

# **CRAWFORD SQUARE URBAN REVITALIZATION PLAN**

## **Randolph, MA**

**APRIL 2021**



### **SUBMITTED TO:**

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## List of Acronyms

Acronym	Definition
AUL	Activity and Use Limitation
BSC	BSC Group, Inc.
DHCD	MA Department of Housing and Community Development
EEA	MA Executive Office of Energy and Environmental Affairs
ENF	Environmental Notification Form
MassDEP	MA Department of Environmental Protection
MassDOT	MA Department of Transportation
MBTA	Massachusetts Bay Transportation Authority
MCP	Massachusetts Contingency Plan
MHC	MA Historical Commission
MEPA	Massachusetts Environmental Policy Act
NRHP	National Register of Historic Places
PACE	Property Assessed Clean Energy Program
RRA	Randolph Redevelopment Authority
TAP	Technical Assistance Panel
TIF	Tax Increment Financing
ULI	Urban Land Institute
URA	Crawford Square Urban Revitalization Area
URP	Crawford Square Urban Revitalization Plan

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## 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 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 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.

## 12.02 (2) Characteristics

### 2.1. Crawford Square Urban Revitalization Area Figures

The plans and information presented herein describe the existing and proposed future characteristics of the URA. *Section 2.1* of this chapter presents the required and supplemental maps for the Project. *Section 2.2* provides additional discussions of map content. Additional information is presented throughout **Chapter 12.02 (3) Eligibility**.

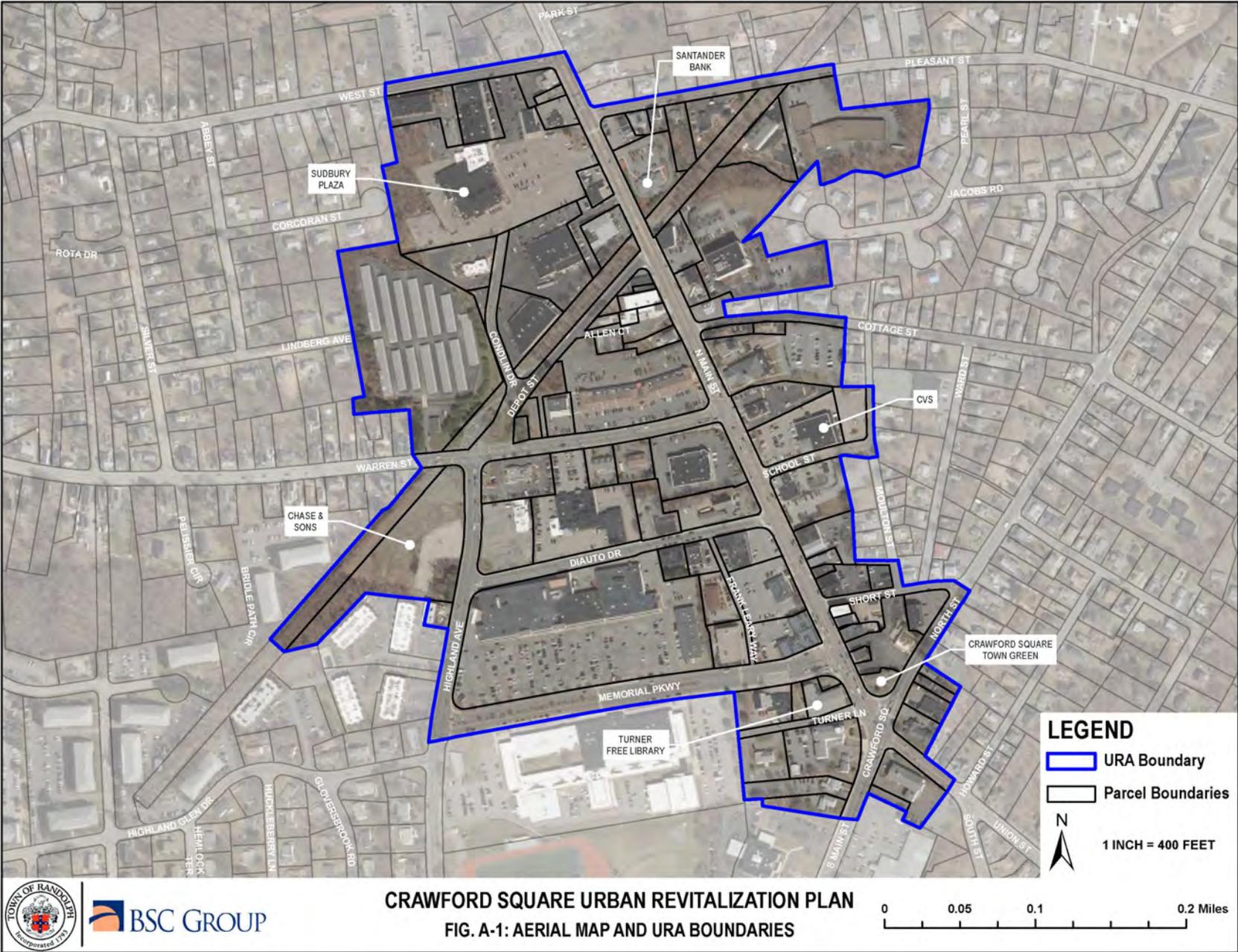
The maps presented herein and listed below adhere to DHCD's requirements for Urban Renewal Plans.

