemical results for parameters listed in 314 CMR 9.07(2)(b)6? ___ Yes ___ No; if yes, provide results.

Do you have sufficient information to evaluate feasibility of the following management options for dredged sediment? If yes, check the appropriate option.

Beach Nourishment ___

Unconfined Ocean Disposal ___

Confined Disposal:

Confined Aquatic Disposal (CAD) ___

Confined Disposal Facility (CDF) ___

Landfill Reuse in accordance with COMM-97-001 ___

Shoreline Placement ___

Upland Material Reuse ___

In-State landfill disposal ___

Out-of-state landfill disposal ___

(NOTE: This information is required for a 401 Water Quality Certification.)

IV. Consistency:

A. Does the project have effects on the coastal resources or uses, and/or is the project located within the Coastal Zone? ___ Yes ___ X No; if yes, describe these effects and the projects consistency with the policies of the Office of Coastal Zone Management:

B. Is the project located within an area subject to a Municipal Harbor Plan? ___ Yes ___ X No; if yes, identify the Municipal Harbor Plan and describe the project's consistency with that plan:

WATER SUPPLY SECTION

Please note that the Crawford Square URP does not have an immediate specific development project. The Randolph Redevelopment Authority (RRA) or the project developer will file a revised ENF as required by each project. If the RRA files a major Plan update with DHCD, it will also file a revised ENF.

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **water supply** (see 301 CMR 11.03(4))? ___ Yes X No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **water supply**? ___ Yes X No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Wastewater Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Water Supply Section below.

II. Impacts and Permits

A. Describe, in gallons per day (gpd), the volume and source of water use for existing and proposed activities at the project site:

<u>Existing</u>	<u>Change</u>	<u>Total</u>
-----------------	---------------	--------------

Municipal or regional water supply	_____	_____	_____
Withdrawal from groundwater	_____	_____	_____
Withdrawal from surface water	_____	_____	_____
Interbasin transfer	_____	_____	_____

(NOTE: Interbasin Transfer approval will be required if the basin and community where the proposed water supply source is located is different from the basin and community where the wastewater from the source will be discharged.)

B. If the source is a municipal or regional supply, has the municipality or region indicated that there is adequate capacity in the system to accommodate the project? ___ Yes ___ No

C. If the project involves a new or expanded withdrawal from a groundwater or surface water source, has a pumping test been conducted? ___ Yes ___ No; if yes, attach a map of the drilling sites and a summary of the alternatives considered and the results. _____

D. What is the currently permitted withdrawal at the proposed water supply source (in gallons per day)? _____ Will the project require an increase in that withdrawal? ___ Yes ___ No; if yes, then how much of an increase (gpd)? _____

E. Does the project site currently contain a water supply well, a drinking water treatment facility, water main, or other water supply facility, or will the project involve construction of a new facility? ___ Yes ___ No. If yes, describe existing and proposed water supply facilities at the project site:

	<u>Permitted Flow</u>	<u>Existing Avg Daily Flow</u>	<u>Project Flow</u>	<u>Total</u>
Capacity of water supply well(s) (gpd)	_____	_____	_____	_____
Capacity of water treatment plant (gpd)	_____	_____	_____	_____

F. If the project involves a new interbasin transfer of water, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or proposed?

G. Does the project involve:

1. new water service by the Massachusetts Water Resources Authority or other agency of the Commonwealth to a municipality or water district? ___ Yes ___ No
2. a Watershed Protection Act variance? ___ Yes ___ No; if yes, how many acres of alteration?
3. a non-bridged stream crossing 1,000 or less feet upstream of a public surface drinking water supply for purpose of forest harvesting activities? ___ Yes ___ No

III. Consistency

Describe the project's consistency with water conservation plans or other plans to enhance water resources, quality, facilities and services:

WASTEWATER SECTION

Please note that the Crawford Square URP does not have an immediate specific development project. The Randolph Redevelopment Authority (RRA) or the project developer will file a revised ENF as required by each project. If the RRA files a major Plan update with DHCD, it will also file a revised ENF.

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **wastewater** (see 301 CMR 11.03(5))? ___ Yes X No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **wastewater**? ___ Yes X No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Transportation -- Traffic Generation Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Wastewater Section below.

II. Impacts and Permits

A. Describe the volume (in gallons per day) and type of disposal of wastewater generation for existing and proposed activities at the project site (calculate according to 310 CMR 15.00 for septic systems or 314 CMR 7.00 for sewer systems):

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Discharge of sanitary wastewater	_____	_____	_____
Discharge of industrial wastewater	_____	_____	_____
TOTAL	_____	_____	_____
	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Discharge to groundwater	_____	_____	_____
Discharge to outstanding resource water	_____	_____	_____
Discharge to surface water	_____	_____	_____
Discharge to municipal or regional wastewater facility	_____	_____	_____
TOTAL	_____	_____	_____

B. Is the existing collection system at or near its capacity? ___ Yes ___ No; if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:

C. Is the existing wastewater disposal facility at or near its permitted capacity? ___ Yes ___ No; if yes, then describe the measures to be undertaken to accommodate the project's wastewater flows:

D. Does the project site currently contain a wastewater treatment facility, sewer main, or other wastewater disposal facility, or will the project involve construction of a new facility? ___ Yes ___ No; if yes, describe as follows:

<u>Permitted</u>	Existing Avg	<u>Project Flow</u>	<u>Total</u>
------------------	--------------	---------------------	--------------

Daily Flow

Wastewater treatment plant capacity
(in gallons per day)

E. If the project requires an interbasin transfer of wastewater, which basins are involved, what is the direction of the transfer, and is the interbasin transfer existing or new?

(NOTE: Interbasin Transfer approval may be needed if the basin and community where wastewater will be discharged is different from the basin and community where the source of water supply is located.)

F. Does the project involve new sewer service by the Massachusetts Water Resources Authority (MWRA) or other Agency of the Commonwealth to a municipality or sewer district? ___ Yes ___ No

G. Is there an existing facility, or is a new facility proposed at the project site for the storage, treatment, processing, combustion or disposal of sewage sludge, sludge ash, grit, screenings, wastewater reuse (gray water) or other sewage residual materials? ___ Yes ___ No; if yes, what is the capacity (tons per day):

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Treatment	_____	_____	_____
Processing	_____	_____	_____
Combustion	_____	_____	_____
Disposal	_____	_____	_____

H. Describe the water conservation measures to be undertaken by the project, and other wastewater mitigation, such as infiltration and inflow removal.

III. Consistency

A. Describe measures that the proponent will take to comply with applicable state, regional, and local plans and policies related to wastewater management:

B. If the project requires a sewer extension permit, is that extension included in a comprehensive wastewater management plan? ___ Yes ___ No; if yes, indicate the EEA number for the plan and whether the project site is within a sewer service area recommended or approved in that plan:

TRANSPORTATION SECTION (TRAFFIC GENERATION)

Please note that the Crawford Square URP does not have an immediate specific development project. The Randolph Redevelopment Authority (RRA) or the project developer will file a revised ENF as required by each project. If the RRA files a major Plan update with DHCD, it will also file a revised ENF.

I. Thresholds / Permit

- A. Will the project meet or exceed any review thresholds related to **traffic generation** (see 301 CMR 11.03(6))? ___ Yes X No; if yes, specify, in quantitative terms:

Due to the conceptual nature of the URP, it is not feasible to describe potential permanent or temporary impacts with any degree of certainty.

- B. Does the project require any state permits related to **state-controlled roadways**?
 ___ Yes ___ No; if yes, specify which permit:

Unknown. The URP contemplates improvements to Route 28, a state-controlled roadway. A MassDOT Access Permit may be required.

- C. If you answered "No" to both questions A and B, proceed to the **Roadways and Other Transportation Facilities Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Traffic Generation Section below.

II. Traffic Impacts and Permits

- A. Describe existing and proposed vehicular traffic generated by activities at the project site:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Number of parking spaces	_____	_____	_____
Number of vehicle trips per day	_____	_____	_____
ITE Land Use Code(s):	_____	_____	_____

- B. What is the estimated average daily traffic on roadways serving the site?

<u>Roadway</u>	<u>Existing</u>	<u>Change</u>	<u>Total</u>
1. _____	_____	_____	_____
2. _____	_____	_____	_____

- C. If applicable, describe proposed mitigation measures on state-controlled roadways that the project proponent will implement:

- D. How will the project implement and/or promote the use of transit, pedestrian and bicycle facilities and services to provide access to and from the project site?

- C. Is there a Transportation Management Association (TMA) that provides transportation demand management (TDM) services in the area of the project site? ___ Yes ___ No; if yes, describe if and how will the project will participate in the TMA:

- D. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation facilities? ___ Yes ___ No; if yes, generally describe:

- E. If the project will penetrate approach airspace of a nearby airport, has the proponent filed a Massachusetts Aeronautics Commission Airspace Review Form (780 CMR 111.7) and a Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) (CFR Title 14 Part 77.13, forms 7460-1 and 7460-2)?

III. Consistency

Describe measures that the proponent will take to comply with municipal, regional, state, and federal plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services:

TRANSPORTATION SECTION (ROADWAYS AND OTHER TRANSPORTATION FACILITIES)

Please note that the Crawford Square URP does not have an immediate specific development project. The Randolph Redevelopment Authority (RRA) or the project developer will file a revised ENF as required by each project. If the RRA files a major Plan update with DHCD, it will also file a revised ENF.

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **roadways or other transportation facilities** (see 301 CMR 11.03(6))? Yes No; if yes, specify, in quantitative terms:

Unknown.

B. Does the project require any state permits related to **roadways or other transportation facilities**? Yes No; if yes, specify which permit:

Unknown. The URP contemplates improvements to Route 28, a state-controlled roadway. A MassDOT Access Permit may be required.

C. If you answered "No" to both questions A and B, proceed to the **Energy Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Roadways Section below.

II. Transportation Facility Impacts

A. Describe existing and proposed transportation facilities in the immediate vicinity of the project site:

B. Will the project involve any

- 1. Alteration of bank or terrain (in linear feet)? _____
- 2. Cutting of living public shade trees (number)? _____
- 3. Elimination of stone wall (in linear feet)? _____

III. Consistency -- Describe the project's consistency with other federal, state, regional, and local plans and policies related to traffic, transit, pedestrian and bicycle transportation facilities and services, including consistency with the applicable regional transportation plan and the Transportation Improvements Plan (TIP), the State Bicycle Plan, and the State Pedestrian Plan:

ENERGY SECTION

Please note that the Crawford Square URP does not have an immediate specific development project. The Randolph Redevelopment Authority (RRA) or the project developer will file a revised ENF as required by each project. If the RRA files a major Plan update with DHCD, it will also file a revised ENF.

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **energy** (see 301 CMR 11.03(7))? ___ Yes X No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **energy**? ___ Yes X No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Air Quality Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Energy Section below.

II. Impacts and Permits

A. Describe existing and proposed energy generation and transmission facilities at the project site:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Capacity of electric generating facility (megawatts)	_____	_____	_____
Length of fuel line (in miles)	_____	_____	_____
Length of transmission lines (in miles)	_____	_____	_____
Capacity of transmission lines (in kilovolts)	_____	_____	_____

B. If the project involves construction or expansion of an electric generating facility, what are:

1. the facility's current and proposed fuel source(s)?
2. the facility's current and proposed cooling source(s)?

C. If the project involves construction of an electrical transmission line, will it be located on a new, unused, or abandoned right of way? ___Yes ___No; if yes, please describe:

D. Describe the project's other impacts on energy facilities and services:

III. Consistency

Describe the project's consistency with state, municipal, regional, and federal plans and policies for enhancing energy facilities and services:

AIR QUALITY SECTION

Please note that the Crawford Square URP does not have an immediate specific development project. The Randolph Redevelopment Authority (RRA) or the project developer will file a revised ENF as required by each project. If the RRA files a major Plan update with DHCD, it will also file a revised ENF.

I. Thresholds

A. Will the project meet or exceed any review thresholds related to **air quality** (see 301 CMR 11.03(8))? ___ Yes X No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **air quality**? ___ Yes X No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Solid and Hazardous Waste Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Air Quality Section below.

II. Impacts and Permits

A. Does the project involve construction or modification of a major stationary source (see 310 CMR 7.00, Appendix A)? ___ Yes ___ No; if yes, describe existing and proposed emissions (in tons per day) of:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Particulate matter	_____	_____	_____
Carbon monoxide	_____	_____	_____
Sulfur dioxide	_____	_____	_____
Volatile organic compounds	_____	_____	_____
Oxides of nitrogen	_____	_____	_____
Lead	_____	_____	_____
Any hazardous air pollutant	_____	_____	_____
Carbon dioxide	_____	_____	_____

B. Describe the project's other impacts on air resources and air quality, including noise impacts:

III. Consistency

A. Describe the project's consistency with the State Implementation Plan:

B. Describe measures that the proponent will take to comply with other federal, state, regional, and local plans and policies related to air resources and air quality:

SOLID AND HAZARDOUS WASTE SECTION

Please note that the Crawford Square URP does not have an immediate specific development project. The Randolph Redevelopment Authority (RRA) or the project developer will file a revised ENF as required by each project. If the RRA files a major Plan update with DHCD, it will also file a revised ENF.

I. Thresholds / Permits

A. Will the project meet or exceed any review thresholds related to **solid or hazardous waste** (see 301 CMR 11.03(9))? ___ Yes X No; if yes, specify, in quantitative terms:

B. Does the project require any state permits related to **solid and hazardous waste**? ___ Yes X No; if yes, specify which permit:

C. If you answered "No" to both questions A and B, proceed to the **Historical and Archaeological Resources Section**. If you answered "Yes" to either question A or question B, fill out the remainder of the Solid and Hazardous Waste Section below.

II. Impacts and Permits

A. Is there any current or proposed facility at the project site for the storage, treatment, processing, combustion or disposal of solid waste? ___ Yes ___ No; if yes, what is the volume (in tons per day) of the capacity:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Treatment, processing	_____	_____	_____
Combustion	_____	_____	_____
Disposal	_____	_____	_____

B. Is there any current or proposed facility at the project site for the storage, recycling, treatment or disposal of hazardous waste? ___ Yes ___ No; if yes, what is the volume (in tons or gallons per day) of the capacity:

	<u>Existing</u>	<u>Change</u>	<u>Total</u>
Storage	_____	_____	_____
Recycling	_____	_____	_____
Treatment_____	_____	_____	_____
Disposal	_____	_____	_____

C. If the project will generate solid waste (for example, during demolition or construction), describe alternatives considered for re-use, recycling, and disposal:

D. If the project involves demolition, do any buildings to be demolished contain asbestos?
___ Yes ___ No

E. Describe the project's other solid and hazardous waste impacts (including indirect impacts):

III. Consistency

Describe measures that the proponent will take to comply with the State Solid Waste Master Plan:

HISTORICAL AND ARCHAEOLOGICAL RESOURCES SECTION

Please note that the Crawford Square URP does not have an immediate specific development project. The Randolph Redevelopment Authority (RRA) or the project developer will file a revised ENF as required by each project. If the RRA files a major Plan update with DHCD, it will also file a revised ENF. The information below is provided for sites within the urban renewal boundary.

I. Thresholds / Impacts

A. Have you consulted with the Massachusetts Historical Commission? Yes No; if yes, attach correspondence.

In accordance with M.G.L. c. 121B, the Massachusetts Historical Commission (MHC) was sent a copy of the URP and notified of the Public Hearing held with the Randolph Town Council on January 25, 2021. See Attachment E: Agency Correspondence.

For project sites involving lands under water, have you consulted with the Massachusetts Board of Underwater Archaeological Resources? Yes No; if yes, attach correspondence N/A

B. Is any part of the project site a historic structure, or a structure within a historic district, in either case listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? Yes No; if yes, does the project involve the demolition of all or any exterior part of such historic structure? Yes No; if yes, please describe:

The table below identifies the historic structures (buildings and non-buildings) that may be affected by activities recommended in the URP including demolition. The Building/Structure column includes the historic name where one exists, the ID is the MHC Inventory Number, and the Notes column identifies the approximate year of construction (see table notes).

Historic Resources²²			
Building/Structure	MHC Inventory #	Address	Notes²³
Randolph Trust Company Building (Corkin Building)	RAN.38	19 North Main Street	1916
Crawford Square Park	RAN.903	1 North Main Street	r 1750
Diauto Block	RAN.467	30-64 North Main St	c 1952
	RAN.468	35-39 North Main St	c 1920
	RAN.469	41-45 North Main St	c 1920
Curran, Francis J. Building	RAN.470	67-69 North Main St	1955
	RAN.471	73 North Main St	c 1920

²² MACRIS Database <http://Mhc-Macris.Net/> and National Park Service <https://www.nps.gov/subjects/nationalregister/database-research.htm>

²³ c = circa. According to MHC, circa indicates the age of the building within ±10 years. r = range. According to MHC, range indicates the age of the building within ±50 years.

	RAN.472	79 North Main St	r 1890
Rockland Trust Bank	RAN.473	84 North Main St	r 1980
	RAN.474	86-96 North Main St	c 1957
Civita Building	RAN.475	89-99 North Main St	r 1890
Porters Block	RAN.125	47-53 North Main St	1887

C. Is any part of the project site an archaeological site listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth? Yes No; if yes, does the project involve the destruction of all or any part of such archaeological site? Yes No; if yes, please describe:

C. If you answered "No" to all parts of both questions A, B and C, proceed to the **Attachments and Certifications** Sections. If you answered "Yes" to any part of either question A or question B, fill out the remainder of the Historical and Archaeological Resources Section below.

II. Impacts

Describe and assess the project's impacts, direct and indirect, on listed or inventoried historical and archaeological resources:

Throughout the planning process for the URP, downtown Randolph's historic urban fabric has been recognized as an asset and the RRA hopes to enhance the historic/architectural resources through the implementation of the URP. The buildings identified for demolition are functionally obsolete or not reasonably capable of being rehabilitated for productive use, but reasonable alternatives to demolition will be considered before a final decision is made.

III. Consistency

Describe measures that the proponent will take to comply with federal, state, regional, and local plans and policies related to preserving historical and archaeological resources:

The Randolph Redevelopment will require that all projects under its specific control or that are subject to a Land Disposition Agreement between itself and a developer must follow the design guidelines established as part of the Crawford Square URP. Please see *Section 10.1. Crawford Square Urban Revitalization Plan Design Principles* of the Crawford Square Urban Revitalization Plan.

At the local level, the Town of Randolph has an active local Historical Commission that monitors historic preservation issues throughout the town, and ensures that responsible development coincides with the protection of historic resources in Randolph. The RRA will coordinate with MHC, as appropriate, during the implementation of the URP.

CLIMATE CHANGE ADAPTATION AND RESILIENCY SECTION

This section of the Environmental Notification Form (ENF) solicits information and disclosures related to climate change adaptation and resiliency, in accordance with the MEPA Interim Protocol on Climate Change Adaptation and Resiliency (the “MEPA Interim Protocol”), effective October 1, 2021. The Interim Protocol builds on the analysis and recommendations of the 2018 Massachusetts Integrated State Hazard Mitigation and Climate Adaptation Plan (SHMCAP), and incorporates the efforts of the Resilient Massachusetts Action Team (RMAT), the inter-agency steering committee responsible for implementation, monitoring, and maintenance of the SHMCAP, including the “Climate Resilience Design Standards and Guidelines” project. The RMAT team recently released the RMAT Climate Resilience Design Standards Tool, which is available here.

The MEPA Interim Protocol is intended to gather project-level data in a standardized manner that will both inform the MEPA review process and assist the RMAT team in evaluating the accuracy and effectiveness of the RMAT Climate Resilience Design Standards Tool. Once this testing process is completed, the MEPA Office anticipates developing a formal Climate Change Adaptation and Resiliency Policy through a public stakeholder process. Questions about the RMAT Climate Resilience Design Standards Tool can be directed to rmat@mass.gov.

All Proponents must complete the following section, referencing as appropriate the results of the output report generated by the RMAT Climate Resilience Design Standards Tool and attached to the ENF. In completing this section, Proponents are encouraged, but not required at this time, to utilize the recommended design standards and associated Tier 1/2/3 methodologies outlined in the RMAT Climate Resilience Design Standards Tool to analyze the project design. However, Proponents are requested to respond to a user feedback survey on the RMAT website or to provide feedback to rmat@mass.gov, which will be used by the RMAT team to further refine the tool. Proponents are also encouraged to consult general guidance and best practices as described in the RMAT Climate Resilience Design Guidelines.

Climate Change Adaptation and Resiliency Strategies

I. Has the project taken measures to adapt to climate change for all of the climate parameters analyzed in the RMAT Climate Resilience Design Standards Tool (sea level rise/storm surge, extreme precipitation (urban or riverine flooding), extreme heat)? ___Yes X No

Note: Climate adaptation and resiliency strategies include actions that seek to reduce vulnerability to anticipated climate risks and improve resiliency for future climate conditions. Examples of climate adaptation and resiliency strategies include flood barriers, increased stormwater infiltration, living shorelines, elevated infrastructure, increased tree canopy, etc. Projects should address any planning priorities identified by the affected municipality through the Municipal Vulnerability Preparedness (MVP) program or other planning efforts, and should consider a flexible adaptive pathways approach, an adaptation best practice that encourages design strategies that adapt over time to respond to changing climate conditions. General guidance and best practices for designing for climate risk are described in the RMAT Climate Resilience Design Guidelines.

A. If no, explain why.

It is important to note that the Crawford Square URP ENF is different from typical MEPA filings in that it first and foremost represents a process for revitalizing the downtown rather than a project. The URP identifies development and revitalization objectives and provides a conceptual layout with a long-term (20-year) approach to implementation. Projects within the URP-specific area may

exceed MEPA review thresholds and require separate MEPA filings specific to those projects. Accordingly, the Randolph Redevelopment Authority (RRA) or the project developer will file a revised ENF as required by each project. If the RRA files a major Plan update with DHCD, it will also file a revised ENF. Measures to adapt to climate change for all of the climate parameters analyzed in the RMAAT Climate Resilience Design Standards Tool will be taken into consideration for each project.

B. If yes, describe the measures the project will take, including identifying the planning horizon and climate data used in designing project components. If applicable, specify the return period and design storm used (e.g., 100-year, 24-hour storm).

C. Is the project contributing to regional adaptation strategies? Yes No; If yes, describe.

II. Has the Proponent considered alternative locations for the project in light of climate change risks?
 Yes No

A. If no, explain why.

Many development alternatives were evaluated during the URP process. The RRA strategically selected the parcels in the URP, and was guided by previous studies and input received during the public participation process. The current plan reflects the goals and objectives developed in response to public outreach. The intent is to reflect a flexible and balanced approach that is respectful of the area's history while putting in place the foundation for future growth to improve the quality of life for all residents in Randolph. Accordingly, the Crawford Square URP does not have an immediate specific development project, and private redevelopment will occur as market conditions allow. Climate change risks will be an important consideration as redevelopment projects are undertaken.

B. If yes, describe alternatives considered.

III. Is the project located in Land Subject to Coastal Storm Flowage (LSCSF) or Bordering Land Subject to Flooding (BLSF) as defined in the Wetlands Protection Act? Yes No

If yes, describe how/whether proposed changes to the site's topography (including the addition of fill) will result in changes to floodwater flow paths and/or velocities that could impact adjacent properties or the functioning of the floodplain. General guidance on providing this analysis can be found in the CZM/MassDEP Coastal Wetlands Manual, available here.