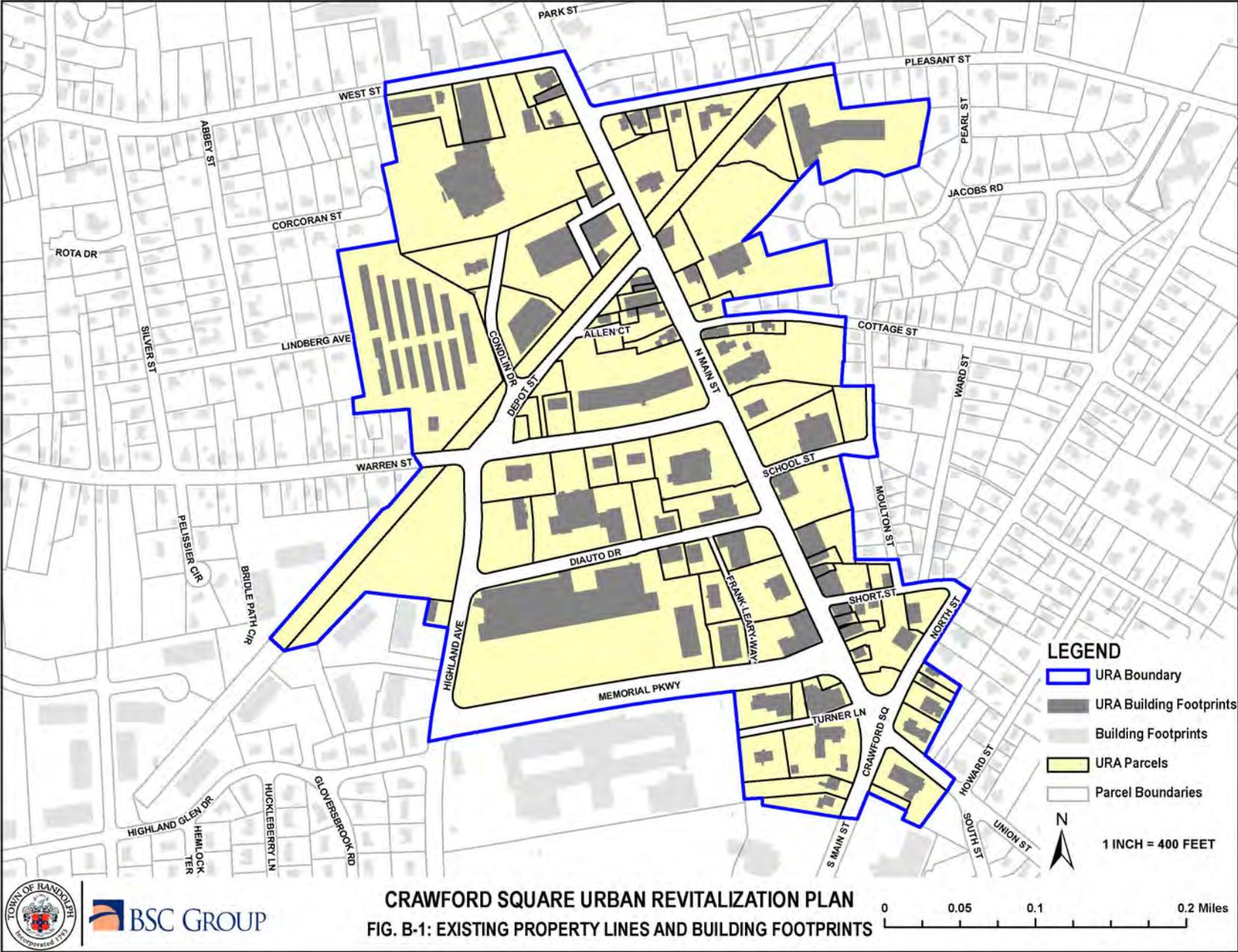
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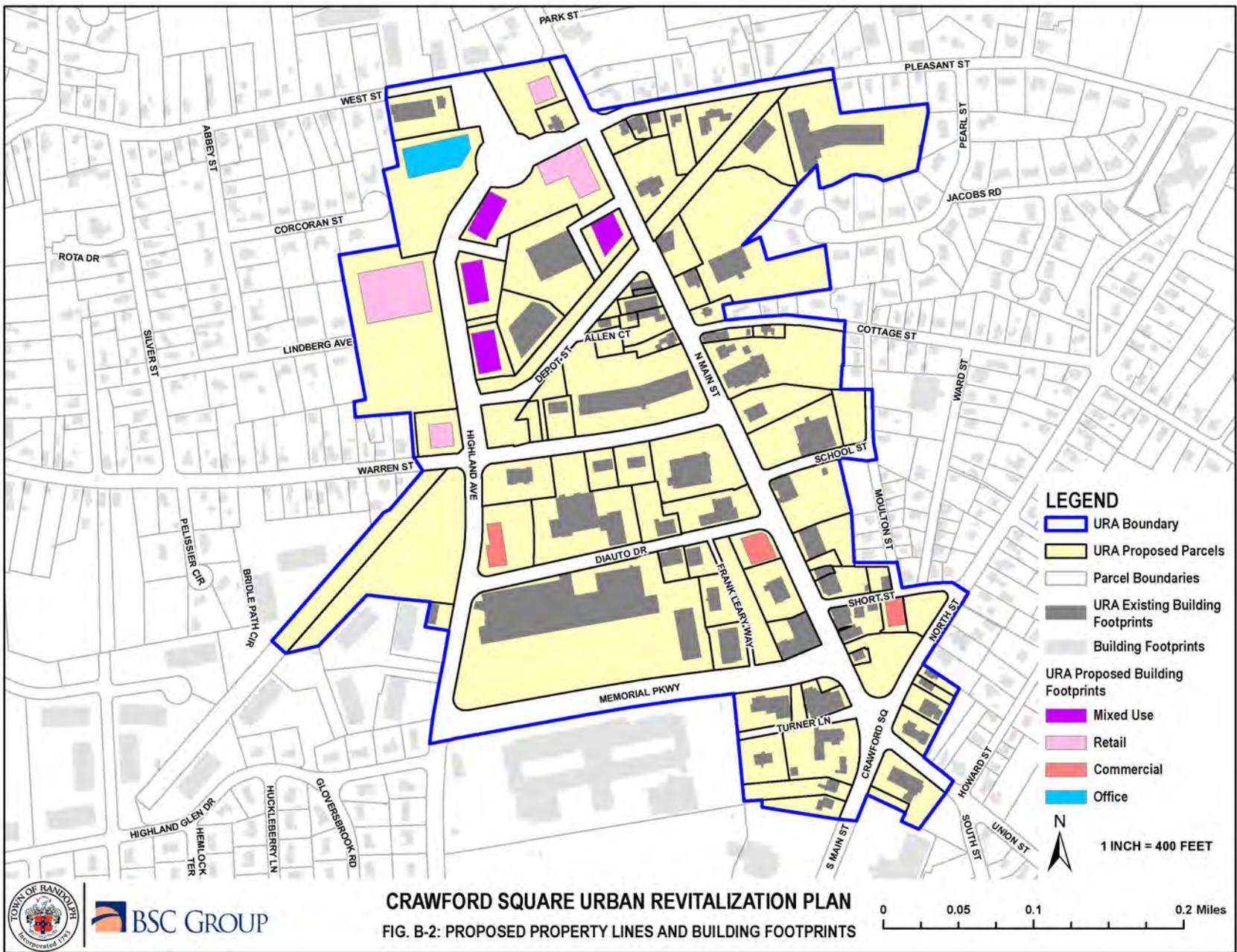
- A-1 Aerial Map with URA Boundaries
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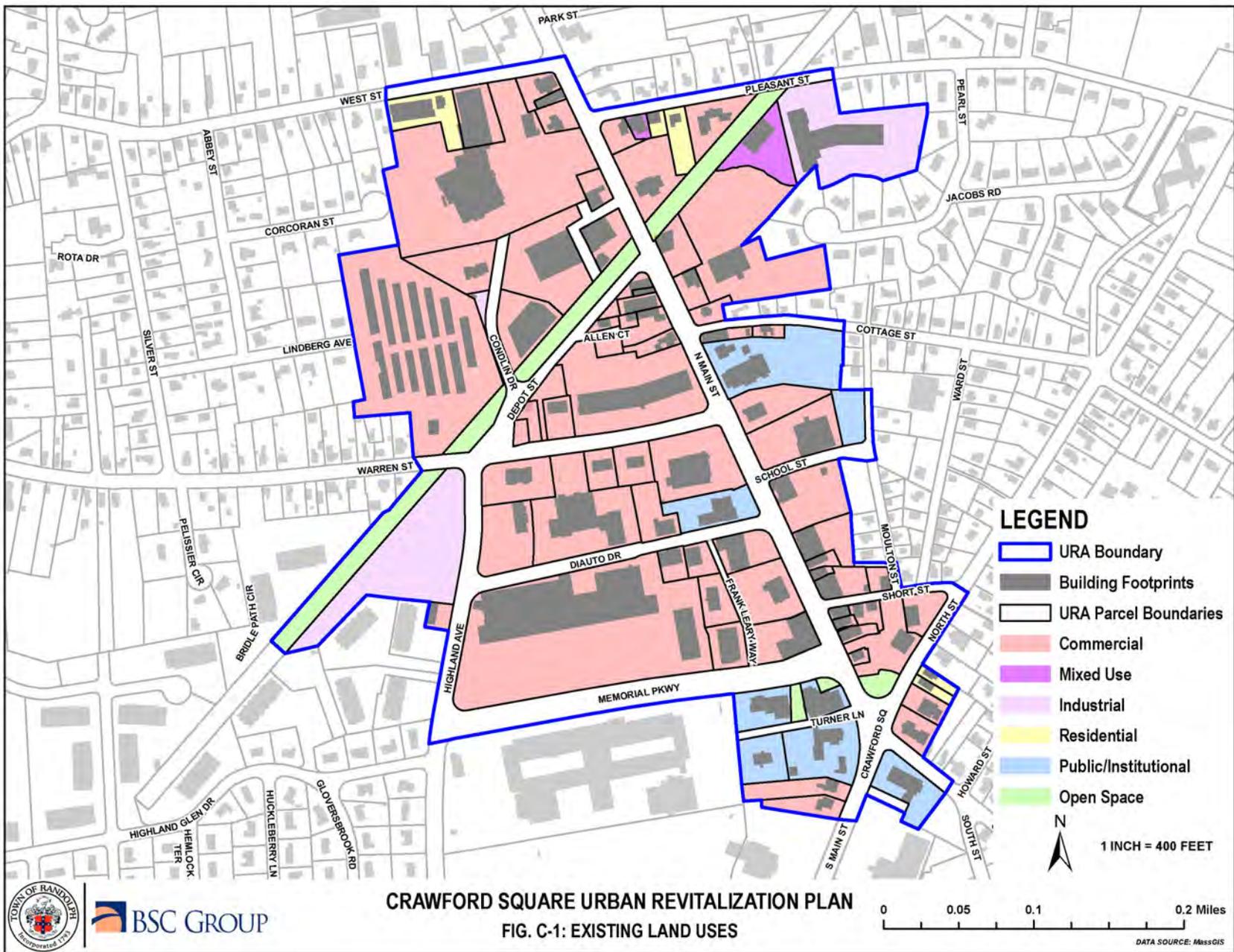