CERTIFICATIONS:

1. The Public Notice of Environmental Review has been/will be published in the following newspaper in accordance with 301 CMR 11.15(1):

(Name) Patriot Ledger (Date) December 30, 2021

2. This form has been circulated to Agencies and Persons in accordance with 301 CMR 11.16(2).
See Attachment C: ENF Circulation List

Signatures:

Date	Signature of Responsible Officer or Proponent	Date	Signature of person preparing ENF (if different from above)
	<u>Arthur Goldstein</u>	<u>12/27/21</u>	<u><i>Jeanette Tozer</i></u>
	Name (print or type)		Name (print or type)
	<u>Randolph Redevelopment Authority</u>		<u>BSC Group, Inc.</u>
	Firm/Agency		Firm/Agency
	<u>41 South Main Street</u>		<u>PO Box 60658</u>
	Street		Street
	<u>Randolph, MA 02368</u>		<u>Worcester, MA 01606</u>
	Municipality/State/Zip		Municipality/State/Zip
	<u>781-961-0900</u>		<u>617-896-4539</u>
	Phone		Phone

ATTACHMENTS

Attachment A: Figures

Figure 1: USGS Locus

Figure 2: Aerial Map with Urban Revitalization Area Boundaries

Figure 3: Environmental Justice Populations

Figure 4: Existing Conditions

Figure 5: Environmental Constraints

Figure 6: Buildings to be Demolished

Figure 7: Buildings to be Constructed

Figure 8: Disposition Parcels

Figure 9: Crawford Square URP Concept Plan

Attachment B: URP Executive Summary

Attachment C: ENF Circulation List

Attachment D: List of Anticipated Permits

Attachment E: Agency Correspondence

Attachment F: Local Approvals

Attachment G: Crawford Square Urban Revitalization Plan Fact Sheet

Attachment H: RMA Climate Resilience Design Standards Tool Output Report

Attachment I: DHCD Approval

Environmental Notification Form
Crawford Square Urban Revitalization Plan
Randolph, Massachusetts

Attachment A: Figures

Figure 1: USGS Locus

Figure 2: Aerial Map with Urban Revitalization Area Boundaries

Figure 3: Environmental Justice Populations

Figure 4: Existing Conditions

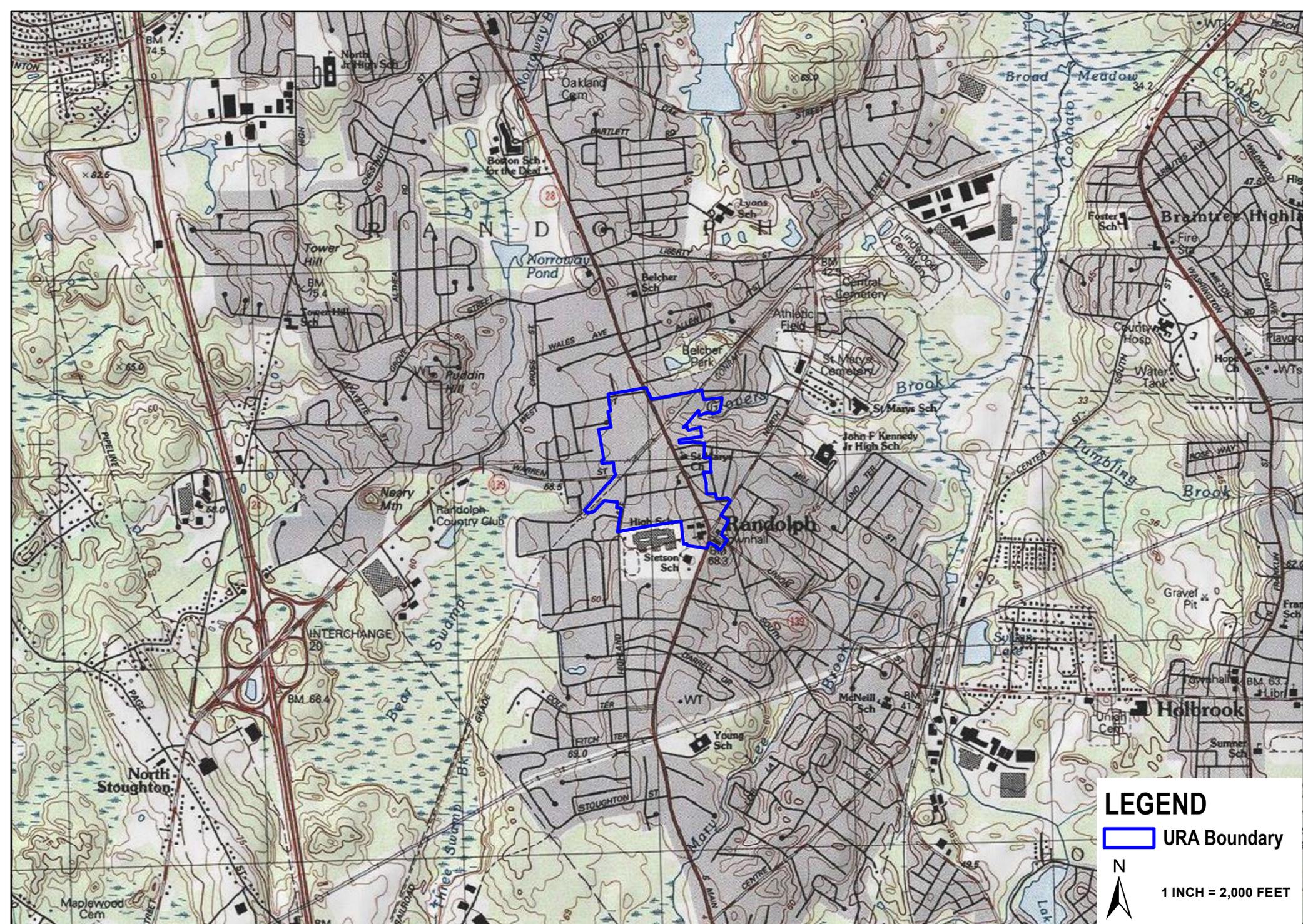
Figure 5: Environmental Constraints

Figure 6: Buildings to be Demolished

Figure 7: Buildings to be Constructed

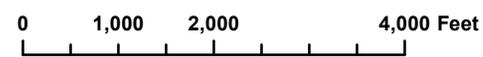
Figure 8: Disposition Parcels

Figure 9: Crawford Square URP Concept Plan



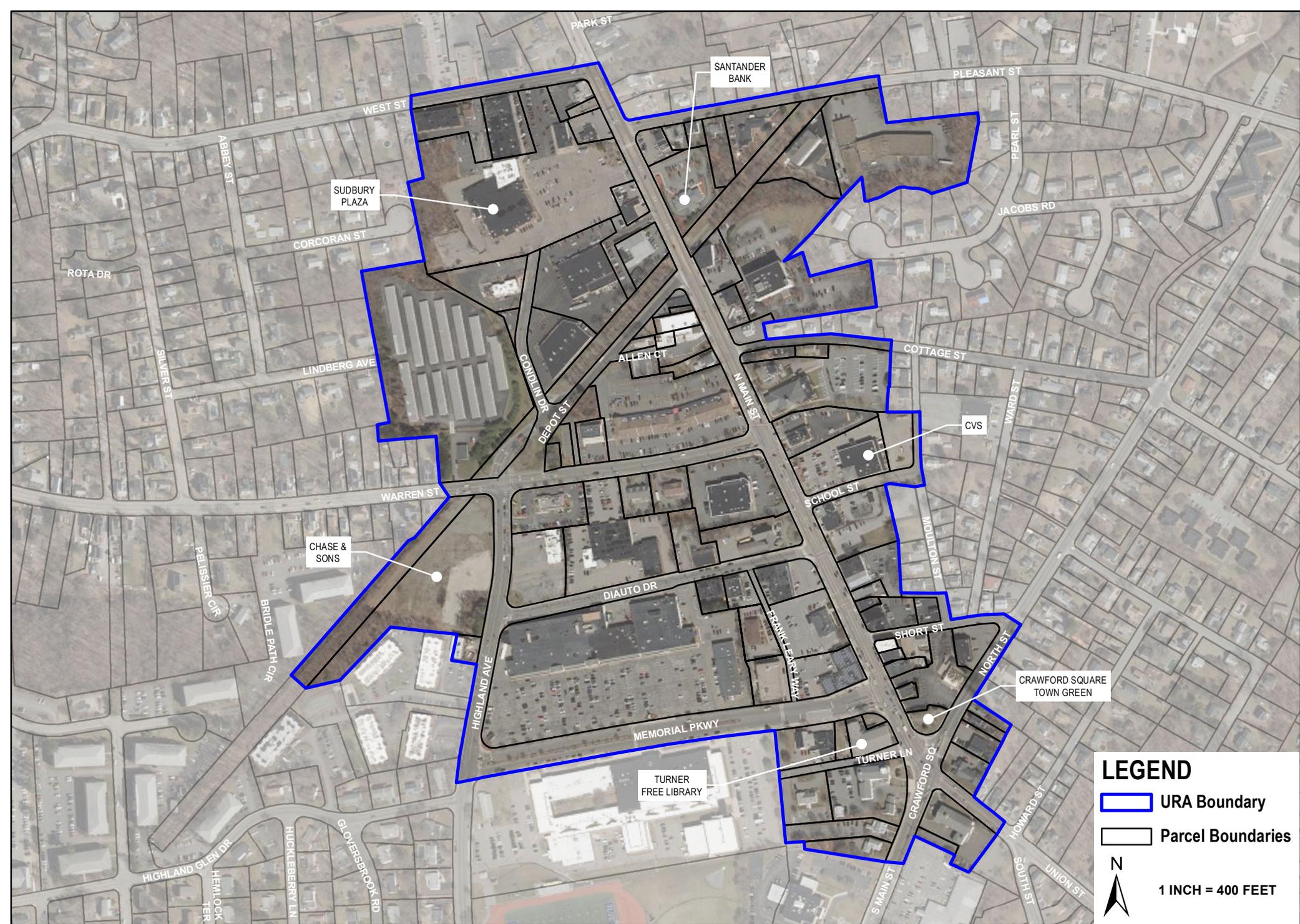
CRAWFORD SQUARE URBAN REVITALIZATION PLAN

FIG. 1: USGS SITE LOCATION MAP

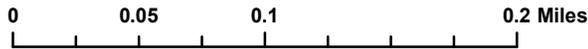


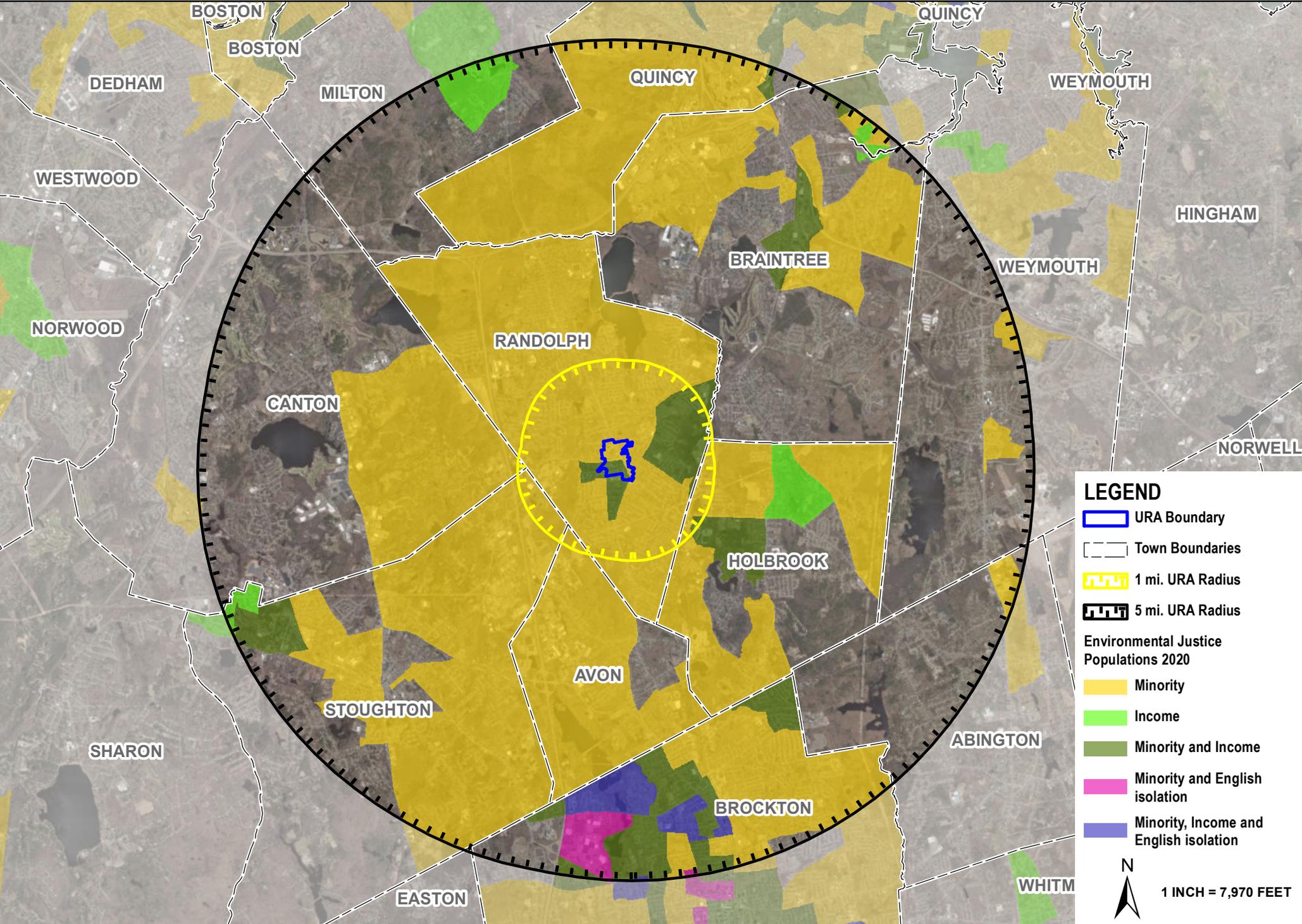
DATA SOURCE: MassGIS, Cop)





CRAWFORD SQUARE URBAN REVITALIZATION PLAN
FIG. 2: AERIAL MAP AND URA BOUNDARIES





LEGEND

- URA Boundary
- Town Boundaries
- 1 mi. URA Radius
- 5 mi. URA Radius

Environmental Justice Populations 2020

- Minority
- Income
- Minority and Income
- Minority and English isolation
- Minority, Income and English isolation

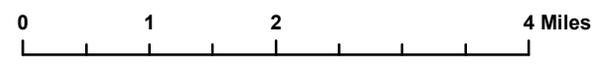
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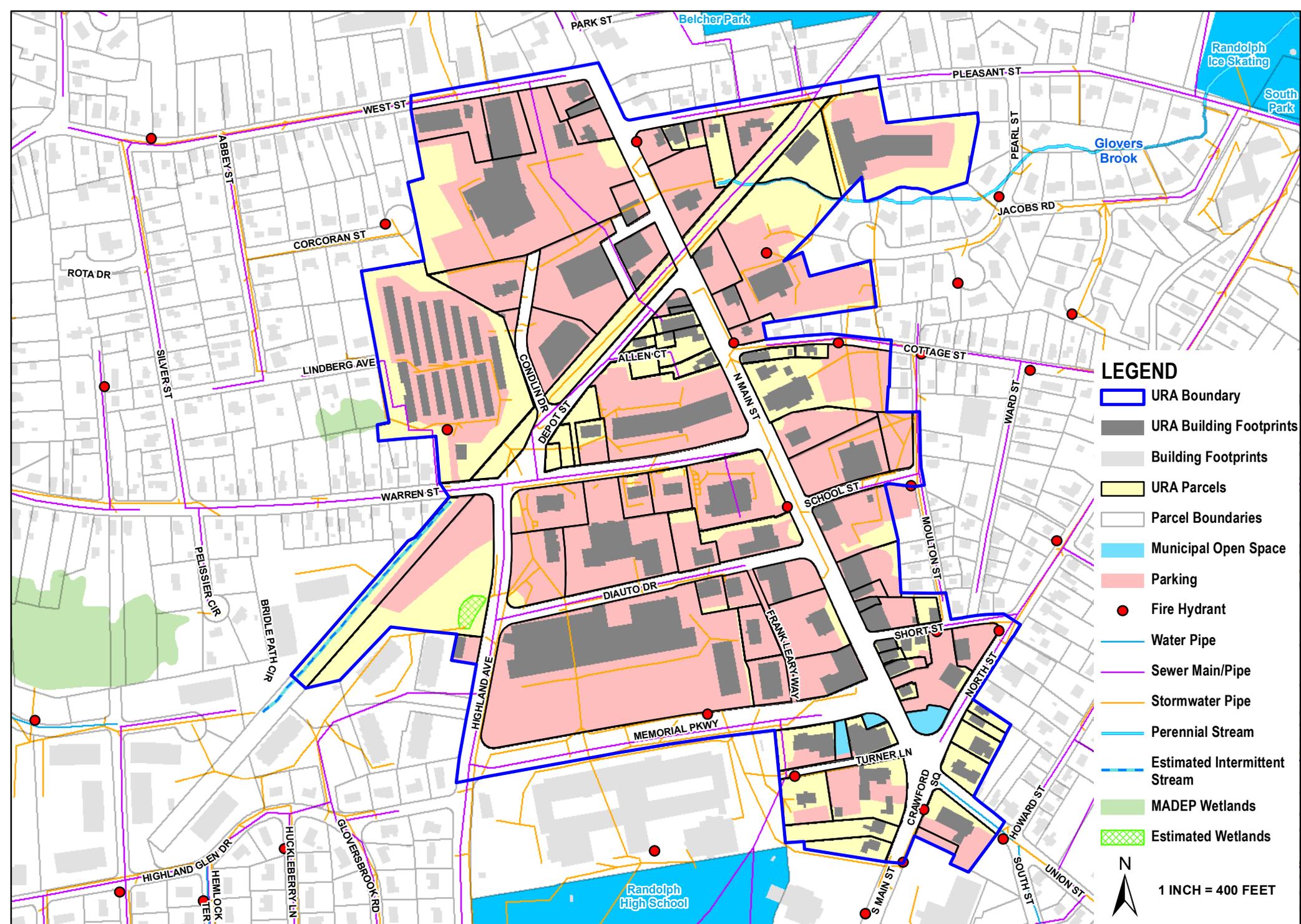
1 INCH = 7,970 FEET



CRAWFORD SQUARE URBAN REVITALIZATION PLAN

FIG. 3: ENVIRONMENTAL JUSTICE MAP

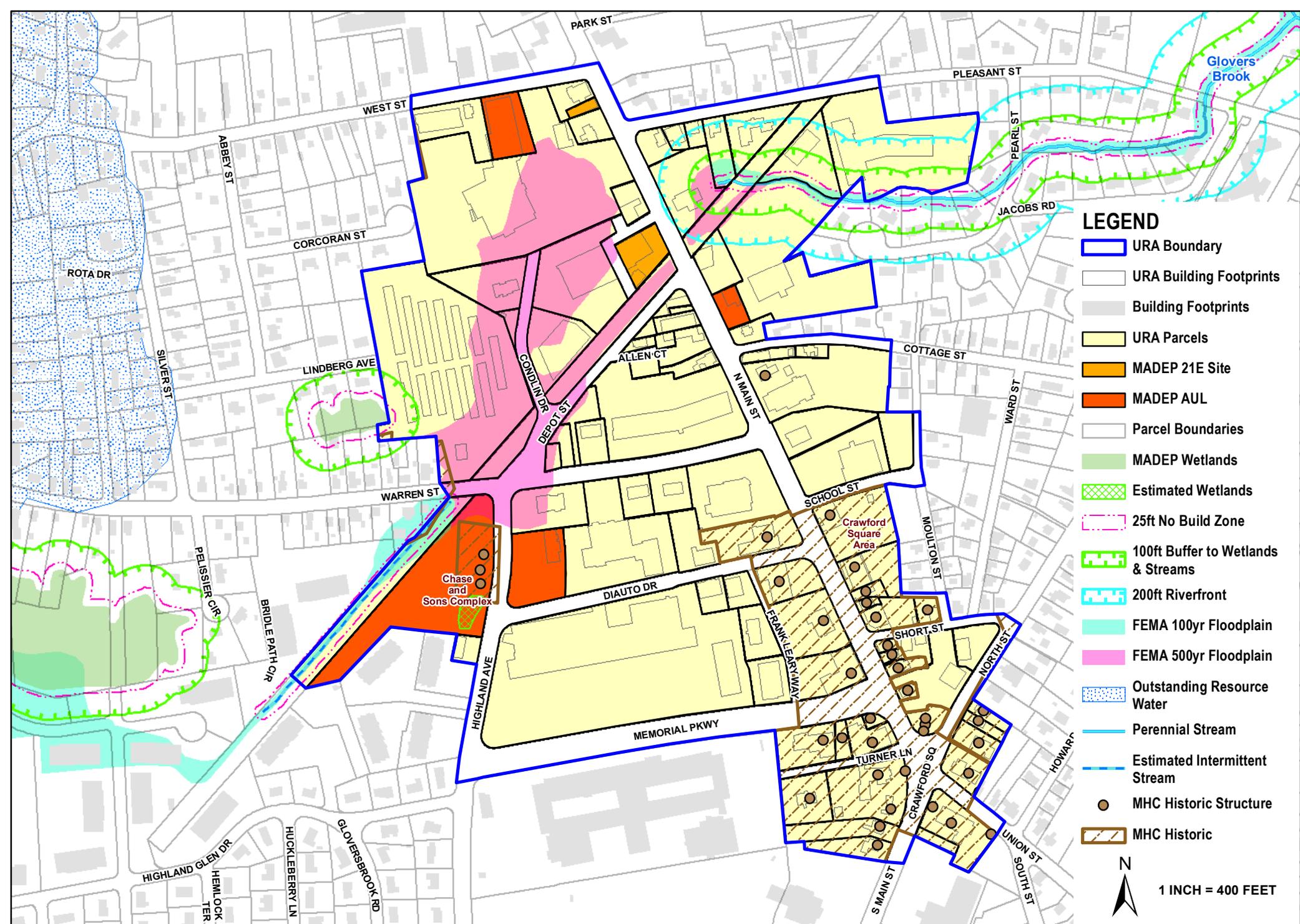




CRAWFORD SQUARE URBAN REVITALIZATION PLAN

FIG. 4: EXISTING CONDITIONS MAP



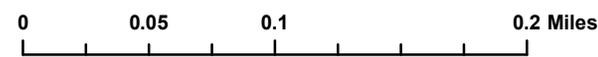


LEGEND

- URA Boundary
- URA Building Footprints
- Building Footprints
- URA Parcels
- MADEP 21E Site
- MADEP AUL
- Parcel Boundaries
- MADEP Wetlands
- Estimated Wetlands
- 25ft No Build Zone
- 100ft Buffer to Wetlands & Streams
- 200ft Riverfront
- FEMA 100yr Floodplain
- FEMA 500yr Floodplain
- Outstanding Resource Water
- Perennial Stream
- Estimated Intermittent Stream
- MHC Historic Structure
- MHC Historic