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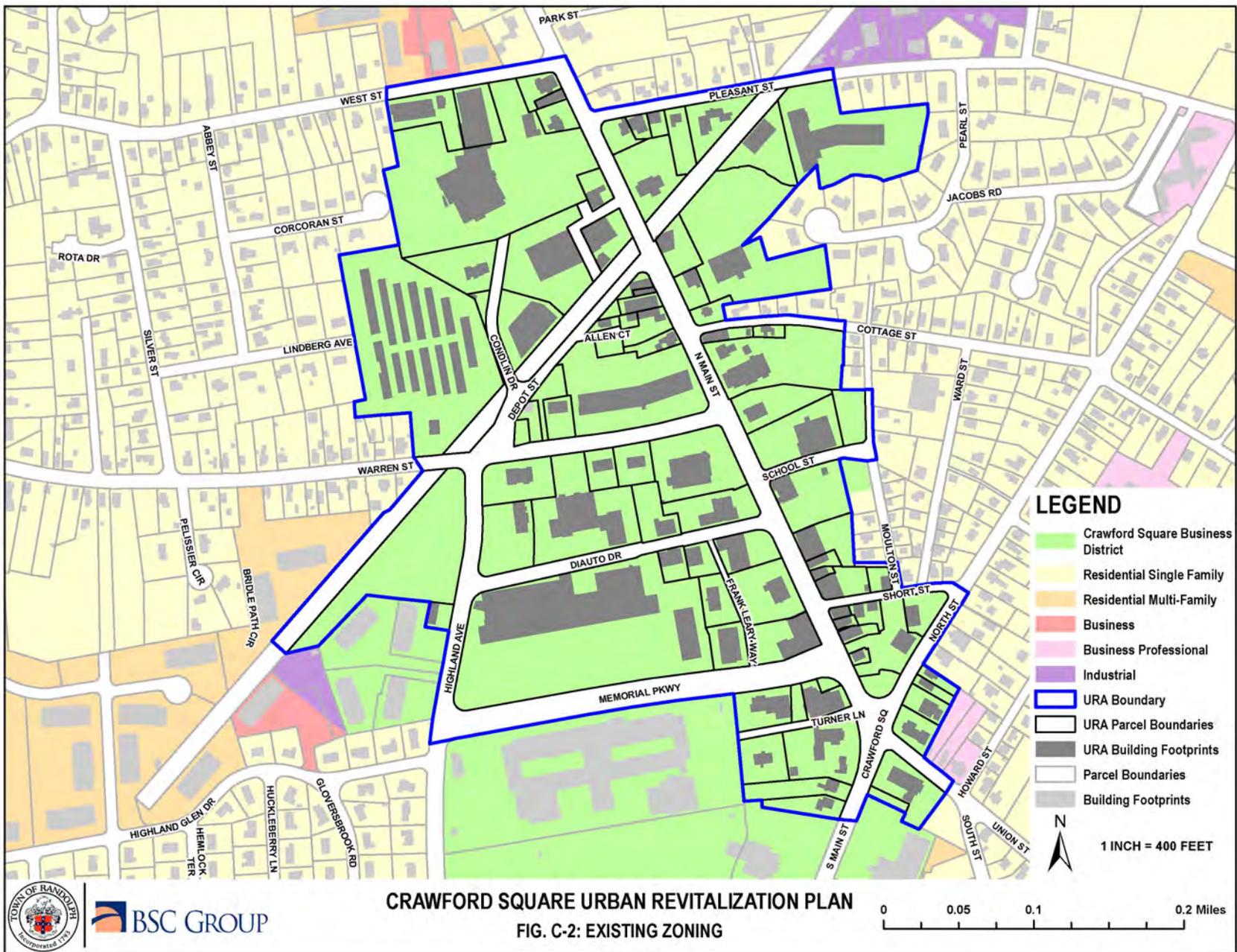
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- S-3 Impervious Surface
- S-4 Crawford Square URP Concept Plan
- S-5 Public Realm Improvements