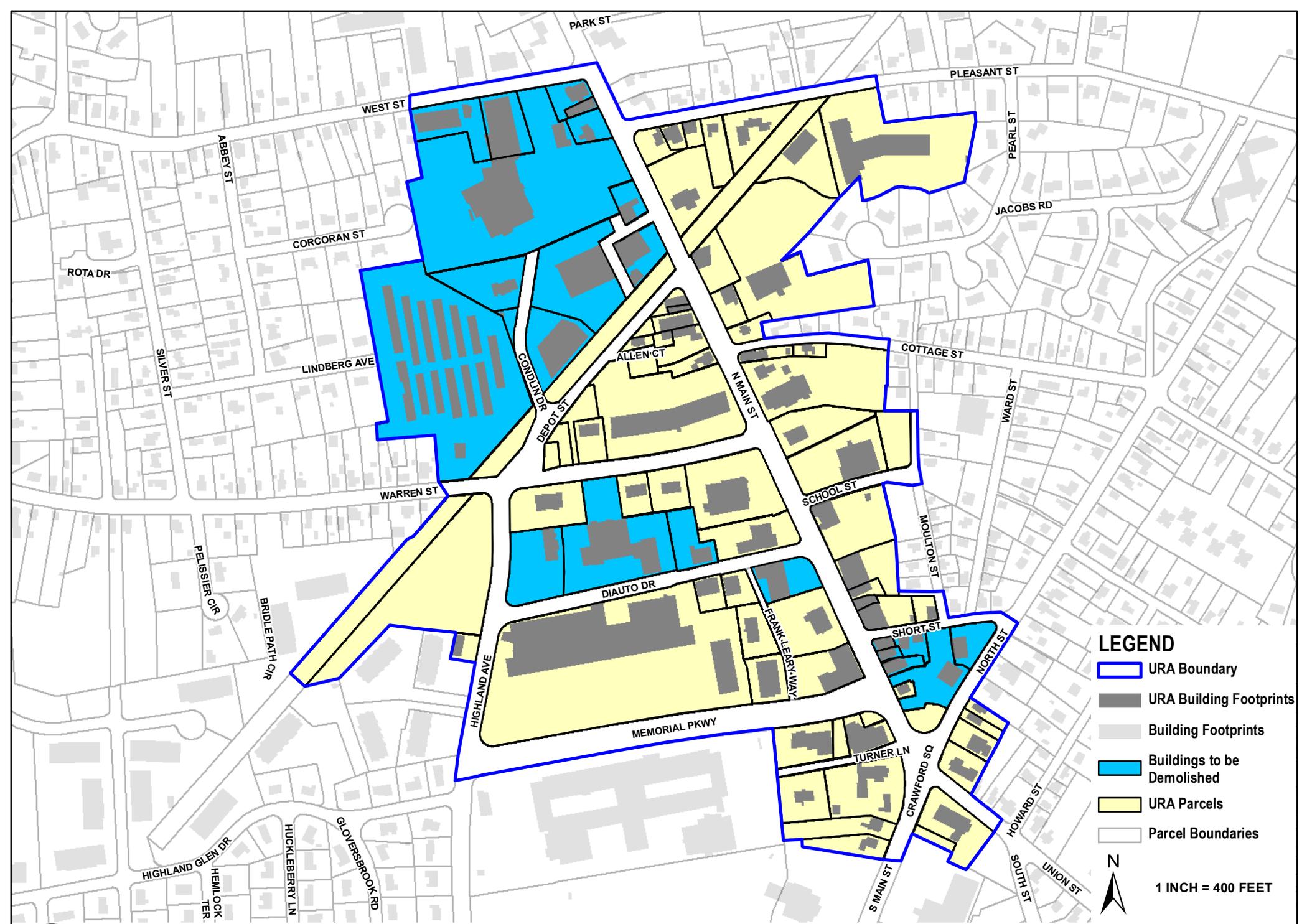


1 INCH = 400 FEET



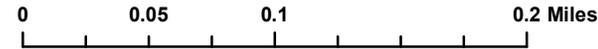
CRAWFORD SQUARE URBAN REVITALIZATION PLAN

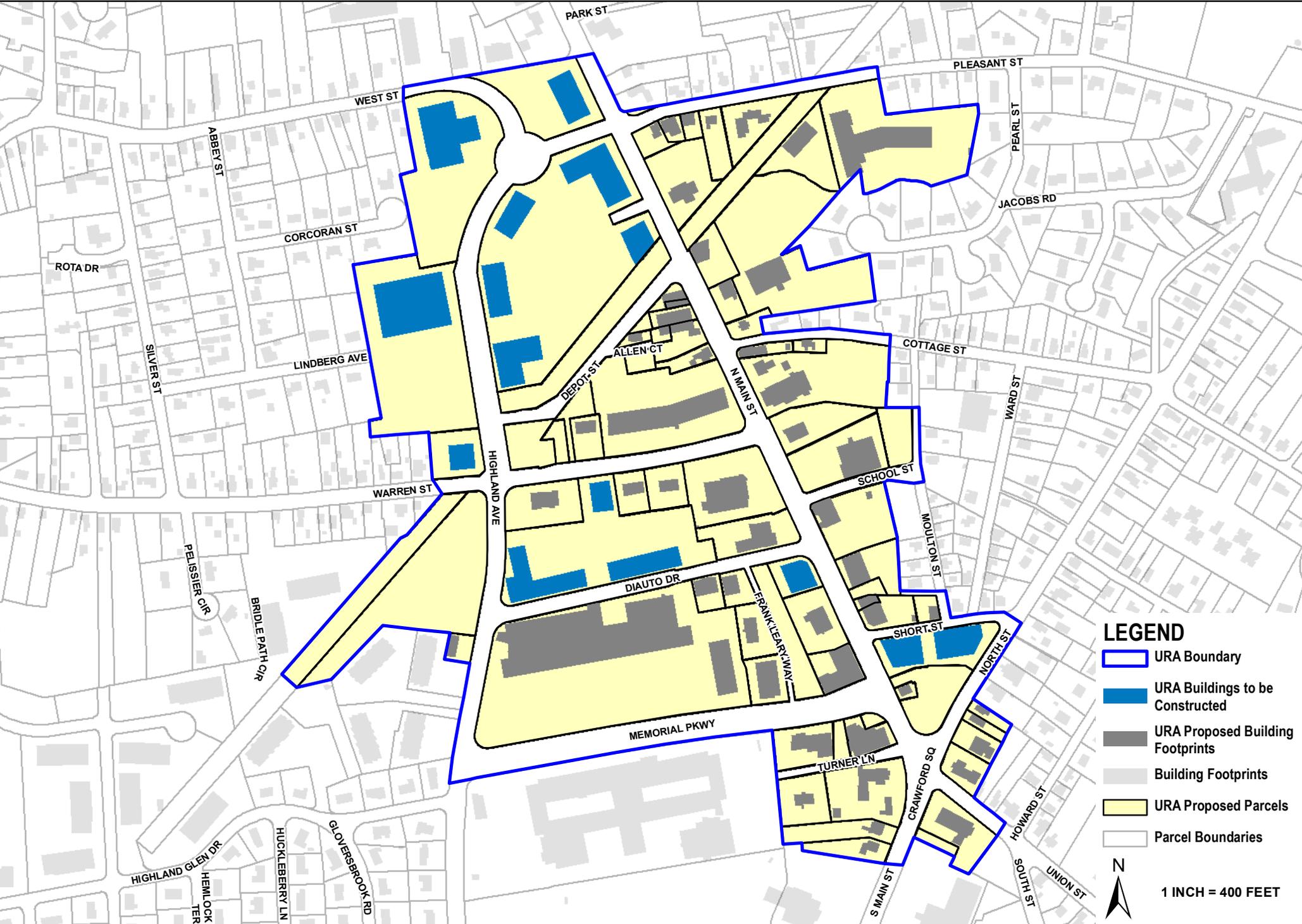
FIG. 5: ENVIRONMENTAL CONSTRAINTS MAP



CRAWFORD SQUARE URBAN REVITALIZATION PLAN

FIG. 6: BUILDINGS TO BE DEMOLISHED





- LEGEND**
- URA Boundary
 - URA Buildings to be Constructed
 - URA Proposed Building Footprints
 - Building Footprints
 - URA Proposed Parcels
 - Parcel Boundaries

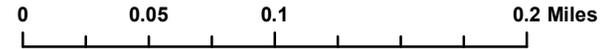


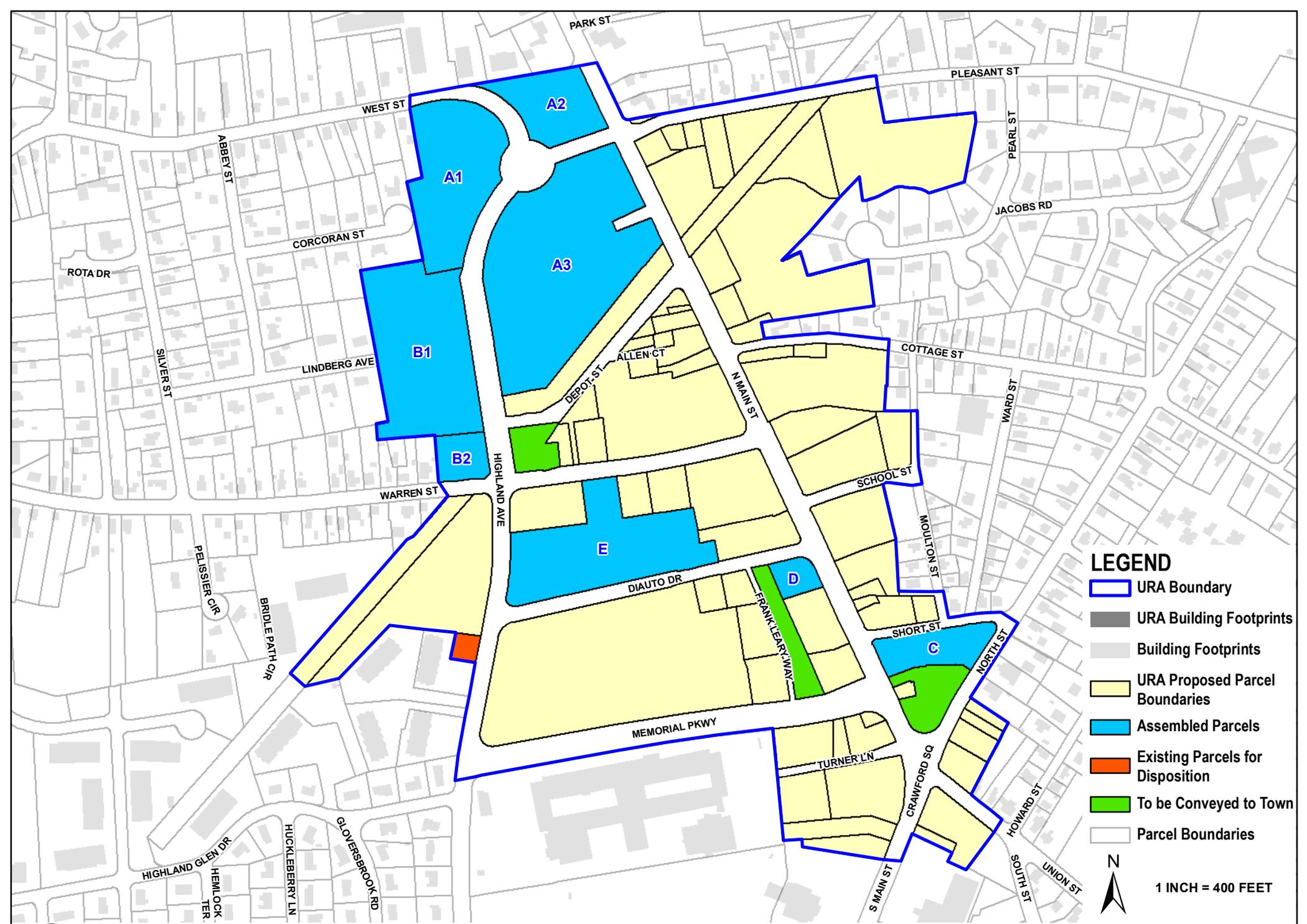
1 INCH = 400 FEET



CRAWFORD SQUARE URBAN REVITALIZATION PLAN

FIG. 7: BUILDINGS TO BE CONSTRUCTED





CRAWFORD SQUARE URBAN REVITALIZATION PLAN
FIG. 8: DISPOSITION PARCELS





CRAWFORD SQUARE URBAN REVITALIZATION PLAN

FIG. 9: CRAWFORD SQUARE URP CONCEPT PLAN

Environmental Notification Form
Crawford Square Urban Revitalization Plan
Randolph, Massachusetts

Attachment B: URP Executive Summary

12.02 (1) Section 1 – Executive Summary

1.1. Introduction

The Crawford Square Urban Revitalization Plan (URP or the Plan) was initiated by the Town of Randolph through the Randolph Town Council and the newly formed Randolph Redevelopment Authority (RRA).

The URP process has involved collaboration with stakeholders, including area property owners, residents, town officials and a Citizens’ Advisory Committee comprised of residents, property owners, and business owners. Stakeholders have the mutual interest of revitalizing this once-vibrant mixed-use area by attracting new or expanding existing businesses, encouraging mixed-use residential development, improving circulation for pedestrians, vehicles, and public transit, enhancing visitor experience for business customers, and strengthening the quality of life for residents.

Information used throughout this document was obtained from a wide range of publicly available resources, studies and initiatives, as listed below:

- *Town of Randolph Technical Assistance Panel Report*, Urban Land Institute Boston/New England District Council Technical Assistance Panel (ULI-TAP), 2018
- *Crawford Square Business District Briefing Book*, Town of Randolph Planning Department, 2018
- *Town of Randolph Comprehensive Master Plan*, prepared by Harriman, FXM Associates, Howard Stein Hudson, and Heritage Resources, 2017 (the Master Plan)
- *Randolph: We Mean Business! Spring 2017 Randolph Economic Development Snapshot*, Town of Randolph, 2017
- *Changing Faces of Greater Boston, A Report from Boston Indicators*, The Boston Foundation, UMass Boston, and the UMass Donahue Institute, 2019
- *Crawford Square Area Inventory Form A*, prepared by Kathleen Kelly Broomer for the Randolph Historical Commission, 2016
- *Randolph Preservation Plan*, prepared by Eric Dray Consulting and Randolph Historical Commission, 2013
- *Randolph Bicycle Connectivity Master Plan Final Existing Conditions Memorandum*, Toole Design Group, 2016
- *Town of Randolph Report*, Cecil Group, 2006

Information and recommendations contained in the above-referenced reports are incorporated into this URP, as appropriate. Overall, the URP has a 20-year implementation phase to accommodate the projects which require long-range planning.

1.2. Urban Revitalization Area Description

Crawford Square is the traditional downtown of the Town of Randolph. It is comprised principally of the North Main Street commercial corridor and the Crawford Square business district. The area contains a variety of commercial, residential, and civic/institutional uses, concentrated in a compact setting that encourages walking. Historic landmarks, such as the First Congregational Church and Stetson Hall are located in the URA, as well as the Fire Department headquarters and Turner Free Library. Town Hall and Police Department are also located within Crawford Square and adjacent to the URA. The URA consists of approximately 88 parcels with a total land area of approximately 92.8 acres. Approximately 78.4% of the buildings within the URA pre-date 1971.

North Main Street (Route 28) bisects the URA in a roughly north/south alignment and is primarily a four-lane roadway (within the URA) with on-street parking along the eastern side south of Cottage Street. In the vicinity of Sudbury Farms Plaza, North Main Street consists of one travel lane for traffic in each direction and a center left-turn lane.

Most buildings are oriented with the main entrance facing the street and variable front yard setbacks. Buildings along the southern portion of North Main Street in the vicinity of Crawford Square generally align with the back of the sidewalk, while elsewhere in the URA many parcels have parking located in front of the buildings. Streetscape improvements were installed in the Crawford Square area to enhance the design character and promote walking. Recent improvements include sidewalks, historic period lighting, and the relocation of utilities underground. Neighborhood oriented retail and professional services are clustered around the intersection of North/North Main Streets.

There is significant traffic congestion along Route 28 (North Main Street) and Route 139 (Mazzeo Drive, which serves as a connector to Route 24) particularly during commute times. An annual average daily traffic count of 27,033 vehicles was recorded for North Main Street in 2006, and the congestion has increased since the study was taken, according to Town officials. The traffic problem is further exacerbated by North Main Street's use as a state-designated truck route and an MBTA bus route, and there are no cutouts for bus passenger pickup/drop-offs, which adds to traffic slowdowns.

1.3. Statement of Need

Characterized by a variety of commercial and civic/institutional uses in a compact setting, the Crawford Square area remains a mixed-use town center. However, many parcels within the URA are small, irregularly shaped, and have a diversity of ownership. Moreover, many parcels and buildings are underutilized due to excessive parking on the parcel and vacant spaces within buildings. The URA has excessive underutilized land coverage and is predominantly (80.1%) covered by impervious surfaces, i.e., features such as buildings, parking lots and roads. In fact, 38% of the URA (35.62 acres) is dedicated to parking lots.

The northern anchor of the downtown, Sudbury Farms Plaza, is named after a former grocery store that was housed on the site for decades. The primary use of the site has turned over twice since 2015, with Brother's Supermarket and now America's Food Basket. Furthermore, a comprehensive revitalization of Sudbury Farms Plaza is severely limited by a diversity of land ownership. America's Food Basket is located on a 5.5-acre central parcel owned by a Boston-based entity with a land lease held by Hannaford's. The parcel contains two adjacent storefronts that have been vacant for at least 15 years, as well as an accessory building with four storefronts that sat vacant for more than 10 years. The parking lot has deeded spaces to an adjacent structure, and two other adjacent parcels under separate ownership share parking and traffic circulation. An adjacent site that once contained a nightclub/restaurant space was converted into a church, a further indication of limited commercial interest or viability. The present diversity of parcel ownership in the Sudbury Farms Plaza as well as the larger URA makes effective redevelopment more difficult.

Other conditions impeding private investment in the URA include insufficient and irregular vehicular, pedestrian, and bicycle circulation, as well as inadequate signage and wayfinding to draw people into downtown and support commercial uses. This creates a challenging environment for safe and easy circulation to stimulate economic redevelopment. Additionally, there is insufficient open space within the URA to support existing uses and a vibrant commercial and cultural area.

1.4. Project Vision and Goals

The *Town of Randolph Technical Assistance Panel Report*, prepared by the Urban Land Institute Boston/New England District Council Technical Assistance Panel in 2018, provides the vision for the Crawford Square Urban Revitalization Plan:

Vision: *To transform the Crawford Square Business District into a vibrant commercial and cultural area that is reflective of the diverse population of the town.*

This vision is integral to the URP; it reflects considerations relevant to promoting the business environment, public investment, integrating mixed uses, improving transportation, and enhancing placemaking. The vision serves as the foundation on which the URP recommendations were developed. Plan implementation is expected to solidify and reenergize Crawford Square's standing as the principal focus for civic, cultural and social functions, incentivize entrepreneurship and small business owners, and support and encourage the existing businesses in the Crawford Square Business District to grow.

To achieve the Vision for Crawford Square, the following goals were established:

- Revitalize Randolph's historic mixed-use town center with the high-quality redevelopment of vacant and underutilized properties and construction of new, energy-efficient buildings.
- Encourage mixed-use, higher density development to activate the Crawford Square area with more customers, residents, and increased pedestrian traffic on a daily basis.
- Promote the development of destination retail, office space, and housing in the Crawford Square area.
- Foster shared parking/parking management and organize the public parking supply to be more efficient and reflect current demand.
- Improve vehicular circulation to attract more people and businesses into Crawford Square by providing a safer, more inviting, and easily navigable downtown.
- Improve bicycle and pedestrian connectivity to provide efficient and reliable multi-modal transportation options that are well-connected to other parts of the town and region and reduce travel times during peak hours.
- Expand and enhance open space amenities that contribute to Crawford Square's unique sense of place and vibrant atmosphere, enhance the quality of life for residents, and provide quality experiences for visitors.
- Provide placemaking and wayfinding enhancements to reinforce downtown Randolph as a destination.

1.5. Objectives

To further the Vision for Crawford Square and associated goals, objectives were identified to guide public actions and the selection of specific buildings and properties for redevelopment. The following objectives underlie the specific public actions that will be undertaken as part of the URP, such as strategic acquisition, parcel assemblage, disposition, and public realm improvements, in order to address decadent conditions in the URA and promote private investment.

Parcel Acquisition and Assemblage to Support Economic Reuse of Vacant and Underutilized Parcels

- Facilitate land assembly to create larger and more marketable parcels for disposition to support the private redevelopment of vacant and underutilized parcels.
- Prioritize key parcels and areas for redevelopment, particularly within the Sudbury Farms Plaza area, the central Crawford Square area (proximate to the intersection of North Main, South Main,

North, and Union Streets), and the midblock section of the area bounded by Warren Street, Diauto Drive, North Main Street, and Highland Avenue.

- Create a range of leasable space options for new and existing local businesses, including destination retail, restaurants, and office space.

Roadway Improvements to Support Reuse, Redevelopment, and Future Growth

- Construct new roadway through Sudbury Farms Plaza to improve safety and provide increased frontage for potential redevelopment parcels.
- Provide improved intersections and alignment of the new Sudbury Farm Plaza roadway with Pleasant Street at North Main Street, and with Highland Avenue at Warren Street.
- Implement roadway and crosswalk safety improvements throughout downtown where needed.
- Implement streetscape improvements (bump-outs, ramps, lighting, street trees, sidewalks where needed) throughout project area, as appropriate.
- Provide bicycle accommodation along roadways where possible.

Public Space Improvements to Reinforce Downtown Randolph as a Destination

- Establish new park at the new roadway intersection at Warren Street and West Street, which is also an access point to the upgraded bicycle and pedestrian path.
- Expand the Crawford Square town green, including the addition of a bus shelter along North Street and a performance stage for special events.
- Incorporate a linear park design into the paved bike/pedestrian path along the abandoned railroad line.

Parking Improvements to Increase Efficiency

- Create new surface public parking lot behind buildings on the west side of North Main Street (30, 84, and 86 North Main Street).
- Provide additional on-street parallel parking where appropriate.
- As the Sudbury Farm Plaza is redeveloped, facilitate parking that is better organized and safe.

Connectivity and Circulation Improvements to Create a Vibrant Atmosphere

- Develop paved bike/pedestrian path along the abandoned railroad right-of-way from Pleasant Street to Highland Avenue.
- Provide bike path and bicycle accommodations along roadways to connect key destinations.
- Establish new roadway through Sudbury Farms Plaza to provide connectivity to abutting streets and improve vehicular safety.
- Install new and enhanced wayfinding signage for pedestrians, parking, and vehicular circulation.

1.6. Equity and Inclusion Mission Statement

The Town of Randolph believes that diversity, equity and inclusion are an economic asset; that diverse perspectives foster innovation necessary to grow a strong economy, create new markets and develop new enterprises.

In order to ensure equity within the public marketplace, connect business opportunities and improve employment for underrepresented populations, the Randolph Redevelopment Authority and/or designated developers will seek partnerships with organizations committed to using best efforts to maintain at least 15% participation of women, people of color, and other diverse groups during design, development and

construction from firms certified by the Commonwealth’s Supplier Diversity Office and/or from firms and organizations with a substantial and meaningful representation of the diverse groups identified herein.

1.7. Commonwealth’s Sustainable Development Principles

The Crawford Square URP conforms with and promotes the Commonwealth’s following smart growth and sustainable development principles using redevelopment, open space, and transportation improvements to attract economic development to the URA:

1. Concentrate Development and Mix Uses
2. Advance Equity
3. Make Efficient Decisions
4. Protect Land and Ecosystems
5. Use Natural Resources Wisely
6. Expand Housing Opportunities
7. Provide Transportation Choice
8. Increase Job and Business Opportunities
9. Promote Clean Energy
10. Plan Regionally

The Crawford Square area is a concentrated town center surrounded primarily by residential neighborhoods. It contains commercial development, places of worship, and a strong civic presence (Town Hall, public library, and police and fire department headquarters). The URP incorporates mixed uses in appropriate areas. The vision for the URP is the revitalization of the Crawford Square area with a focus on commercial and cultural development reflective of the community’s needs. The town and RRA are focused on reusing and redeveloping existing commercial and underutilized properties that are no longer functional.

The RRA seeks to advance public and private investment with an equitable sharing of the benefits and burdens of development. To facilitate inclusive planning and decision-making, the RRA has undertaken outreach to include residents, stakeholders and advocates, and incorporated this input into the URP’s goals and objectives. The planned activities of the URP include preserving and providing expansion potential for existing businesses, expanded and enhanced open space, a safer and more attractive public realm, and additional housing opportunities. The proposed URP activities promote equity for current and future generations of Randolph residents.

Lastly, the increased presence of retail options and the establishment of Crawford Square as a neighborhood retail center catering to the diverse populations living in Randolph that are accessible by public transportation will reduce miles traveled, which translates into reduced greenhouse gas emissions and fossil fuel consumption. Therefore, the URP is consistent with the promoting clean energy, protecting land and ecosystems, and using natural resources wisely.

Environmental Notification Form
Crawford Square Urban Revitalization Plan
Randolph, Massachusetts

Attachment C: ENF Circulation List

Environmental Notification Form
Crawford Square Urban Revitalization Plan
Randolph, Massachusetts

Attachment C
Crawford Square URP
ENF Circulation List

Secretary Kathleen Theoharides
 Executive Office of Energy and Environmental Affairs
 Attn: MEPA Office
 100 Cambridge Street, Suite 900
 Boston, MA 02114
MEPA@mass.gov

<p>MassDEP/Boston Office Commissioner's Office One Winter Street Boston, MA 02108 helena.boccardo@mass.gov</p>	<p>MassDOT - Public/Private Development Unit 10 Park Plaza Boston, MA 02116 MassDOTPPDU@dot.state.ma.us</p>	<p>DHCD Attn: Maggie Schmitt 100 Cambridge Street, Suite 300 Boston, MA 02114 maggie.schmitt@mass.gov</p>
<p>MassDEP Southeastern Regional Office Attn: MEPA Coordinator 20 Riverside Drive Lakeville, MA 02347 george.zoto@mass.gov jonathan.hobill@mass.gov</p>	<p>MassDOT/District #6 Attn: MEPA Coordinator 185 Kneeland Street Boston, MA 02111 michael.garrity@dot.state.ma.us</p>	<p>MHC Attn: MEPA Coordinator The MA Archives Building 220 Morrissey Boulevard Boston, MA 02125</p>
<p>MAPC Attn: MEPA Coordinator 60 Temple Place, 6th Floor Boston, MA 02111 mdraisen@mapc.org</p>	<p>Randolph Planning Board 41 South Main Street Randolph, MA 02368 mt Tyler@randolph-ma.gov</p>	<p>Randolph Town Council 41 South Main Street Randolph, MA 02368 dward@randolph-ma.gov</p>
<p>Randolph Conservation Commission 41 South Main Street Randolph, MA 02368 jdunn@randolph-ma.gov</p>	<p>Randolph Department/Board of Health 41 South Main Street Randolph, MA 02368 gcody@randolph-ma.gov</p>	

Environmental Notification Form
Crawford Square Urban Revitalization Plan
Randolph, Massachusetts

Attachment D: List of Anticipated Permits

Environmental Notification Form
Crawford Square Urban Revitalization Plan
Randolph, Massachusetts

ATTACHMENT D: LIST OF ANTICIPATED PERMITS

Project	Potential Permits/Consultations	Agency
State Permits/Consultations		
Urban Renewal Plan	Plan Approval (M.G.L. C., 121B and 760 CMR 12.00)	Massachusetts Department of Housing and Community Development
Urban Renewal Plan	MEPA Certificate of Compliance	Executive Office of Energy and Environmental Affairs (EEA)
Potential - Route 28 Improvements	MassDOT Access Permit	Massachusetts Department of Transportation
Federal Permits/Consultations		
Potential - Projects > 1 acre (e.g., Parcel A)*	National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP)	US Environmental Protection Agency (EPA)
	Construction Dewatering Activities/Stormwater Pollution Prevention Plan (SWPPP)	
Local Permits/Consultations		
Redevelopment Projects*	Special Permit/Site Plan Review	Randolph Planning Board/Zoning Board of Appeals Review
Redevelopment Projects*	Building Permits	Town of Randolph – Building Department
Redevelopment Projects* and Open Space	Orders of Conditions, as necessary	Town of Randolph – Conservation Commission

*Anticipated as part of projects undertaken by private redevelopers. Additional permits may also be required.

Environmental Notification Form
Crawford Square Urban Revitalization Plan
Randolph, Massachusetts

Attachment E: Agency Correspondence



Town of Randolph

Office of the
TOWN COUNCIL

41 South Main Street
Randolph, Massachusetts 02368
Telephone (781) 961-0918
Fax (781) 961-0905
www.townofrandolph.com

William Alexopoulos, Jr., President
Ryan Egan, Vice President
Christos Alexopoulos
Richard A. Brewer, Jr.
James F. Burgess, Jr.
Natacha Clerger
Kenrick W. Clifton
Katrina Huff-Larmond
Paul V. McDermott

January 21, 2021

Ms. Brona Simon
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

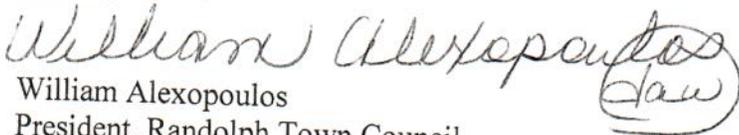
Dear Ms. Simon:

Attached you will find a copy of the notice of hearing along with a map showing the area that is being requested to be renewed for the Town of Randolph.

The Public Hearing is scheduled for Monday, January 25, 2021 at 6:10 p.m.

If you have any questions or require additional information, please contact the office.

Thank you,


William Alexopoulos
President, Randolph Town Council

WA/daw

/Enclosures

Legal Notices

Legal Notices

3 Porter Street
LEGAL NOTICE
PLANNING BOARD
TOWN OF
STOUGHTON



NOTICE OF PUBLIC HEARING

A public hearing will be held by remote participation on **Thursday, January 28, 2021 at 7:00 PM**, on the petition of the property owner **Kimber Realty Trust LLC, 314 Tessa Drive, Stoughton, MA 02072**, and the applicant **BLLE, LLC, 23 10th Street, Stoughton, MA 02072** represented by **Barry R. Crimmins, Esquire, 909 Washington Street, Stoughton, MA 02072** for a Special Permit pursuant to Section 3.1.4 of the Zoning Bylaws for a mixed-use building and Site Plan Approval pursuant to Section 10.6 of the Zoning Bylaws for the property located at **3 Porter Street, further identified on Assessors Plan No. 54, Lot 109.**

The meeting will be recorded and broadcasted by SMAC. To participate, call phone number 1-617-675-4444 and enter PIN: 448 277 487 1042#. To participate via Google Hangouts please follow this link: meet.google.com/bykxh-mmf. You can copy and paste the link into your web browser. In the event that these measures are unsuccessful or inconvenient, a recording of the meeting transcript or other comprehensive record of the proceeding will be posted on the Town's website and/or SMAC, as soon as possible after the meeting.

The site plans can be viewed at the office of the Stoughton Planning Board, Engineering Department, Town Hall, 10 Pearl Street, Stoughton, MA, during normal business hours by appointment only per the Town Manager's policy.

The petitioner and/or his representative, or any other persons desiring to be heard on this matter, should appear at the time and place designated.

Town of Stoughton
Planning Board
Joseph Scardino,
Chairperson

AD#13934120
Journal-Sun 1/13, 1/20/21
Crawford Square Urban Revitalization Plan
LEGAL NOTICE
TOWN OF RANDOLPH
TOWN COUNCIL

The Randolph Town Council will hold public hearings on Monday, January 25, 2021 at 6:10 p.m. on the following:

Crawford Square Urban Revitalization Plan - The Town Council will review the Urban Renewal Plan (URP) proposed by the Randolph Redevelopment Authority. The vision of the URP is to transform the Crawford Square Business District into a vibrant commercial and cultural area that is reflective of the diverse population of the town. This may be achieved through a variety of possible actions, including possible rezoning, possible combination of parcels, and possible dedication of certain parcels to new uses.

The public hearing will be a virtual hearing that may be attended via the internet by Zoom or by phone. Details on how to attend the virtual hearing will be available on the town's website with the meeting agenda.

A copy of the URP is available by sending an email to dward@randolph-ma.com.

AD#13934991
Journal-Sun 1/13/21

AD PLACEMENT TIPS
KEYWORDS: Start your ad with a word service offered or item for sale by name. In the case of yardwork, real estate for sale or rent or child care needed, start with the name of your town. This allows readers to find your ad more easily and will contribute to faster results.

CASE# 4246
LEGAL NOTICE
ZONING BOARD OF APPEAL



TOWN OF STOUGHTON
NOTICE OF PUBLIC HEARING

A public hearing will be held remotely on **January 21, 2021 at 7:00 P.M.** on the petition of **Harry M Regis, Case # 4246**, for a Special Permit under the Town of Stoughton Zoning By-Law of November 18, 2015, as amended through May 7, 2018 Use Regulations, Section 3.0, Table of Use Regulation, F. Accessory Uses, Item # 15, **the raising and keeping of livestock, horses and poultry as an accessory use etc. in order to raise chickens located at 75 MacArthur Street. (Further identified on Assessors Plan 63, Lot 48) in an RC-409a in said Stoughton.** The virtual meeting link will be contained within the posted agenda at least 48 hours in advance of the meeting.

Any person desiring to receive further notice concerning this petition as provided by the General Rules of the Zoning Board of Appeal should file a written request containing his/her name and address with the Board.

The petitioner and/or his representative, or any other persons desiring to be heard on this matter should appear at the time and place designated.

Sherman Epro
Chairman

AD# 13935230
Journal-Sun 1/6, 1/13/21

1778 Washington St.,
Stoughton

LEGAL NOTICE
TOWN OF
STOUGHTON



Notice of Hearing

A public hearing will be held by the Select Board on January 19, 2021 to consider the application of **J & K Restaurant Corp. dba Zachary's**, 1778 Washington St., Stoughton, Massachusetts 02072 for a Common Victualer License. Hearing to be held at 7:30 p.m. The hearing will be conducted via Google Meets, and broadcast via Stoughton Media Access television and livestream. Google Meets video link and telephone connection for public comment available by calling the Select Board office at 781-341-1300, ext. 9212 or email to dleblanc@stoughton-ma.gov.

Per Order of
Christine D. Howe, Chair
Select Board
Acting as the Local
Licensing Authority

AD#13935538
Journal-Sun 1/13/21

332 North Main Street
LEGAL NOTICE
TOWN OF RANDOLPH

The Randolph Licensing Board will hold a public hearing on Wednesday, January 27, 2021 at 6:10 p.m. on the application of **Livinal Chambers dba Flames Restaurant VI Inc.** for a Common Victualer Beer and Wine License at 332 North Main Street.

This meeting will be a virtual hearing that may be attended via the internet by Zoom or by telephone conference. Details on how to attend the virtual hearing will be available on the town's website.

RANDOLPH LICENSING BOARD
Ronald Lum, Chairman

AD#13935211
Journal-Sun 1/13/21

733 South Main Street
LEGAL NOTICE
TOWN OF RANDOLPH

The Randolph Licensing Board will hold a public hearing on Wednesday, January 27, 2021 at 6:00 p.m. on the application of **Ralphie's Gas & Convenience** for a request for a Beer & Wine License at 733 South Main Street.

This meeting will be a virtual hearing that may be attended via the internet by Zoom or by telephone conference. Details on how to attend the virtual hearing will be available on the town's website.

RANDOLPH LICENSING BOARD
Ronald Lum, Chairman

AD#13935174
Journal-Sun 1/13/21

Looking to Get Fit This Year?



Find a personal trainer.

Check out the Service Directory in Community Classifieds today. From therapists and trainers to landscapers and painters, the service directory is the best service to find local professionals.

communityclassifieds
To place an ad call 1-800-624-SELL

COVID-19 and the real estate market



William P. O'Donnell

While most of us are thrilled 2020 is now in the rear view mirror, it is certainly a year that will not soon be forgotten. The COVID-19 pandemic literally changed the way each and every one of us live and work. From practicing social distancing, wearing a mask, working remotely, interacting with friends and family via Zoom calls, COVID-19 affected each of us in unique and profound ways. Some more than others. We remember those and their families who lost loved ones as a result of the pandemic. We hope and pray that with the distribution of the vaccine, individuals and families who have been economically devastated by the pandemic will find prosperity in 2021.

While some sectors of the economy were severely impacted by the effects of the pandemic, I am happy to report that the Norfolk County Registry of Deeds was able to remain operational and open for business during the past nine months. The Registry of Deeds remaining open allowed the Norfolk County real estate market to remain viable. Sellers and buyers of real estate were able to reap the benefits of their transactions. Individuals and families were able to benefit from historically low interest rates to not only purchase real estate, but refinance existing mortgages to lower monthly mortgage payments in some cases, and in others, pay for

capital improvement costs. By staying open, deeds excise monies and recording fees were collected with a large percentage being forwarded to the Commonwealth of Massachusetts to help pay for critical programs and services at the state, county and local levels; services that included health care, education and police and fire.

A statistical review tells us how critical it was for the Norfolk County Registry of Deeds to remain open during each business day in 2020. From March 10, when Gov. Charlie Baker declared a COVID-19 state of emergency, through Dec. 31, the registry remained open. While our building was closed to the general public, registry staff recorded 157,022 land documents, a 21% increase from the same time period in 2010. Most of this increase could be attributed to a 56% increase in mortgage recordings.

The registry utilized electronic recording for our institutional users which included lending institutions, title companies and law firms to record land documents. Today, approximately 75% of our recorded land business and 00% of our registered land business is done electronically. We also received documents via Federal Express, regular mail and via a drop-off box located just outside our main entrance at 649 High St., Dedham.

How were we able to accomplish this volume of work in the middle of a pandemic? We took the pandemic seriously from day one. We listened to public health officials and medical professionals. We practiced social distancing, wore masks, implemented split shifts during portions of the 2020 calendar year and utilized our disaster recovery site.

The top priority has been the health and safety of all registry employees whose efforts have kept the Registry of Deeds operational throughout this coronavirus pandemic.

With the pandemic ongoing, our goal was and continues to be remaining open and keep the Norfolk County real estate market viable. We are cognizant of what is going on with the pandemic. While there are no guarantees, with the policies and procedures we have implemented at the registry, we remain hopeful the registry can weather the storm over the next few months until a vaccine is more widely distributed.

Although 2020 was a tough year for each one of us, I am truly awed by the resiliency shown by so many during this challenging year. Families pulling together, neighbors looking out for one another, people doing what they can to help local businesses - there has been some light in an otherwise dark year.

Like all of us, my desire is to return to a sense of normalcy. I look forward to the day when we can put away our masks and again see Norfolk County residents and real estate professionals streaming through the front door of the registry. I wish I could say when that will happen, but I cannot. In the meantime, remain vigilant against this pandemic. Listen to public health officials and medical professionals. Wear a mask. Practice social distancing. Take the pandemic seriously. We will all get through this. It is what Americans do in a time of crisis. Be healthy. Be safe.

Good Deeds column is submitted by Norfolk County Register of Deeds William P. O'Donnell.

Family film festival focuses on culture, race, ethnicity

Community Consent

Belmont World Film's Family Festival will be held virtually in 2021 from Jan. 15-24, expanding from its typical four days to 10.

The Family Festival provides children age 3-12 and their families the opportunity to see some of the world's most remarkable current films for children - films that provide a window into the lives of kids in other cultures, races, and ethnicities - and several workshops, including three sessions on model making for animated films conducted by the senior model maker from Aardman (the "Wallace & Gromit" films) on Jan. 23 and a two-day workshop on film criticism led by Joyce Kulhawik and Boston Globe film critic Ty Burr and Peter Gough representing the Boston Society of Film Critics, on Jan. 16 and 17.

Several filmmakers from around the world will also participate in virtual live Q&A sessions. Most film programs will be available for screening for all 10 days, with several films having shorter screening windows.

The festival's 15 film programs, comprised of nearly 50 animated, live action and documentary feature length and short films in multiple languages with subtitles and in English - many based on children's books and several making their U.S. premieres - are from the Czech Republic, Denmark, France, Germany, Italy, The Netherlands, Norway, Portugal, South Africa, Switzerland, the U.K., and the U.S.

"We all could do with more understanding about our shared humanity, especially now in the midst of a pandemic that is affecting

the entire world as one," said Belmont World Film Executive Director Ellen Gitelman. "In an increasingly multicultural world, parents also recognize the importance of fluency in more than one language and the Family Festival offers children the opportunity to hear and understand languages in a fun and natural way."

The feature length films include (in alphabetical order):

- "Angel" - North American premiere in Dutch with subtitles. For ages 8 and older.
- "The Bears Famous Invasion of Sicily" - New England premiere in French and Italian with subtitles. For ages 5-10.
- "Fahim, the Little Chess Prince" - Available from 10 a.m. Jan. 16 to 10 a.m. Jan. 18. New England premiere in French and Bengali with subtitles. For ages 8 and older.
- "Forward" - Available from 10 a.m. Jan. 16 to 10 a.m. Jan. 17. New England premiere in French, Spanish, English, Hindi and Swedish with subtitles. For ages 8 and older.
- "Jackie & Oopjen" - East Coast premiere in English, Dutch and French with subtitles. For ages 8 and older.
- "Kusasa" - A Q&A session with director Shane Vermooten from South Africa will be held at 1 p.m. Jan. 24. New England premiere in English and Xhosa with subtitles. For ages 8 and older.
- "Microplastic Madness" - A Q&A session with directors Atsuko Quirk & Debby Lee Cohen will be held at 4 p.m. Jan. 23, moderated by WBUR reporter Barbara Moran. For ages 8 and older.

- "Summer with Rana" - North American premiere in Dutch with subtitles. For ages 8 and older.

The short film programs include (in alphabetical order):

- "Animal Magnetism: Animated Shorts from Magnet Films" - No dialogue. For ages 3-8.
- "Celebrating Scholastic Books' 100th Anniversary" - For ages 3-8.
- "Honoring Dr. Martin Luther King Jr." - For ages 5-10.
- "Hungry Bear Tales" - Available at 10 a.m. Jan. 16 to 10 a.m. Jan. 10. U.S. premiere in English. For ages 3-8.
- "LOL with Mo Willems Films" - For ages 3-8.
- "Made in Portugal: Short Animated Films By and For Kids" - In Portuguese with subtitles. For ages 8 and older.
- "Zog & the Flying Doctors" - U.S. premiere in English. For ages 3-8. Shown with the original "Zog."

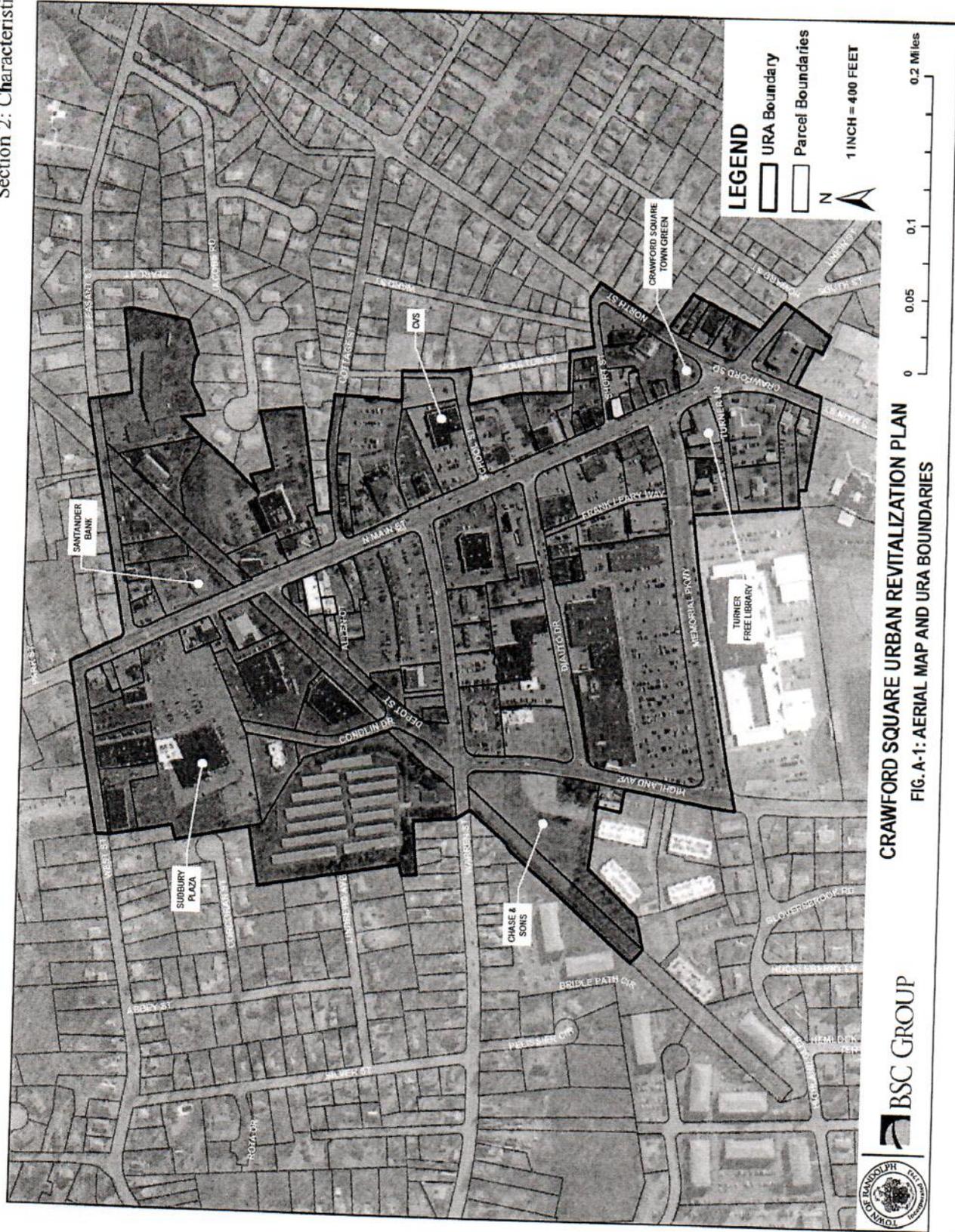
The festival is supported in part by a grant from Gravstar. Sponsors include Nation sponsor Dutch Culture USA, Capital sponsors Belmont Day School and the International School of Boston and media sponsor Boston Central.