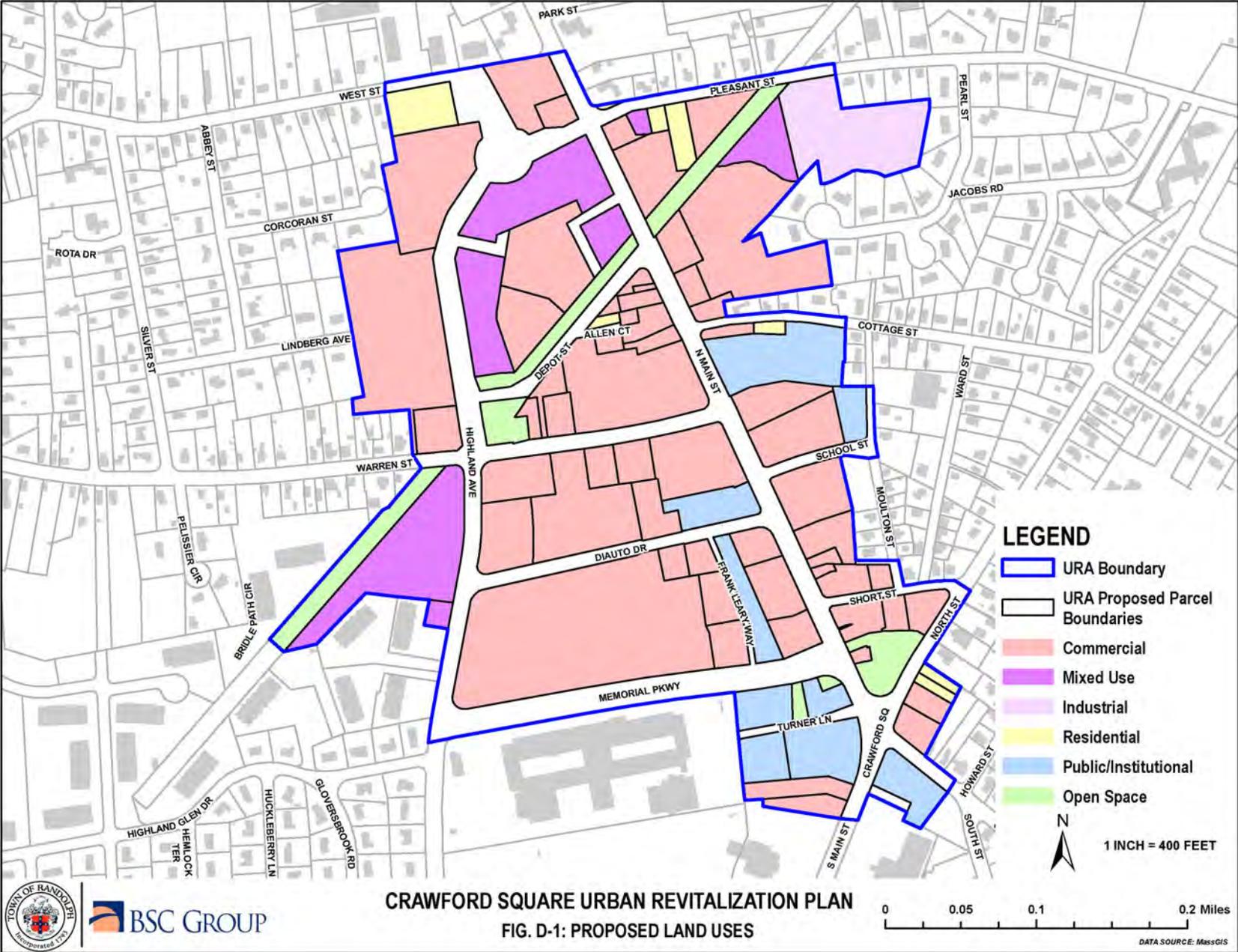


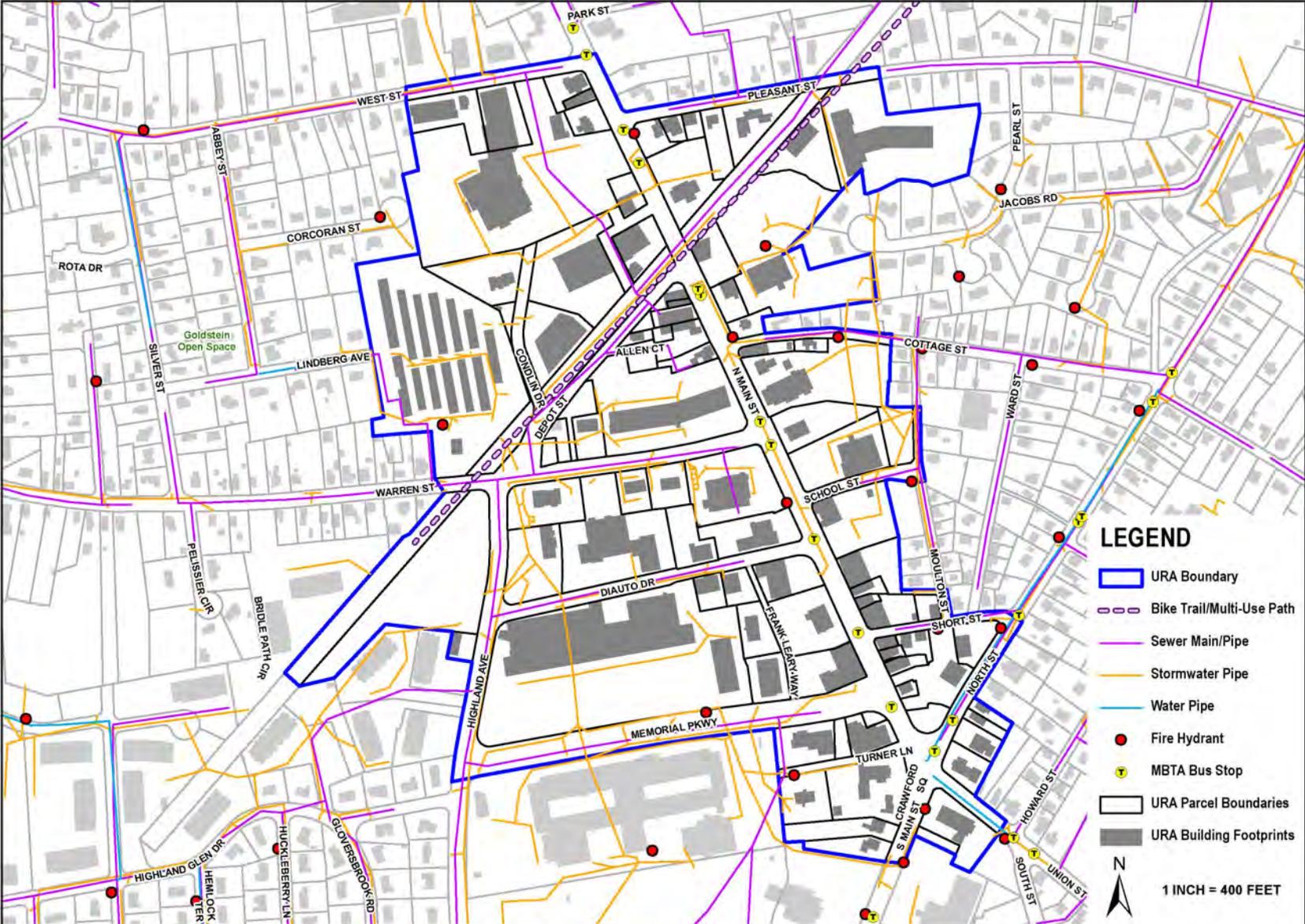