Tickets for individual screenings are \$10 for shorts and \$14 for feature-length films; workshops are \$20 each. Film only passes are \$40, which includes admission to all programs except workshops.

Full Festival Passes are \$60, with admission to all films and workshops included.

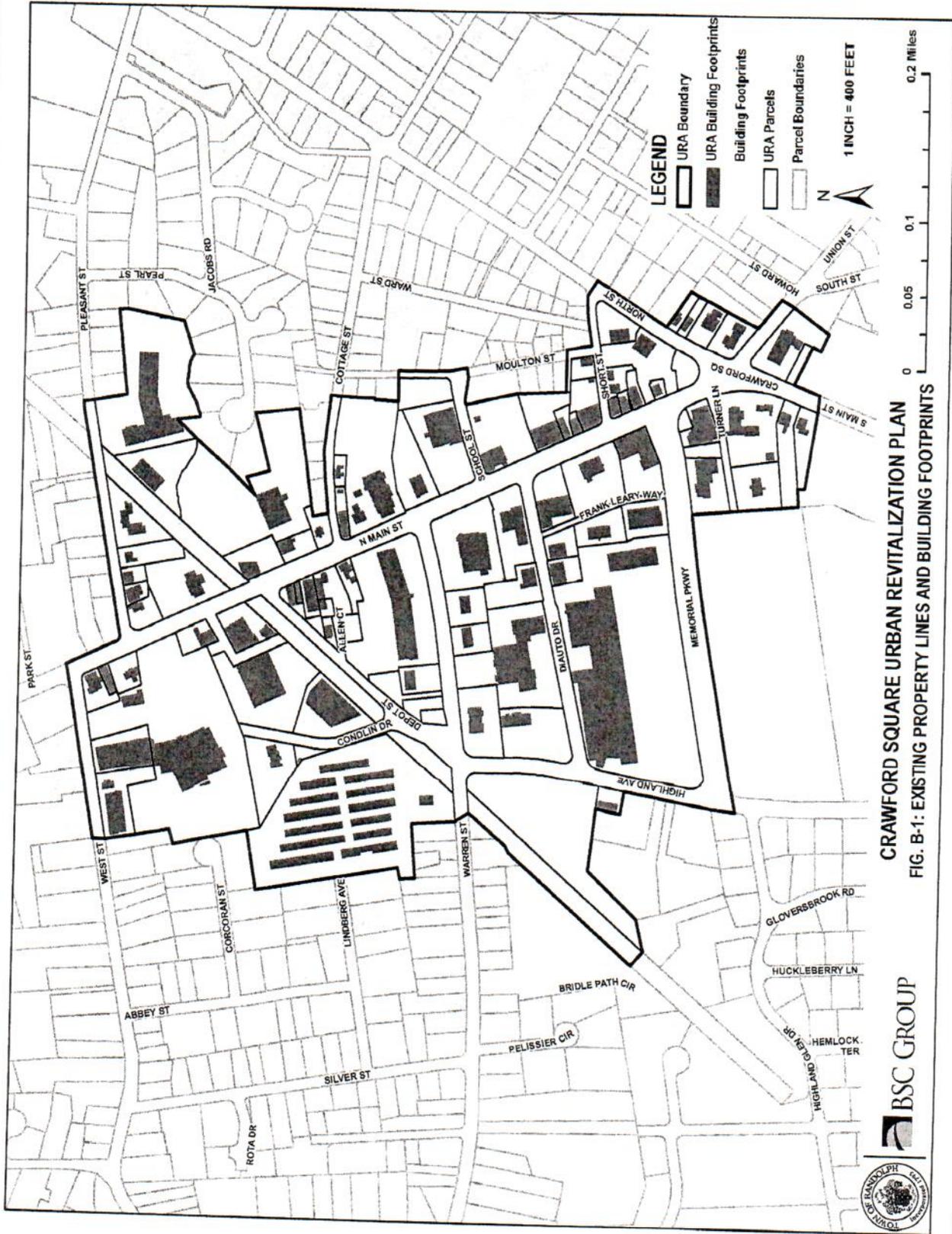
EBT Cardholder tickets are free. Tickets and information are available at <http://belmontworldfilm.com>.

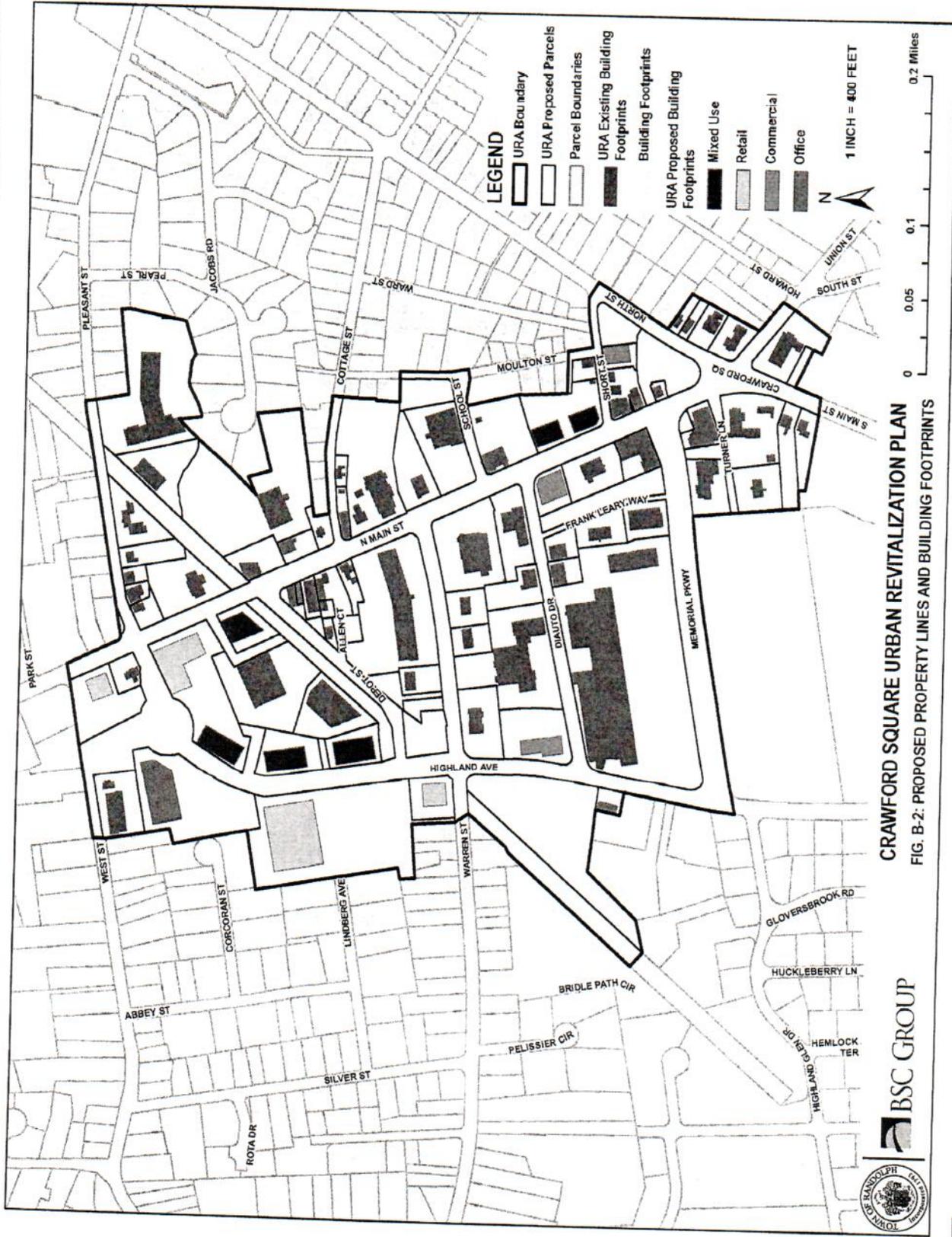
Section 2: Characteristics



BSC GROUP



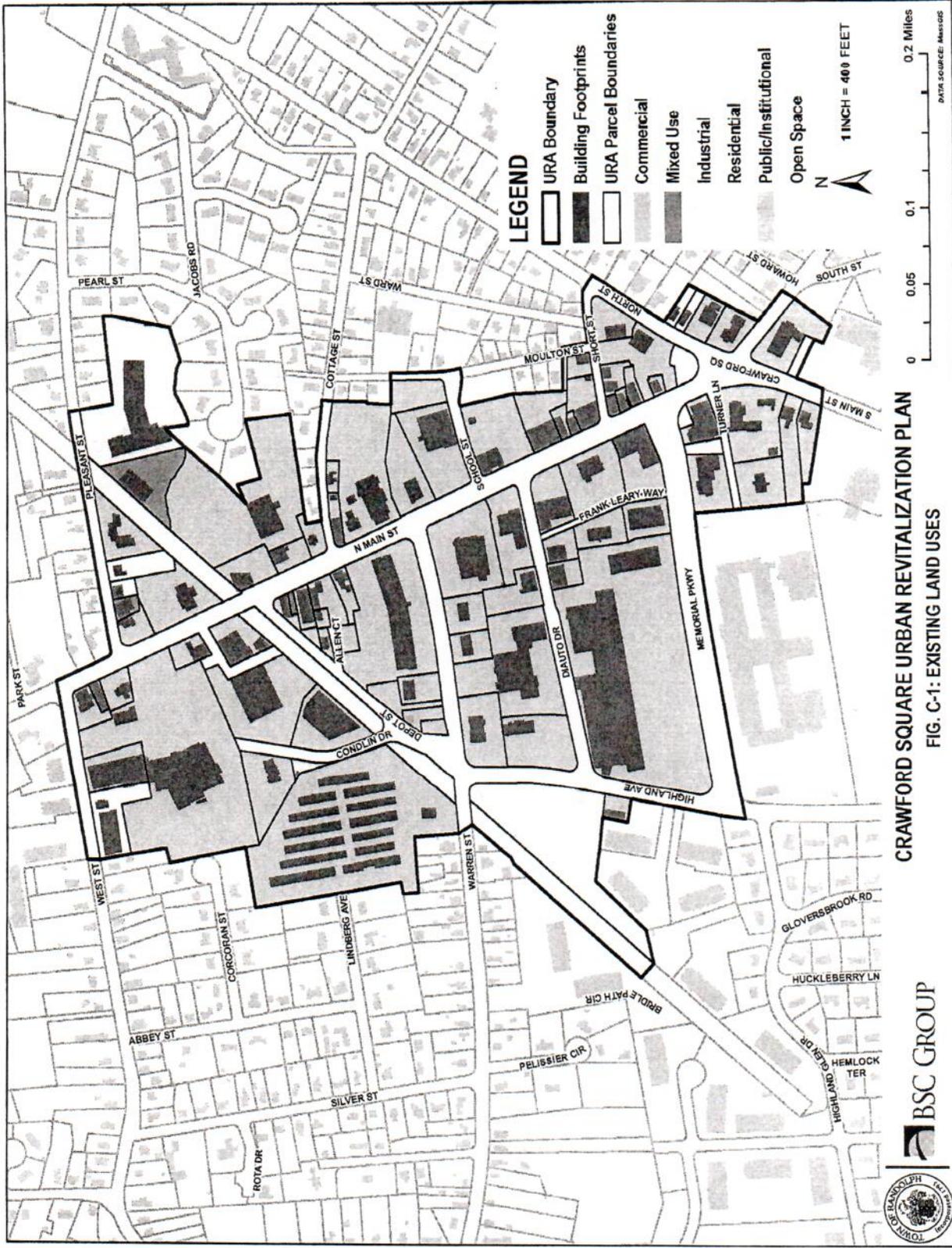


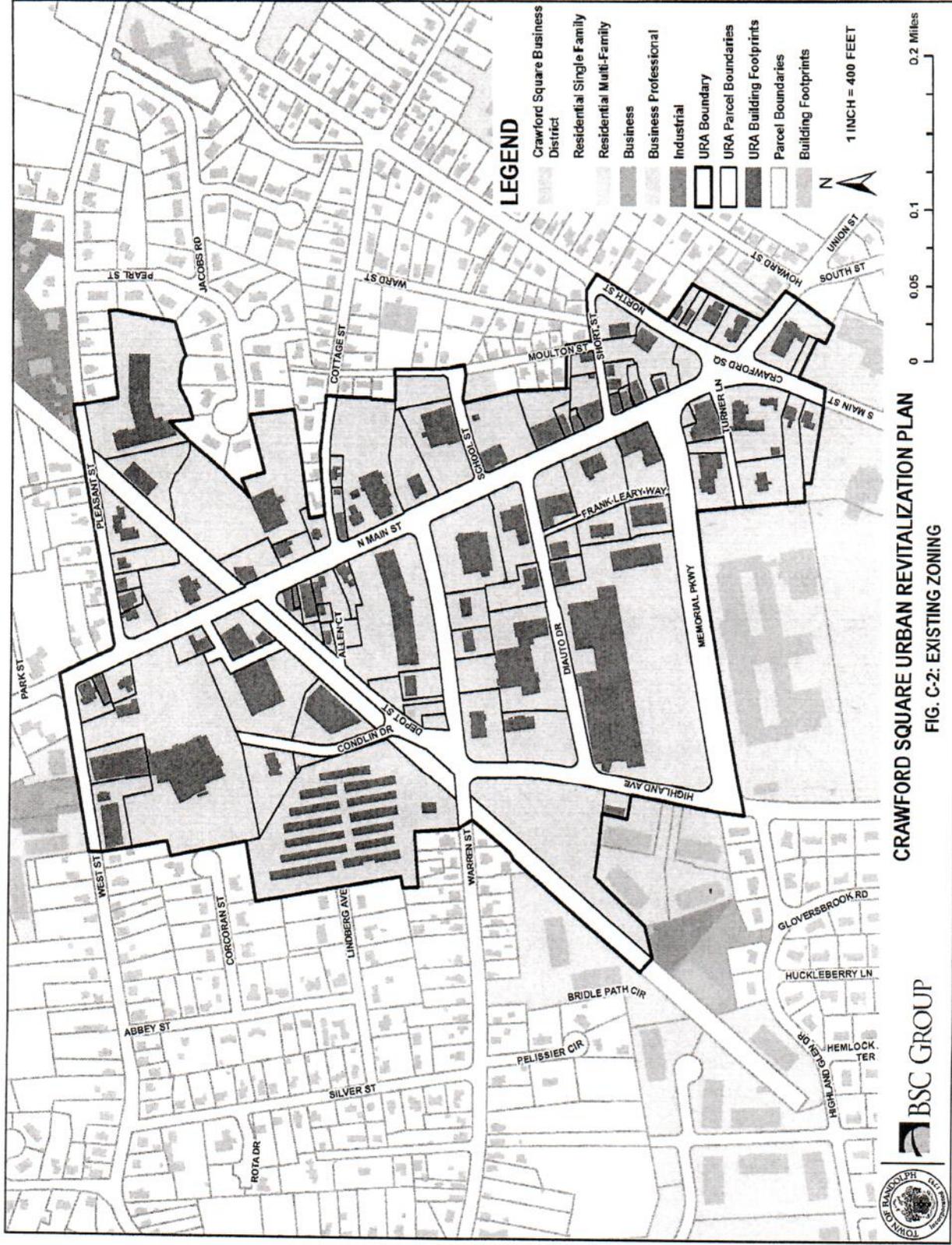


BSC GROUP



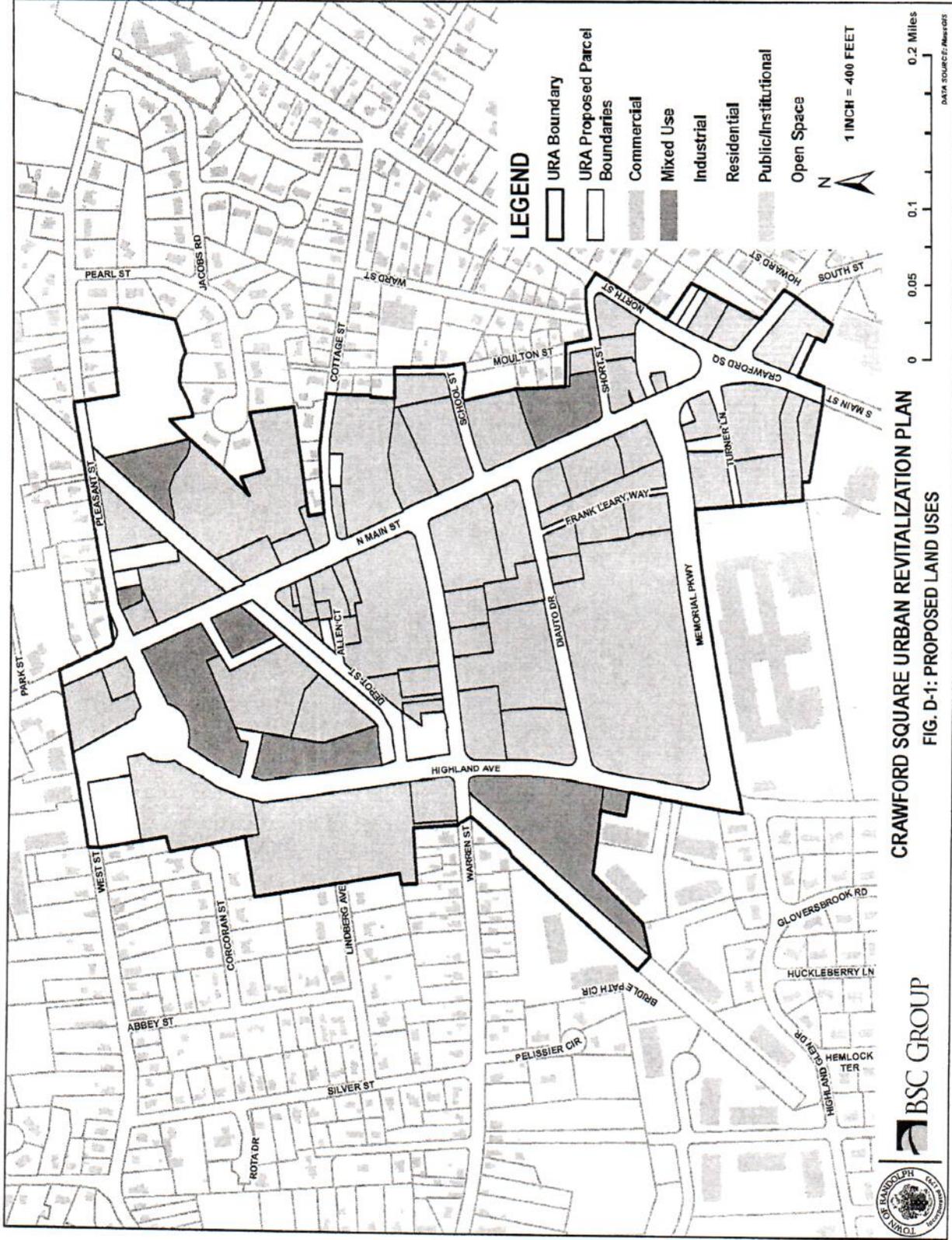
BSC GROUP





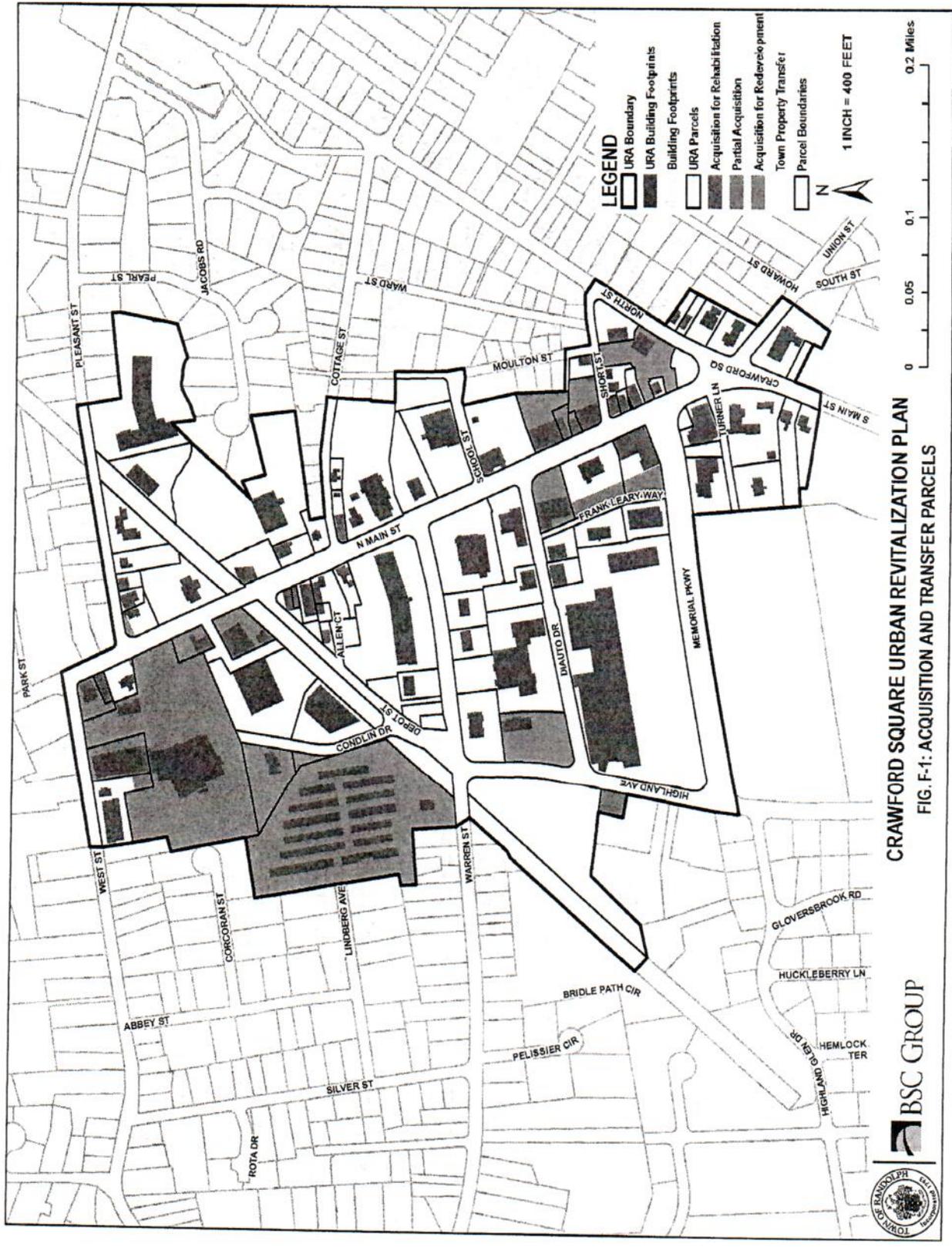
BSC GROUP











CRAWFORD SQUARE URBAN REVITALIZATION PLAN
 FIG. F-1: ACQUISITION AND TRANSFER PARCELS

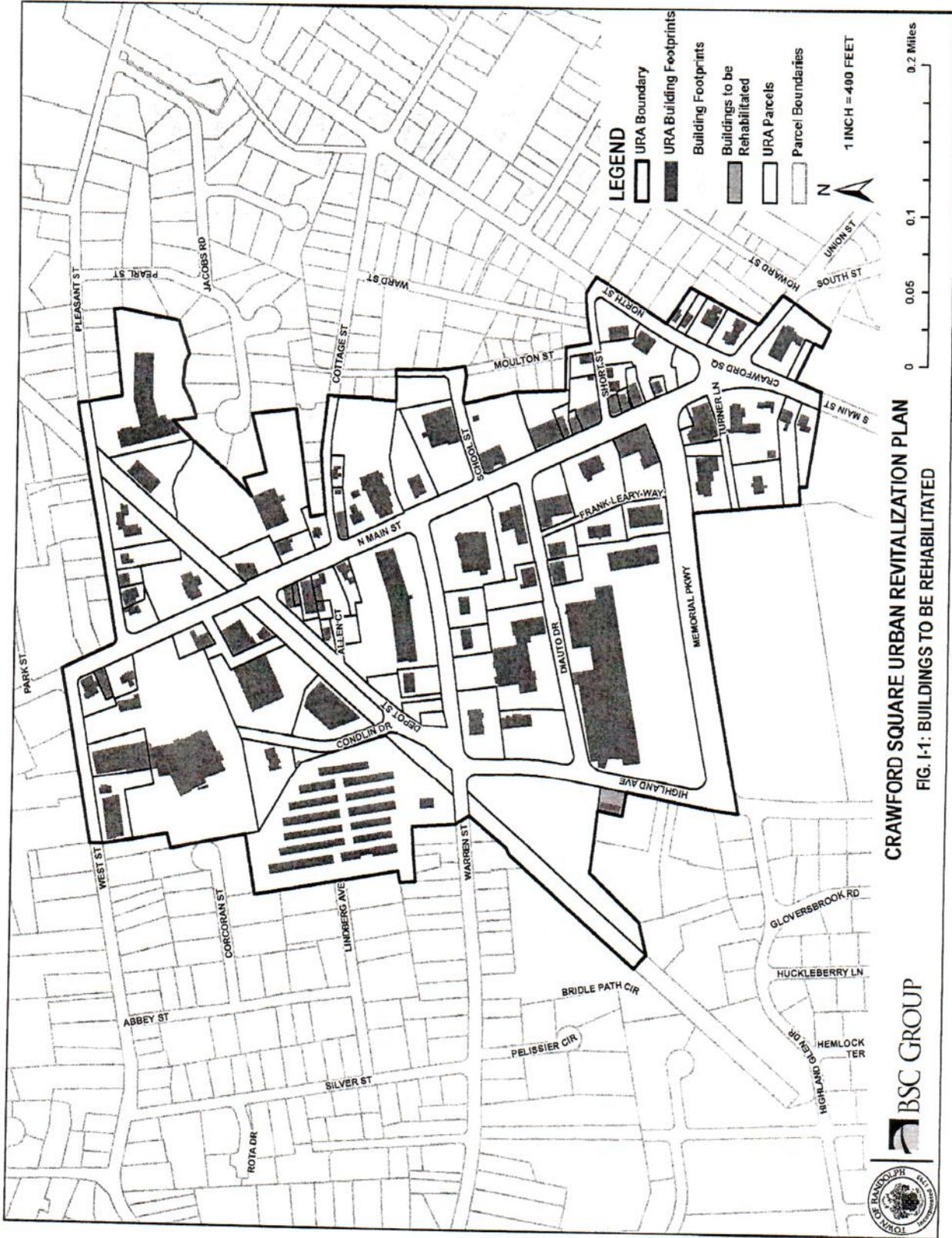


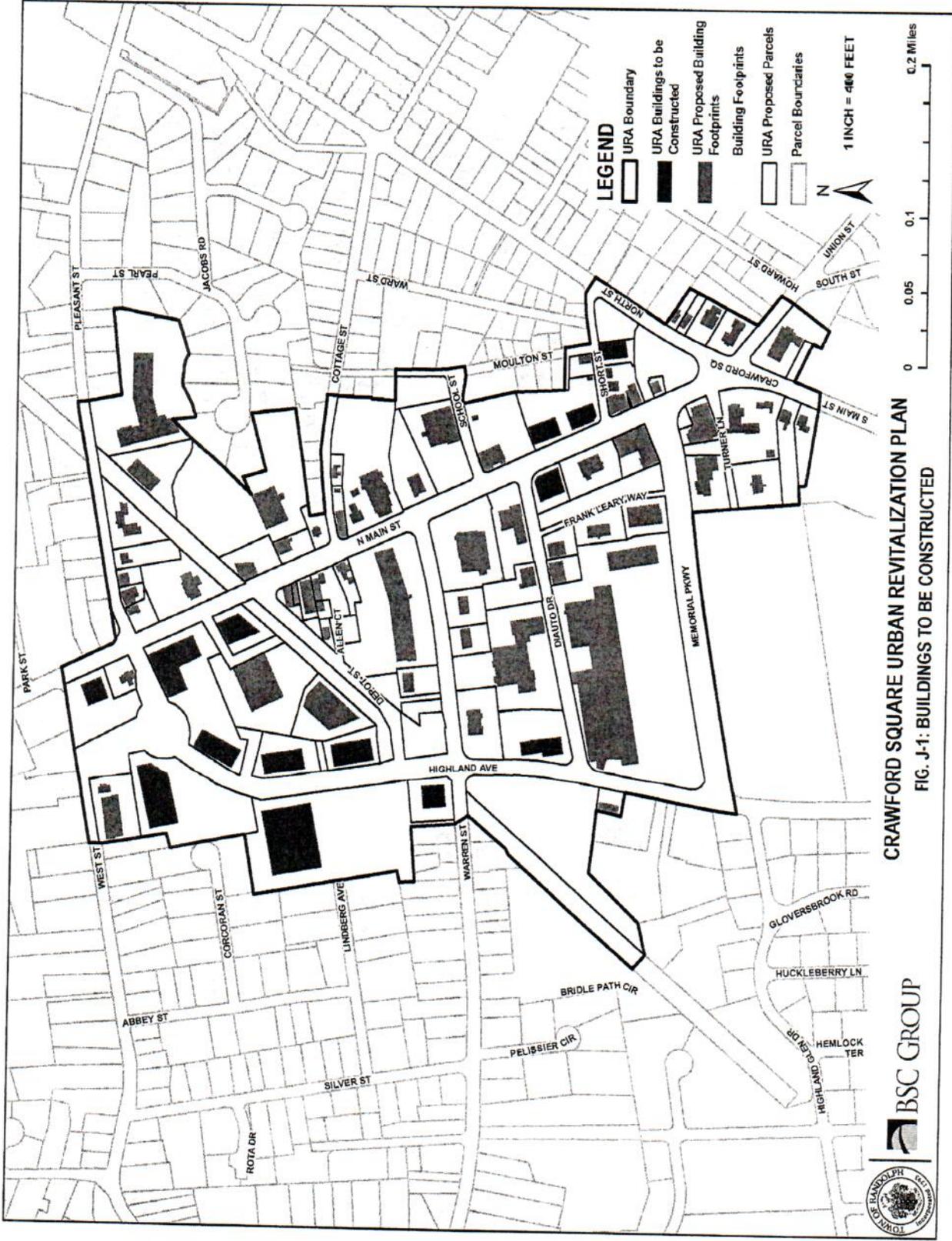


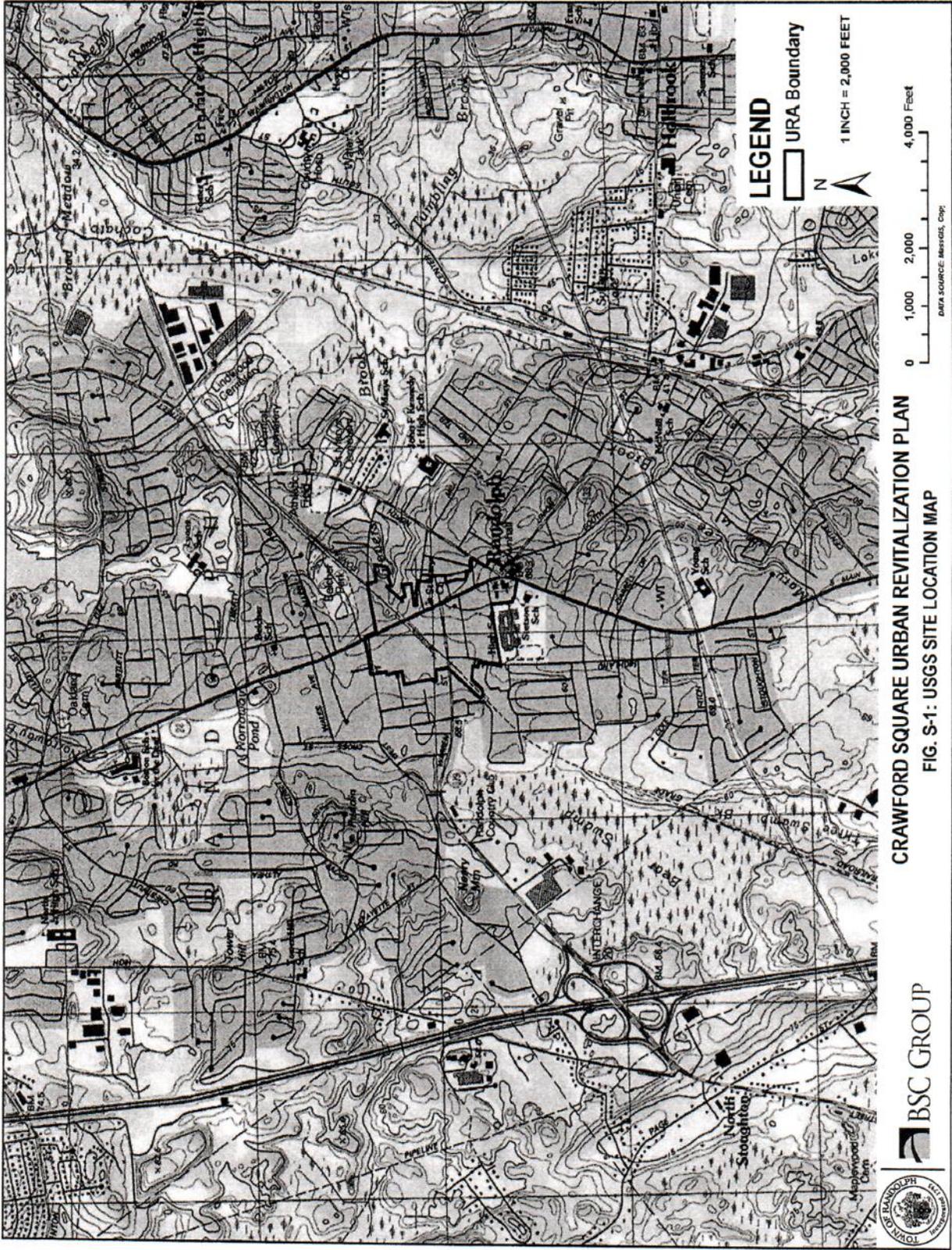
CRAWFORD SQUARE URBAN REVITALIZATION PLAN
 FIG. G-1: DISPOSITION PARCELS







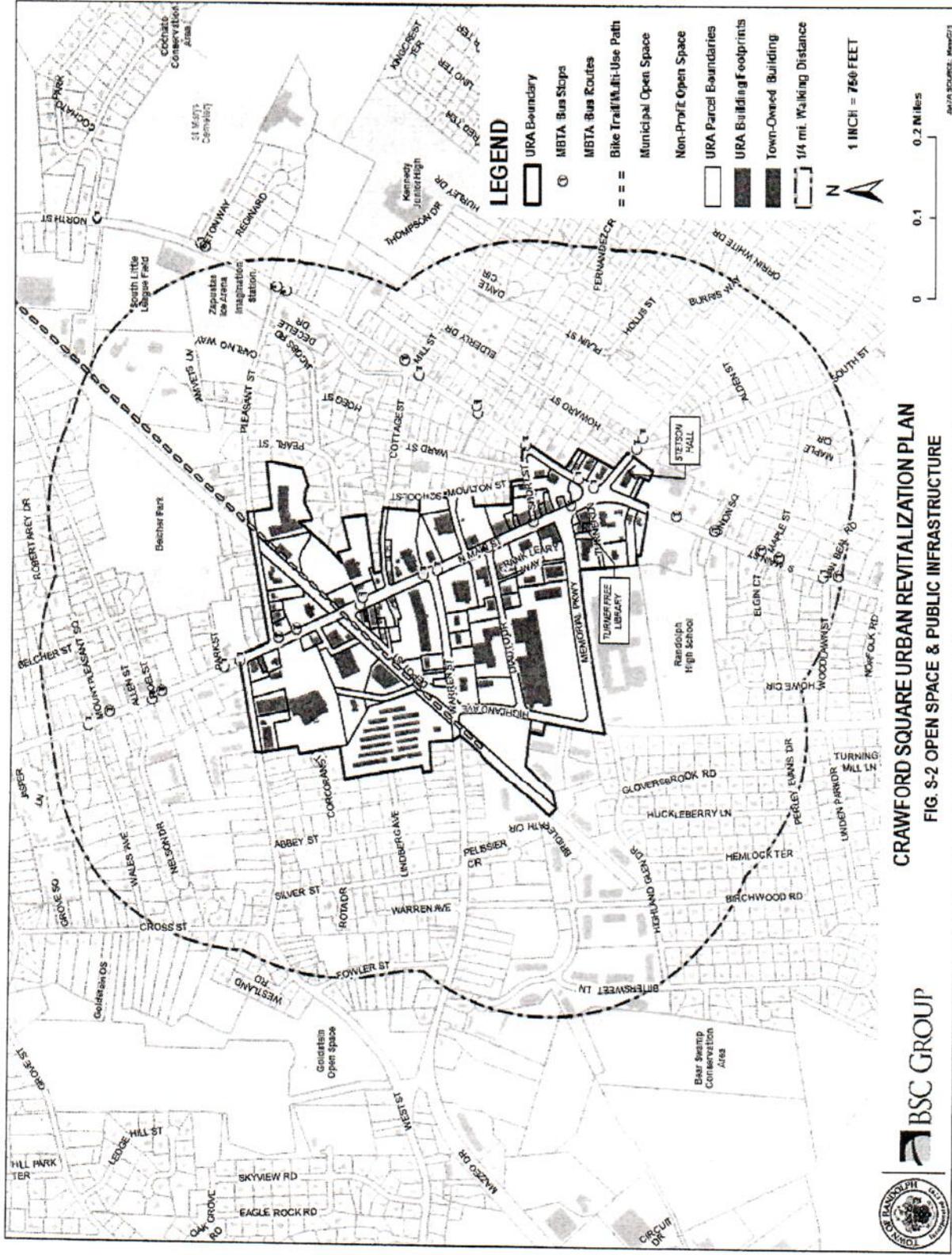




CRAWFORD SQUARE URBAN REVITALIZATION PLAN

FIG. S-1: USGS SITE LOCATION MAP







Section 2: Characteristics



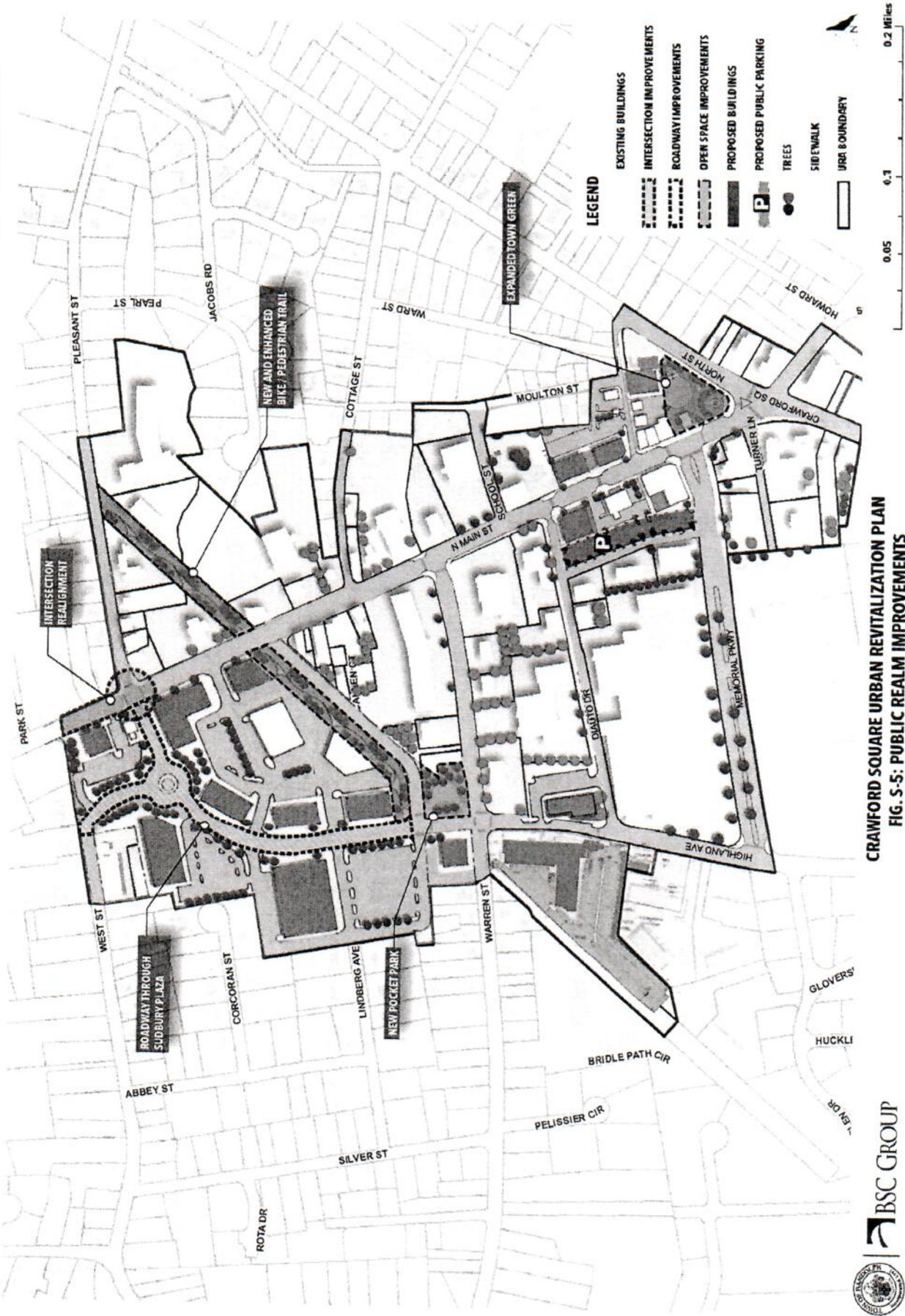
CRAWFORD SQUARE URBAN REVITALIZATION PLAN
 FIG. S-4: CRAWFORD SQUARE URP CONCEPT PLAN



BSC GROUP



Section 2: Characteristics



CRAWFORD SQUARE URBAN REVITALIZATION PLAN
 FIG. S-5: PUBLIC REALM IMPROVEMENTS





Town of Randolph

Office of the
TOWN COUNCIL

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Randolph, Massachusetts 02368
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William Alexopoulos, Jr., President
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Paul V. McDermott

February 26, 2021

Ms. Elizabeth Sherva
Director of Architectural Review
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

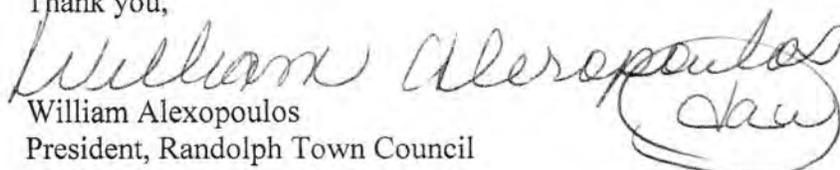
Dear Ms. Sherva:

Attached you will find a copy of the Crawford Square Urban Revitalization Plan that you requested in your February 17, 2021 letter.

The Public Hearing on this plan was opened on January 25, 2021 and was continued until March 22, 2021.

If you have any questions or require additional information, please contact the office.

Thank you,


William Alexopoulos
President, Randolph Town Council

WA/daw

/Enclosures

Environmental Notification Form
Crawford Square Urban Revitalization Plan
Randolph, Massachusetts

Attachment F: Local Approvals

**Crawford Square Urban Revitalization Plan
Town Council Approval Of
Application by the Randolph Redevelopment Authority for Approval of
Crawford Square Urban Renewal Plan (URP) pursuant to
M.G.L. ch. 121B, Section 48 and any other applicable Law**

WHEREAS, the Randolph Redevelopment Authority has undertaken a planning process with public meetings and other research, to consider the preparation of an urban renewal plan to revitalize its downtown area;

WHEREAS, the Randolph Redevelopment Authority authorized the preparation of a Crawford Square Urban Revitalization Plan and convened a Citizens' Advisory Committee in 2019 for the purposes of soliciting public participation and comment;

WHEREAS, the Randolph Redevelopment Authority at a public hearing held on January 25, 2021, voted to find that the Crawford Square Urban Revitalization Area to be a decadent area as the term is defined in M. G. L. c. 121B, §1 and has since voted to approve the Crawford Square Urban Revitalization Plan dated July 2021;

WHEREAS, the town of Randolph Planning Board determined that the Crawford Square Urban Revitalization Plan is based on a local survey and conforms to a comprehensive plan for the town of Randolph as a whole at its public meeting held on November 24, 2020 and whereas this approval is contingent upon the Randolph Planning Board approving the July 2021 Crawford Square Urban Revitalization Plan;

WHEREAS, the Town Council seeks to further the goals and objectives contained in the Crawford Square Urban Revitalization Plan dated July 2021 to promote revitalization opportunities within the Crawford Square Urban Revitalization Area, as defined in the July 2021 plan;

NOW THEREFORE BE IT ORDERED, that the Town Council of the town of Randolph:

1. Finds that there is a clear need and necessity for an urban renewal plan for the town of Randolph; and
2. Approves the boundaries of the Crawford Square Urban Revitalization Plan; and
3. Finds that the Crawford Square Urban Revitalization Area is a decadent area as the term is defined in M.G.L. c. 121B, §1 and is in need of revitalization and redevelopment; and
4. Approves the Urban Renewal Plan entitled "Crawford Square Urban Revitalization Plan, Randolph, Massachusetts," dated July 2021, prepared by BSC Group, for the Crawford Square Urban Revitalization Area; and

5. Authorizes and directs the Town Manager to request that the Randolph Redevelopment Authority submit the Crawford Square Urban Revitalization Plan dated July 2021 to the Department of Housing and Community Development for final approval once it has also been approved by the Randolph Planning Board; and
6. Authorizes the Randolph Redevelopment Authority to approve minor, non-substantive language changes to the Crawford Square Urban Revitalization Plan if such changes are recommended by the Department of Housing and Community Development.

1/25/21: Public Hearing opened. Councilor Clifton made a motion to continue the Public Hearing to February 22, 2021 at 6:30 p.m. Councilor Huff-Larmond seconded the motion. Roll-call vote: 9-0-0.

2/22/21: Public Hearing continued. Councilor Egan made a motion to continue the Public Hearing to March 22, 2021 at 6:30 p.m. Councilor McDermott seconded the motion. Roll-call vote: 8-0-0 (Councilor Burgess absent).

3/22/21: Public Hearing continued. Councilor W. Alexopoulos made a motion to continue the Public Hearing to May 10, 2021 at 6:30 p.m. Councilor Egan seconded the motion. Roll-call vote: 9-0-0.

5/10/21: Public Hearing continued. Referred to Economic Development Subcommittee. Public Hearing continued to June 14, 2021 at 6:30 p.m.

6/14/21: Town Council meeting was cancelled. Public Hearing continued to July 26, 2021 at 6:30 p.m.

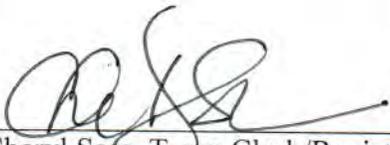
7/26/21: Public Hearing continued. Councilor Burgess made a motion to approve the RA vision that is in front of us and require all property developments in any area to come back to the council for approval. Motion failed for lack of a second.

Councilor Gordon made a motion to approve the Crawford Square Urban Revitalization Plan as presented to the Town Council using the language above. Seconded by Councilor Clerger. Roll-call vote: 8-1-0. Motion passes.

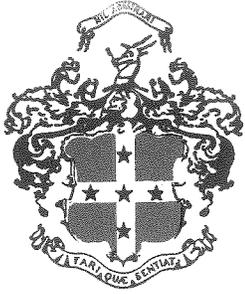
Yays: C. Alexopoulos, W. Alexopoulos, Brewer, Clerger, Clifton, Egan, Gordon and Huff-Larmond

Nays: Burgess




 Cheryl Sass, Town Clerk/Registrar

7/26/21
 Date of Vote



TOWN OF RANDOLPH
INC. 1793

Town of Randolph

OFFICE OF PLANNING BOARD

TOWN HALL
RANDOLPH, MASS. 02368

August 10, 2021

Mr. Arthur Goldstein
Randolph Redevelopment Authority
41 South Main Street
Randolph, MA 02368

Re: Revised Crawford Square Urban Revitalization Plan

Mr. Goldstein~

At the meeting of July 27, 2021, the Randolph Planning Board deliberated on the proposed revisions to the Crawford Square Urban Revitalization Plan presented by the Randolph Redevelopment Authority. By a vote of 4-0-0, the Board found: *"The Crawford Square Urban Revitalization Plan is based on a local survey and it's consistent with the comprehensive plan for the Town of Randolph as a whole and accordance with mass general chapter 121 B section 48, it is recommended that the revised plan be approved as written."*

If I can provide further information to the Redevelopment Authority regarding the Planning Board actions, please let me know.

Sincerely,

Michelle R. Tyler
Director of Planning

Cc: BSC Group

**Randolph Redevelopment Authority
Meeting Minutes
August 17, 2021**

The Randolph Redevelopment Authority held a meeting on Tuesday, August 17, 2021 at 6:00 p.m. via internet zoom. Present at the meeting were the following members: Acting Chair Arthur Goldstein, Maureen Pasquantonio, Arnold Johnson and Sean Fontes.

Also in attendance was Michelle Tyler, Town Planner.

The meeting was duly posted and Arthur Goldstein called the meeting to order at 6:00 p.m.

Maureen Pasquantonio – I would like to start by making a motion to approve the Redevelopment Plan that is dated July 2021.

Sean Fontes – I second that motion.

Roll-call vote: 4-0-0.

Arthur Goldstein – Need to do an election because I am only the acting chair. I sent out this afternoon two sheets of paper with the cash balance. We have a little over \$11k and a status of where we are with the consultants. We owe about \$7k to them. So after paying them we will have about \$4k left. Which is why I asked Brian for the \$50k. What do we want to do in the future? My thought is the easiest major project would be to do the block where Fred's fish is, Short Street and Burger King.

Maureen Pasquantonio – I think that is a good idea because you guys have been meeting about 3 years prior to me joining so there has been a lot of time and effort spent to get us where we are today. I think it would be great if we make a first step at something. Start small.

Arthur Goldstein – That is not small because the assessed value on all those properties is \$2.5M. A developer will have to put in about \$4M just to buy the land. Depending on what they want to do. Retail on the bottom, residential on the top. Probably talking \$25M/\$30M project.

Maureen Pasquantonio – I was talking about space, compared to Sudbury Farms.

Arthur Goldstien – That is the most visible, available space. The Corcoran Building – the last time I checked, I thought the Board of Health had control over that building?

Michelle Tyler – Yes there is Corcoran Family Trust. Not so much the Board of Health has control over it but the Trust document specifies that the building must be used for health-related services and that is why WIC is in there.

Arthur Goldstein – What if it is not used for health related.

Michelle Tyler – Legally you would have to go back to the family trust.

Arthur Goldstein – I don't believe there are any Corcoran alive.

Michelle Tyler – I don't know the terms of the heirs, I have not seen any trust document. It would be worth getting that document to look at. Yes, that building comes into play and has a significant impact.

Arthur Goldstein – That building sits in back of the Burger King parking lot. It would open up the whole area. My question to you, let's say we want to identify that first, do we go and talk to our attorney to have him start a conversation or do we talk to our consultants and say hey guys what do you suggest. Have them come up with a game plan and start talking to these people. So, what do we think makes sense.

Maureen Pasquantonio – Just thinking based on the experience of the consultants. We still have to wait to get approval by the State. Do we know how long that is going to take?

Arthur Goldstein – They haven't even sent it in yet. Whether it is approved or not we should go ahead and do it. Does not mean we cannot put a developer together. The RA would be used if eminent domain is needed.

Michelle Tyler – I am not sure how the process would work. There are at least 3 different owners of that parcel, 4 if you add in Rocco's Tavern. I honestly don't know. I don't know that the Corcoran building could just be transferred over to the town and then have Town Council declare it surplus property and then what. The Frederico's should be willing to sell to the Redevelopment Authority very easily because he has gotten into trouble with those parcels because he cannot separate out the two family home and the bar to two separate parcels. He has to sell it lock, stock and barrel and no one wants it lock, stock and barrel because they messed up some zoning.

Arthur Goldstein – The Redevelopment Authority cannot and will not buy any property because in order for us to buy property we have to pledge the good credit of the town and based on the current make up of the Town Council there are two choices, slim and none.

Michelle Tyler – So I will go back to my answer, I don't know are there some roadblocks along the way, maybe there are speedbumps rather than roadblocks. It would take a significant coordination effort and as long as you have someone coordinating that, your attorney and through the Redevelopment Authority I don't see why it can't be done, it's convincing someone or a private entity to purchase all of the parcel. That private entity has got to have some deep pockets.

Maureen Pasquantonio – So our consultants should have some idea, they have talked about their experience in Quincy and in Lowell when we first came in so they might have some idea of who we should first approach and how to get this started.

Michelle Tyler – The urban revitalization plan that was put together had some design concepts for the Sudbury Farms Plaza but there was not a concept for this area so does a developer say whatever they want.

Maureen Pasquantonio – No the idea for that area was shops on the bottom floor and condos and apartments on the top floor.

Arthur Goldstein – So the question is what can a developer do there based on our redevelopment plan without a major change which will have to go in front of the council and we never know what the council is thinking at any particular time.

Michelle Tyler – What a developer can do and what is best for the square and the redevelopment plan may be two different things and that is why I go back to what is the vision for that area. Let me present a different approach. Retail on the bottom and condos on the top is what was proposed for Sudbury Farms and we know that it's already in existence on Highland Ave. Is it necessary to have that same development on that block or is there something different. One of the things that the BSC approached with early on was making something along the lines of a town square where there is retail around it that encourages pedestrian activity. What you want there probably should drive the conversations with the developer. Retail isn't making money, housing is.

Arthur Goldstein – So what I am hearing is that we go back to the consultant and say you have a blank piece of paper for that area, get something that would be good for the town and the developer would spend the \$25M to \$30M.

Maureen Pasquantonio – I was under the impression that the proposal we are sending to the State already had an outlined image of what we said we wanted based on all the meetings that we had. I know we talked about open space. Don't we have to stay within the parameters of what we are going to get approved for.

Arthur Goldstein – That area talks about mixed use, putting parking in the back. The question is can we go to our consultants and say dress this up a little more. Rather than being a generic plan, give us a plan of what you think should go there. Then we will start talking to the people in the area to see if they want to sell.

Sean Fontes – It's my understanding that the next step that has to happen now after the Town Council voted and approved is for us to send this material to the State. It is my understanding is that it is kind of ministerial what the state does. They approve what we have as long as there are no technical errors. With that being said this discussion now about us making changes to the plan, bringing in consultants, I am a little confused because my understanding is that all the work that we have done over the last couple of

years this is what we were trying to get to. What we have is a conceptual plan so it can still move and change and my understanding is once we have an approved plan and we are ready to hit the streets with the developers we would just ask for plans from developers and as part of that process we have conversations with them, see what they are thinking. As the Redevelopment Authority we would negotiate and come to a happy medium on proposals that aligns with the concept but it is still able to move. My concern is that if we now want to make changes to the conceptual plan where we want to bring the consultant back from a legal standpoint, I am concerned that we might be violating the law in the process. If we are not making more changes and depending upon the degree of those changes do we have to bring it back to the council. The second point I would like to make is that I have done a lot of work before the Boston redevelopment authority and if I had to analogize between Randolph and Boston's redevelopment authority, Boston has much, much more authority than we do. Their authority side is similar to what we do. They accept proposals from developers, developers make presentations. Then the Boston Redevelopment authority takes a look at these plans and sees if they fit within the concept of what the city wants. They then choose the developer. I kind of thought that is how we would be operating but what I am hearing now is something different and my concern is we might be stepping outside the procedural process for what we need to do.

Arthur Goldstein – Some clarification, if you take a look all we have it here are the 3 properties all we are saying is we already have the conceptual plan and we are not going to change the conceptual plan. What we are going to do is flesh out these 5 parcels and come up with a suggestion to a developer. For these parcels on the plan is what do we want to do in keeping with the plan that is good for the town and convince a developer to spend \$25M to \$30M.

Michelle Tyler – There is a thought process to get the conversation started separate from any state approval that this is some combination of town redevelopment authority saying her there is an opportunity can we take advantage of this and my comment does it align with the urban renewal plan so the ideas don't go right and the plan goes left.

Sean Fontes – So I get that and I understand that. Here is my question, It's the thought that looking at the conceptual plan, this particular area, thinking about doing more and kind of encouraging, is the thought to do that before submitting everything to the state for approval?

Arthur Goldstein – No, the state approval should be done some time this week. There is no thought of changing the plan. The thought is what are we going to do next, are we going to do Sudbury which is larger, more owners, more difficult to do or should we take our energy and take do this project which has fewer owners. If it gets done it would have more visibility which could lend itself to when we do Sudbury Farms.

Sean Fontes – I get that. I think another possible approach, I am thinking if we are going to do deeper analysis into the conceptual plan and particular uses and bring in the consultant, the first thing that comes to mind is the budget and what we owe the

consultant. We have \$11k in the account and we owe them \$7k and I am only thinking more money, more money.

Arthur Goldstein – I have already asked Brian for \$50k.

Sean Fontes – Now let me say this, throwing this out there for us to think about. A possible way for us to get done what we want to get done here with more analysis with respect to particular parcels and which we do first, with that being the focus and trying to save some dollars, do we kind look to what Boston does? There is a degree of the developers paying for changes or the possibilities. Let me play this out for you. After we have the approval and let's say we decided instead of us going back and bringing BSC in and looking at possible things we can do with the Burger King area and paying them. I wonder if it's worth us saying you know what let's get a notice to the development world hey listen Randolph Redevelopment is open for business, we have our plan approval, here is the concept, submit ideas to us. As they submit ideas to us we vet those ideas and parcel plans and then those plans that seem viable. We tell a developer we like your initial plan but we kind of thinking this go change your plan. So they pay for it.

Michelle Tyler – That is what we did for the Devine School property.

Sean Fontes – It happens in Boston and the developer pays for it.

Arthur Goldstein – Arnold, as a developer does that make sense because we are not Boston, we are Randolph. Do you think that thought will get some traction?

Arnold Johnson – It is an RFP and the developers submit their plan for the parcel and it is scored on what the Redevelopment Authority wants to see in that space. And I am suggestion acquisition prices too so it's more of a competition.

Michelle Tyler – That was the process the Town Council went through in trying to sell the Devine School the first time around.

Arthur Goldstein – Are we putting the horse before the cart and a little bit without talking to the property owners. Telling them they are in this are we are putting something out for a developer I just want to give you a heads up. What obligation do we have to the current property owner in this area.

Maureen Pasquantonio – I think we should inform them. We have heard that from the beginning to the end and we have talked about this at our beginning. Include them and keep them informed so they know what the next steps are. They wouldn't be able to tell us we can't do that. I think it's best if they are informed.

Sean Fontes – I think we can do both at the same time.

Arthur Goldstein – So what I am hearing A) we get the approval from the State. After we get the approval, we B) send notification out to everyone of the property owners that are in the area saying that your property is in the plan and here is the plan. C) We are also sending out this information to all interested developers to give them a heads up.

Michelle Tyler – If I am a property owner I am not happy with you because I haven't been invited to the conversation. You are telling me you are looking at my property and there is going to be something done, maybe, and maybe you can be a part of it or not. But I haven't been invited to the conversation to say we really want to rehab Crawford Square your parcels are at a prime location, how can we work together. Invite them to the table, it doesn't mean that all of them are going to come or agree but invite them to the table. You know we have talked about Burger King and Jancko and the challenges there but they have pockets. Invite them to the table they might be your developer, I don't think so but it is possible. If I am a property owner I would prefer an invitation for discussion and then if I either fail to participate or present objections then that is a different story.

Arthur Goldstein – We did that once at the beginning of the process which was not very successful. But I understand what you said, time is not of the essence and we have plenty of time. We should try to do it as right as possible and this could be another thing to check off before we do the next thing.

Maureen Pasquantonio – I know the last time we mailed it out to them and many of them said they didn't get it. I wouldn't mind going out and walking in and handing it to them.

Arthur Goldstein – Remember we are not talking about the rental people, we are talking about the owners. Most are owned by absentee people so walking is not going to do any good.

Maureen Pasquantonio – Could we send it out in the mail that they actually have to sign for it so we know for sure that they did get it.

Michelle Tyler – My only comment on that is that during the heat of Covid even if you were sending something by certified returned receipt requested the post office was not requiring signatures, it was the carrier that was signing the green card that they delivered the letter, not the recipient. I think there is only one that is an absentee landlord.

Arthur Goldstein – Are we talking all of the properties?

Maureen Pasquantonio – We are talking that block right out there.

Arthur Goldstein – We might as well because we are going to send out the Redevelopment Plan to all the developers so we should let all the property owners

know. This is the Redevelopment Plan. We might find someone who has been looking to spend \$15M in Randolph so I am going to buy Shaw's Plaza. We don't know.

Michelle Tyler – These are all people we know. The Federicos, I think I have his cell phone number. We know how to reach Billy from Fred's Fish. Clydes' we know how to reach him, he might have just sold. The ones that own the shops, the two barber hair salons they now own it so these are no longer absentee landlords.

Arthur Goldstein – I know that but basically what Sean is saying is get the whole plan out there and have all of the property owners. We don't want people to say how come you picked on this and not on that. So you do the whole plan and send it out. Maybe it's a waste. Let's say we wait six months, maybe a year and there is no developer, what do we do then?

Sean Fontes – I think we can come to the table and decide if we need to do something with the plan to kind of tweak it and make it more inviting or attractive to the developers.

Arthur Goldstein – The only thing that will make it inviting to developers is to have all residential and that would never get through the council. A developer would love a four-story apartment building in the whole area and you would have them running in here and it would never pass the council.

Maureen Pasquantonio – Why don't we try the first step and if it doesn't work after a few months, don't wait a year but then we would have to re look at it and think of a different strategy. Who knows, we might be lucky.

Arthur Goldstein – So what we will do is send out the list of all the owners to Debbie and Michelle to make sure it is correct. We will set up some zoom meetings and let them know. And go forward. I don't know how long it is going to take with the state. Weeks, months, years.

Arthur Goldstein – Election of officers, is anyone interested in being the Chair/President?

Sean Fontes – Would like to make a motion to appoint Arthur Goldstein Chair/Treasurer of the Redevelopment Authority.

Maureen Pasquantonio – I second the motion.

Roll-call vote: 4-0-0.

Arthur Goldstein was voted in as Chair and Treasurer of the Randolph Redevelopment Authority.

Arthur Goldstein – I set up the banking electronically so it's easier to transfer the funds. I asked Brian for \$50k and if you do not know, Brian and I have a history going way

back and may be a little personality involved. Michelle came up with a good idea. Maybe we should send out a formal request on letterhead to him and Maureen has a better relationship with Brian. They are not meeting again in August. After Labor Day Maureen will try to contact Brian to do whatever.

Sean Fontes – This idea of how we can attract developers, I think about a couple of examples. I think about development projects that are done by Massport in the Seaport area and other projects in Boston. Again, I know this is a town of 30,000 and it's not Boston but I think there are some lessons that are transferable and developing some excitement about development in Randolph, I think sometimes you can use tactics and strategies that go beyond just the actual projects, building. For instance, diversity, I know that over the last ten years I think Massport in their development they garnered a lot of attention because of their diversity. Winthrop Square project, it's a tower that is being built in downtown Boston. Being built by a huge developer, Millennium Partners. What they did before they put shovel to the ground along with a tower they went on a press campaign on how intentional they were going to be about social diversity and making sure there would be diverse contracts, sub-contractors and workforce. Randolph can do the same thing.

Arthur Goldstein – Should we reach out and try to become Nubian Square South?

Michelle Tyler – I think Randolph misses out on a lot of opportunities to revision themselves. Randolph doesn't know what it wants to be anymore. It has gone from the sleepy suburban town to a little bit more active and urban. But without a direction and conflict it hasn't found that transition. There are fights that affordable housing is bad and we are fighting that battle on a constant basis. We miss out on funding opportunities that are amazing because we can't get our elected body to modify zoning to accommodate multi family housing. We miss out on celebrating our diverse population. We miss out on celebrating the arts. We are stuck on everyone needs these giant backyards, 4 bedrooms and house 6 cars. We don't have a complete street policy and we miss out on state money every year because we don't think we need sidewalks or bike lanes. We need to rip up the plans and start again to figure out what Randolph needs to be.

Sean Fontes – I agree with you. Logistically speaking something we should think about as the RA possibly exploring and retaining a consultant in that area. From what I have seen we have good folks out there who not only have the expertise in diversity and revisioning but they have good skills in marketing. We might want to explore possible consultants that can help make the case for us.

Arthur Goldstein – We are missing one member, does anyone know anyone who would be a good fit and willing to serve on the Redevelopment Authority.

Sean Fontes – I will check my rolodex.

Arthur Goldstein – we have to get an updated list of the property owners in the area and then get back together for some dates and set up a series of meeting. To tell them this is what we intend to do.

Sean Fontes made a motion to adjourn, seconded by Maureen Pasquantonio. Roll-call vote: 4-0-0.



Town of Randolph

41 South Main Street
Randolph, MA 02368
Ph: 781-961-0901
Fax: 781-961-0937

Christine M. Griffin, Esq.
Town Attorney

September 30, 2021

Department of Housing and Community Development
100 Cambridge Street, Suite 300
Boston, MA 02114

RE: *Opinion of Counsel*
Town of Randolph
CRAWFORD SQUARE URBAN REVITALIZATION PLAN

To Whom It May Concern,

I, Christine M. Griffin, duly appointed in-house Town Attorney for the city known as the Town of Randolph, Massachusetts, hereby certify, pursuant to the requirements of 760 C.M.R. 12.02(14), that:

The *Crawford Square Urban Revitalization Plan* was approved in a series of votes by the Randolph Redevelopment Authority, culminating in approval of the *Crawford Square Urban Revitalization Plan* dated July 2021 on August 17, 2021, as reflected in the minutes of that board. The *Crawford Square Urban Revitalization Plan* dated July 2021 was approved by the Randolph Planning Board on July 27, 2021 and by the Randolph Town Council, after a public hearing, on July 26, 2021. The *Crawford Square Urban Revitalization Plan* is in compliance with all applicable laws, including the applicable requirements set forth in M.G.L. ch. 121B, 760 C.M.R. 12.00 and M.G.L. ch. 79A.

I hereby certify that, to the best of my knowledge and belief, the above-listed certification is true, complete and accurate.

IN WITNESS WHEREOF, signed this 30th day of September, 2021.

Sincerely,

Christine M. Griffin, Esq.
Town Attorney

cc: Brian Howard, Randolph Town Manager

Environmental Notification Form
Crawford Square Urban Revitalization Plan
Randolph, Massachusetts

**Attachment G: Crawford Square Urban Revitalization Plan Fact Sheet
(English and Haitian Creole)**

Crawford Square Urban Revitalization Plan

The Crawford Square Urban Revitalization Plan (URP) in downtown Randolph was initiated by the Randolph Redevelopment Authority (RRA), which voted to approve the URP on August 17, 2021. The Massachusetts Department of Housing and Community Development conditionally approved the URP on November 30, 2021, subject to the Massachusetts Environmental Policy Act (MEPA) environmental review process. An Environmental Notification Form for the URP will be submitted to the MEPA Office on or before December 31, 2021.

Crawford Square Urban Revitalization Plan Vision:

To transform the Crawford Square Business District into a vibrant commercial and cultural area that is reflective of the diverse population of the town. To guide this transformation, the RRA has identified specific areas and public spaces for improvements.

Goals:

- Support economic reuse of vacant and underutilized parcels
- Encourage mixed uses and higher density
- Improve vehicular circulation
- Improve bicycle and pedestrian connectivity
- Expand open space amenities
- Provide placemaking and wayfinding enhancements to reinforce downtown Randolph as a destination

The Crawford Square Urban Revitalization Plan is available for download here: <https://we.tl/t-iRhbdNwIHV>

WHAT IS URBAN RENEWAL?

Urban Renewal is the process of revitalizing underutilized areas in neighborhoods, towns, and cities for commercial, business, residential, and other uses.

This process was established by the Massachusetts Legislature, and allows urban renewal agencies to take public actions to help foster growth in communities.

WHY IS URBAN RENEWAL IMPORTANT?

Urban Renewal is important because it helps cities and towns restore a character and sense of place that may have been lost over years of disinvestment.

Redevelopment authorities accomplish this by attracting private investment, usually through a series of strategic public actions.

Crawford Square
Urban Revitalization Plan Area



Randolph Redevelopment Authority
41 South Main Street
Randolph, MA 02368

Katye Crawford

Plan pou Reyamenajman nan Vil

Se Otorite pou Reyamenajman Randolph yo (RRA) ki te lanse Plan pou Reyamenajman nan Vil nan Katye Crawford (URP) la, nan sant vil Randolph, yo te vote pou apwouve URP a nan dat 17 Out 2021. Ministè pou Lojman ak pou Devlopman Kominotè nan Masachousèt apwouve avèk kondisyon URP a nan dat 30 Novanm 2021, sou rezèv nan pwosesis kontwòl anviwònmantral lalwa sou politik anviwònmantral nan Masachousèt (MEPA) te prevwa. Nan dat 31 desanm pou pi ta, y ap voye fòmilè deklarasyon anviwònmantral pou PRU a bay biwo MEPA a.

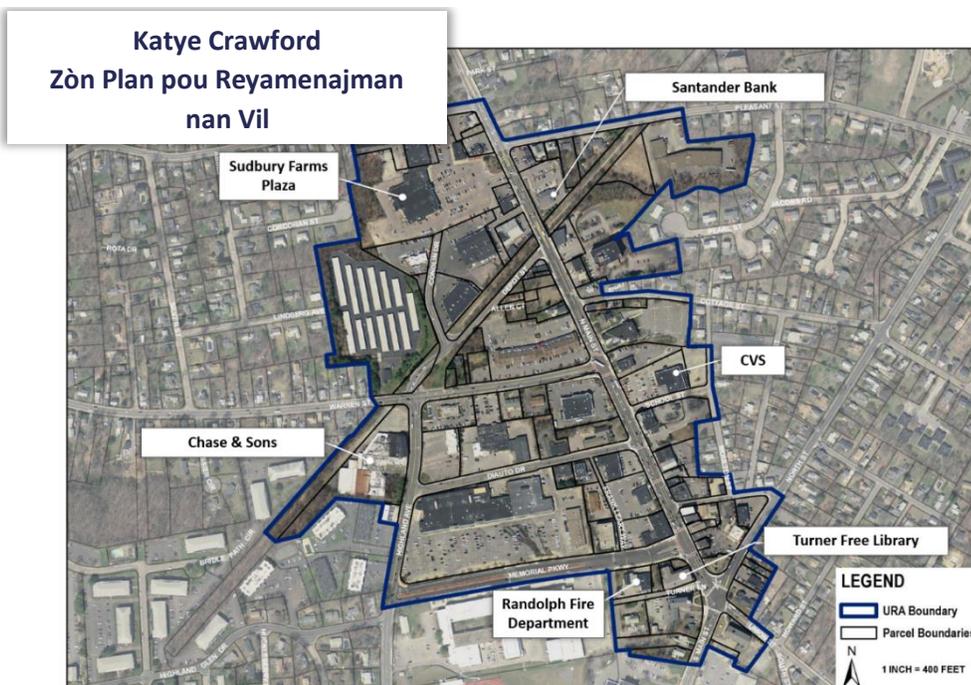
Objektif Plan pou Reyamenajman nan Vil nan Katye Crawford

Pou transfòme katye komèsyal Crawford la an yon zòn komèsyal ak kiltirèl ki gen anpil aktivite ki koresponn ak tout kalite moun ki nan vil la. Pou akonpaye transfòmasyon sa a, RRA te idantifye zòn ak espas piblik byen presi ki merite amenaje.

Objektif:

- Ankouraje valorizasyon ekonomik espas ki vid oswa espas yo pa itilize souvan yo
- Ankouraje itilizasyon ki miks ak yon pi gwo konsantrasyon.
- Amelyore sikilasyon machin
- Amelyore sikilasyon bisiklèt ak pyeton
- Ogmante amenajman espas ouvè yo
- Pote amelyorasyon nan amenajman zòn yo ak nan siyalizasyon an pou ranfòse sant vil Randolph la kòm yon vil referans.

Plan pou Reyamenajman nan Vil nan Katye Crawford la disponib pou telechaje la a: <https://we.tl/t-iRhbdNwIHV>



KI SA DEVLOPMAN NAN VIL YE?

Renovasyon nan vil se mwayen pou reyamenaje zòn defavorize nan katye yo, nan vil yo ak nan vilaj yo, pou ka gen komès, magazen, kay prive, ansanm ak lòt sèvis.

Se palman Masachousèt la ki te pran inisyativ sa a, epi bay ajan devlopman nan vil yo posiblite pou pran desizyon k ap favorize devlopman nan tout kominote yo.

POUKISA DEVLOPMAN NAN VIL YO ENPÒTAN?

Devlopman nan vil yo enpòtan paske sa pèmèt vil yo ak vilaj yo rejwenn estil ak karakteristik yo te pèdi depi plizyè ane kote yo pa t fè investisman.

Otorite nan reyamenajman yo ankouraje investisman prive. An jeneral, yo rive fè sa grasa yon seri aksyon estratejik piblik.

Environmental Notification Form
Crawford Square Urban Revitalization Plan
Randolph, Massachusetts

Attachment H: RMAAT Climate Resilience Design Standards Tool Output Report

RMAT Climate Resilience Design Standards Tool Project Report

Crawford Square Urban Revitalization Plan (Town of Randolph)

Date Created: 11/10/2021 10:23:46 AM

Created By: jtozer

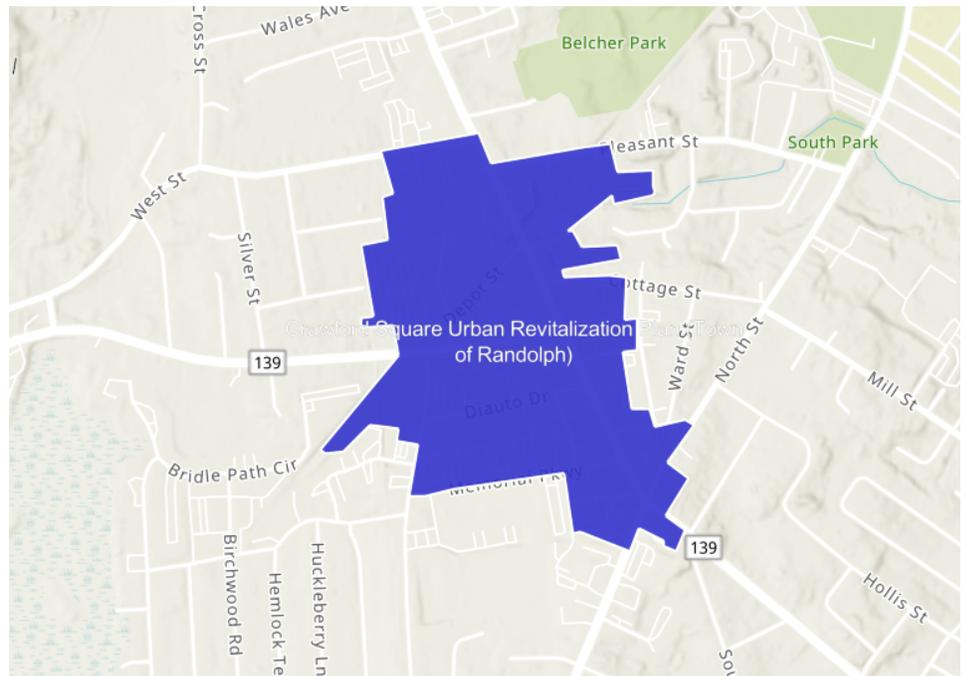
Project Summary

[Link to Project](#)

Estimated Construction Cost: \$49442800.00

Useful Life: 2070 - 2079

Ecosystem Benefits	Scores
Project Score	Low
Exposure	Scores
Sea Level Rise/Storm Surge	Not Exposed
Extreme Precipitation - Urban Flooding	Moderate Exposure
Extreme Precipitation - Riverine Flooding	High Exposure
Extreme Heat	High Exposure



Asset Summary

Number of Assets: 2

Asset Risk	Sea Level Rise/Storm Surge	Extreme Precipitation - Urban Flooding	Extreme Precipitation - Riverine Flooding	Extreme Heat
Proposed Redevelopment	Low Risk	Moderate Risk	High Risk	High Risk
Proposed Public Improvements	Low Risk	Moderate Risk	High Risk	High Risk

Project Outputs

	Target Planning Horizon	Intermediate Planning Horizon	Percentile	Return Period	Tier
Sea Level Rise/Storm Surge					
Proposed Redevelopment					
Proposed Public Improvements					
Extreme Precipitation					
Proposed Redevelopment	2070			10-yr (10%)	Tier 2
Proposed Public Improvements	2050			10-yr (10%)	Tier 2
Extreme Heat					
Proposed Redevelopment	2070		50th		Tier 2
Proposed Public Improvements	2050		50th		Tier 2

Scoring Rationale - Exposure

Sea Level Rise/Storm Surge

This project received a "Not Exposed" because of the following:

- Not located within the predicted mean high water shoreline by 2030
- No historic coastal flooding at project site
- Not located within the Massachusetts Coastal Flood Risk Model

Extreme Precipitation - Urban Flooding

This project received a "Moderate Exposure" because of the following:

- Projected increase in rainfall within project's useful life
- No historic flooding at project site
- No increase to impervious area

Extreme Precipitation - Riverine Flooding

This project received a "High Exposure" because of the following:

- Exposed to riverine flooding within the project's useful life
- No historic riverine flooding at project site

Extreme Heat

This project received a "High Exposure" because of the following:

- 30+ days increase in days over 90 deg. F within project's useful life
- Located within 100 ft of existing water body
- No increase to impervious area

Scoring Rationale - Asset Risk Scoring

Asset - Proposed Redevelopment

Primary asset criticality factors influencing risk ratings for this asset:

- Asset may inaccessible/inoperable for more than a day but less than a week after natural hazard event
- Less than 1,000 people would be directly affected by the loss/inoperability of the asset
- The building is located in an environmental justice community, and/or does provide services to vulnerable populations
- Inoperability of the asset would not be expected to result in injuries
- Cost to replace is less than \$10 million
- There are no hazardous materials in the asset

Asset - Proposed Public Improvements

Primary asset criticality factors influencing risk ratings for this asset:

- Asset can be inaccessible/inoperable more than a week after natural hazard event without consequences
- Loss/inoperability of the asset would have impacts limited to local area and/or municipality
- The infrastructure is located in an environmental justice community, and/or does provide services to vulnerable populations
- Inoperability of the asset would not be expected to result in injuries
- Inoperability may moderately impact other facilities, assets, or buildings, but is not expected to affect their ability to operate
- There are no hazardous materials in the asset

Project Design Standards Output

Asset: Proposed Redevelopment Building/Facility

Sea Level Rise/Storm Surge Low Risk

Applicable Design Criteria

- Tidal Benchmarks:** No
- Stillwater Elevation:** No
- Design Flood Elevation (DFE):** No
- Wave Heights:** No
- Duration of Flooding:** No
- Design Flood Velocity:** No
- Wave Forces:** No
- Scour or Erosion:** No

Extreme Precipitation Moderate Risk

Target Planning Horizon: 2070
Return Period: 10-yr (10%)

Applicable Design Criteria

Tiered Methodology: Tier 2 ([Link](#))

Total Precipitation Depth for 24-hour Design Storms: Yes

Peak Intensity for 24-hour Design Storms: Yes

Riverine Peak Discharge: Yes

Riverine Peak Flood Elevation: Yes

Duration of Flooding for Design Storm: Yes

Flood Pathways: Yes

Extreme Heat

High Risk

Target Planning Horizon: 2070

Percentile: 50th Percentile

Applicable Design Criteria

Tiered Methodology: Tier 2 ([Link](#))

Annual/Summer/Winter Average Temperature: Yes

Heat Index: Yes

Days Per Year With Max Temperature > 95°F: Yes

Days Per Year With Max Temperature > 90°F: Yes

Days Per Year With Max Temperature < 32°F: Yes

Number of Heat Waves Per Year: Yes

Average Heat Wave Duration (Days): Yes

Cooling Degree Days (Base = 65°F): Yes

Heating Degree Days (Base = 65°F): Yes

Growing Degree Days: No

Asset: Proposed Public Improvements

Infrastructure

Sea Level Rise/Storm Surge

Low Risk

Applicable Design Criteria

Tidal Benchmarks: No

Stillwater Elevation: No

Design Flood Elevation (DFE): No

Wave Heights: No

Duration of Flooding: No

Design Flood Velocity: No

Wave Forces: No

Scour or Erosion: No

Extreme Precipitation

Moderate Risk

Target Planning Horizon: 2050

Return Period: 10-yr (10%)

Applicable Design Criteria

Tiered Methodology: Tier 2 ([Link](#))

Total Precipitation Depth for 24-hour Design Storms: Yes

Peak Intensity for 24-hour Design Storms: Yes

Riverine Peak Discharge: Yes

Riverine Peak Flood Elevation: Yes

Duration of Flooding for Design Storm: Yes

Flood Pathways: Yes

Extreme Heat

High Risk

Target Planning Horizon: 2050

Percentile: 50th Percentile

Applicable Design Criteria

Tiered Methodology: Tier 2 ([Link](#))

Annual/Summer/Winter Average Temperature: Yes

Heat Index: Yes

Days Per Year With Max Temperature > 95°F: Yes

Days Per Year With Max Temperature > 90°F: Yes

Days Per Year With Max Temperature < 32°F: Yes

Number of Heat Waves Per Year: Yes

Average Heat Wave Duration (Days): Yes
Cooling Degree Days (Base = 65°F): No
Heating Degree Days (Base = 65°F): No
Growing Degree Days: No

Project Inputs

Core Project Information

Name:	Crawford Square Urban Revitalization Plan (Town of Randolph)
Given the expected useful life of the project, through what year do you estimate the project to last (i.e. before a major reconstruction/renovation)?	2070 - 2079
Location of Project:	Randolph
Estimated Capital Cost:	\$49,442,800
Entity Submitting Project:	Randolph
Is this project being submitted as part of a state grant application?	No
Which grant program?	
Is climate resiliency a core objective of this project?	No
Is this project being submitted as part of the state capital planning process?	No
Is this project being submitted as part of a regulatory review process?	Yes
Brief Project Description:	Under the Urban Renewal Program (M.G.L. c.121B), municipalities are authorized to redevelop and revitalize decadent and blighted areas for commercial, residential, recreational, or other uses. The Crawford Square Urban Revitalization Plan (URP) in downtown Randolph was initiated by the Randolph Redevelopment Authority, which voted to approve the URP on August 17, 2021. The MA Department of Housing and Community Development conditionally approved the URP on November 30, 2021, subject to MEPA approval. The URP is a blueprint for action over a 20-year implementation phase. The Plan articulates a conceptual vision for the WURD and identifies specific activities, including public improvements, that will facilitate the revitalization of this area by attracting new or expanding existing businesses, encouraging mixed-use residential development, improving circulation for pedestrians, vehicles, and public transit, enhancing visitor experience for business customers, and strengthening the quality of life for residents.

Project Ecosystem Benefits

Provides flood protection through green infrastructure or nature-based solutions	No
Provides storm damage mitigation	No
Provides groundwater recharge	No
Protects public water supply	No
Filters stormwater	No
Improves water quality	No
Promotes decarbonization	No
Enables carbon sequestration	No
Provides oxygen production	No
Improves air quality	No
Prevents pollution	No
Remediates existing sources of pollution	Yes
Protects fisheries, wildlife, and plant habitat	No
Protects land containing shellfish	No
Provides pollination	No
Provides recreation	Yes
Provides cultural resources/education	No

Project Climate Exposure

Does the project site have a history of coastal flooding?	No
Does the project site have a history of flooding during extreme precipitation events (unrelated to water/sewer damages)?	Unsure
Does the project site have a history of riverine flooding?	No
Does the project result in a net increase in impervious area of the site?	No
Are existing trees being removed as part of the proposed project?	No

Project Assets

Asset: Proposed Redevelopment
 Asset Type: Typically Occupied
 Asset Sub-Type: Mixed-use building
 Construction Type: New Construction
 Construction Year: 2025
 Useful Life: 40

Identify the length of time the asset can be inaccessible/inoperable without significant consequences.

Building may be inaccessible/inoperable for more than a day, but less than a week after natural hazards events without consequences

Identify the geographic area directly affected by permanent loss or significant inoperability of the building/facility.

Impacts limited to site only

Identify the population directly served that would be affected by the permanent loss of use or inoperability of the building/facility.

Less than 1,000 people

Identify if the building/facility is located within an environmental justice community or provides services to vulnerable populations.

The building is located in an environmental justice community, and/or provides some services to vulnerable populations (services are not available elsewhere to same population)

If the building/facility became inoperable for longer than acceptable in Question 1, how, if at all, would it be expected to impact people's health and safety?

Inoperability of the building/facility would not be expected to result in injuries

What are the environmental impacts related to spills/releases of hazardous materials as a result of loss of the building/facility functionality?

There are no hazardous materials in the building/facility

What are the impacts on other facilities, assets, and/or infrastructure as a result of loss of the building/facility functionality?

Minor – Inoperability will not likely affect other facilities, assets, or buildings

What are the direct costs to replace the loss of the building/facility?

Less than \$10 million

Is this a recreational facility which can be vacated during a natural hazard event?

No

If the building/facility became inoperable for longer than acceptable in Question 1, what are the public and/or social services impacts?

Many alternative programs and/or services are available to support the community

If the building/facility became inoperable for longer than acceptable in Question 1, what are the environmental impacts related to natural resources?

No impact on surrounding natural resources is expected

What are the impacts to government services as a result of loss of building functionality (i.e. the building is not able to serve or operate its intended users or function)?

Loss of building is not expected to reduce the ability to maintain government services.

What are the impacts to loss of confidence in government resulting from loss of building functionality (i.e. the building asset is not able to serve or operate its intended users or function)?

No Impact

Asset: Proposed Public Improvements

Asset Type: Transportation

Asset Sub-Type: Roads (local)

Construction Type: Major Repair/Retrofit

Construction Year: 2023

Useful Life: 18

Identify the length of time the asset can be inaccessible/inoperable without significant consequences.

Infrastructure may be inaccessible/inoperable more than a week after natural hazard event without consequences.

Identify the geographic area directly affected by permanent loss or significant inoperability of the infrastructure.

Impacts would be limited to local area and/or municipality

Identify the population directly served that would be affected by the permanent loss or significant inoperability of the infrastructure.

Less than 10,000 people

Identify if the infrastructure is located within an environmental justice community or provides services to vulnerable populations.

The infrastructure is located in an environmental justice community, and/or provides some services to vulnerable populations (services are not available elsewhere to same population)

Will the infrastructure reduce the risk of flooding?

No

If the infrastructure became inoperable for longer than acceptable in Question 1, how, if at all, would it be expected to impact people's health and safety?

Inoperability of the infrastructure would not be expected to result in injuries

If there are hazardous materials in your infrastructure, what are the extents of impacts related to spills/releases of these materials?

There are no hazardous materials in the infrastructure

If the infrastructure became inoperable for longer than acceptable in Question 1, what are the impacts on other facilities, assets, and/or infrastructure?

Moderate – Inoperability may impact other facilities, assets, or buildings, but cascading impacts do not affect the ability of other facilities, assets, or buildings to operate

If the infrastructure was damaged beyond repair, how much would it approximately cost to replace?

Less than \$10 million

Does the infrastructure function as an evacuation route during emergencies? This question only applies to roadway projects.

No

If the infrastructure became inoperable for longer than acceptable in Question 1, what are the environmental impacts related to natural resources?

No impact on surrounding natural resources is expected

If the infrastructure became inoperable for longer than acceptable in Question 1, what are the impacts to government services (i.e. the infrastructure is not able to serve or operate its intended users or function)?

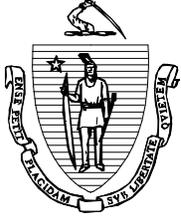
Loss of infrastructure is not expected to reduce the ability to maintain government services

What are the impacts to loss of confidence in government resulting from loss of infrastructure functionality (i.e. the infrastructure asset is not able to serve or operate its intended users or function)?

No Impact

Environmental Notification Form
Crawford Square Urban Revitalization Plan
Randolph, Massachusetts

Attachment I: DHCD Approval



Commonwealth of Massachusetts
**DEPARTMENT OF HOUSING &
COMMUNITY DEVELOPMENT**

Charles D. Baker, Governor ♦ Karyn E. Polito, Lt. Governor ♦ Jennifer D. Maddox, Undersecretary

November 30, 2021

Arthur Goldstein
Vice Chair
Randolph Redevelopment Authority
41 South Main Street
Randolph, MA 02368

RE: Crawford Square Urban Revitalization Plan – Approved

Dear Mr. Goldstein:

The Department of Housing and Community Development (the Department) received the Town of Randolph's urban renewal plan entitled *Crawford Square Urban Revitalization Plan* (the Plan) which was approved by the Town Council on July 26, 2021. This 20-year plan envisions the transformation of the Crawford Square Business District into a vibrant commercial and cultural area that is reflective of the diverse population of the town. Plan implementation is expected to solidify and reenergize Crawford Square's standing as the principal focus for civic, cultural and social functions, incentivize entrepreneurship and small business owners, and support and encourage the existing businesses in the Crawford Square Business District to grow.

The objectives of the Plan include: parcel acquisition and assemblage to support economic reuse of vacant and underutilized parcels; roadway improvements to support reuse, redevelopment, and future growth; public space improvements to reinforce downtown Randolph as a destination; parking improvements to increase efficiency; and connectivity and circulation improvements to create a vibrant atmosphere.

Pursuant to M.G.L. Chapter 121B, § 48 the Department has reviewed the Urban Renewal Plan submission and makes the following findings:

- The project area would not, by private enterprise alone, and without either government subsidy or the exercise of governmental powers, be made available for urban renewal.
- The proposed land uses and building requirements in the project area will afford maximum opportunity to privately financed urban renewal consistent with the sound needs of the City as a whole.
- The financial plan is sound.
- The project area qualifies as a decadent, substandard or blighted open area.

- The Urban Renewal Plan is sufficiently complete.
- The Randolph Redevelopment Authority must request designation of a Relocation Advisory Agency and submit a Relocation Plan for approval to the Bureau of Relocation prior to the commencement of any relocation activities pursuant to M.G.L. Chapter 79A and 760 CMR 27.00.

The Department concurs with the finding of the Town of Randolph Planning Board that the Plan is based upon a local survey and conforms to existing planning documents covering the urban renewal area as a whole, including, but not limited to, a comprehensive plan for the locality.

Please be advised that, except as set out in 760 CMR 12.04 (3), pursuant to 760 CMR 12.04, Land Acquisition, two recent, independent appraisals must be submitted to the Department prior to actual land acquisitions.

The Department approves the *Crawford Square Urban Revitalization Plan*. As a condition to this Plan approval, the Randolph Redevelopment Authority must obtain the necessary MEPA approval of the Urban Renewal Plan and any known redevelopment project in accordance with the Massachusetts Environmental Policy Act. Please forward a copy of MEPA's approval to DHCD upon receipt.

On behalf of Governor Baker, the Department looks forward to working with the Town of Randolph and the Randolph Redevelopment Authority in the future on the successful implementation of this urban renewal plan.

If you have any questions, please contact Maggie Schmitt, Urban Renewal and Relocation Coordinator at Maggie.Schmitt@mass.gov.

Sincerely,



Louis Martin, Director
Division of Community Services

Cc: Brian P. Howard, Randolph Town Manager
Jef Fasser, BSC Group
Jeanette Tozer, BSC Group