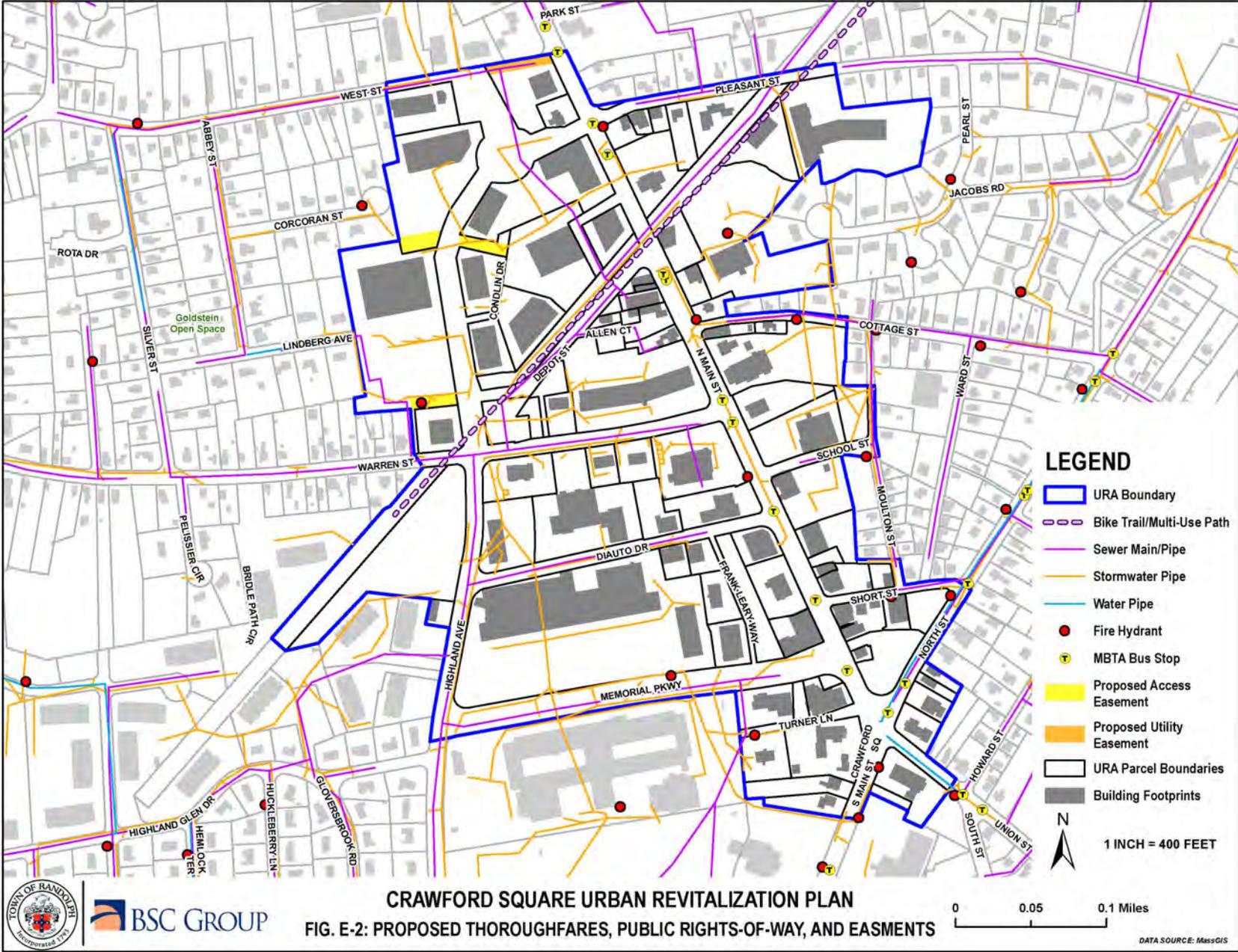


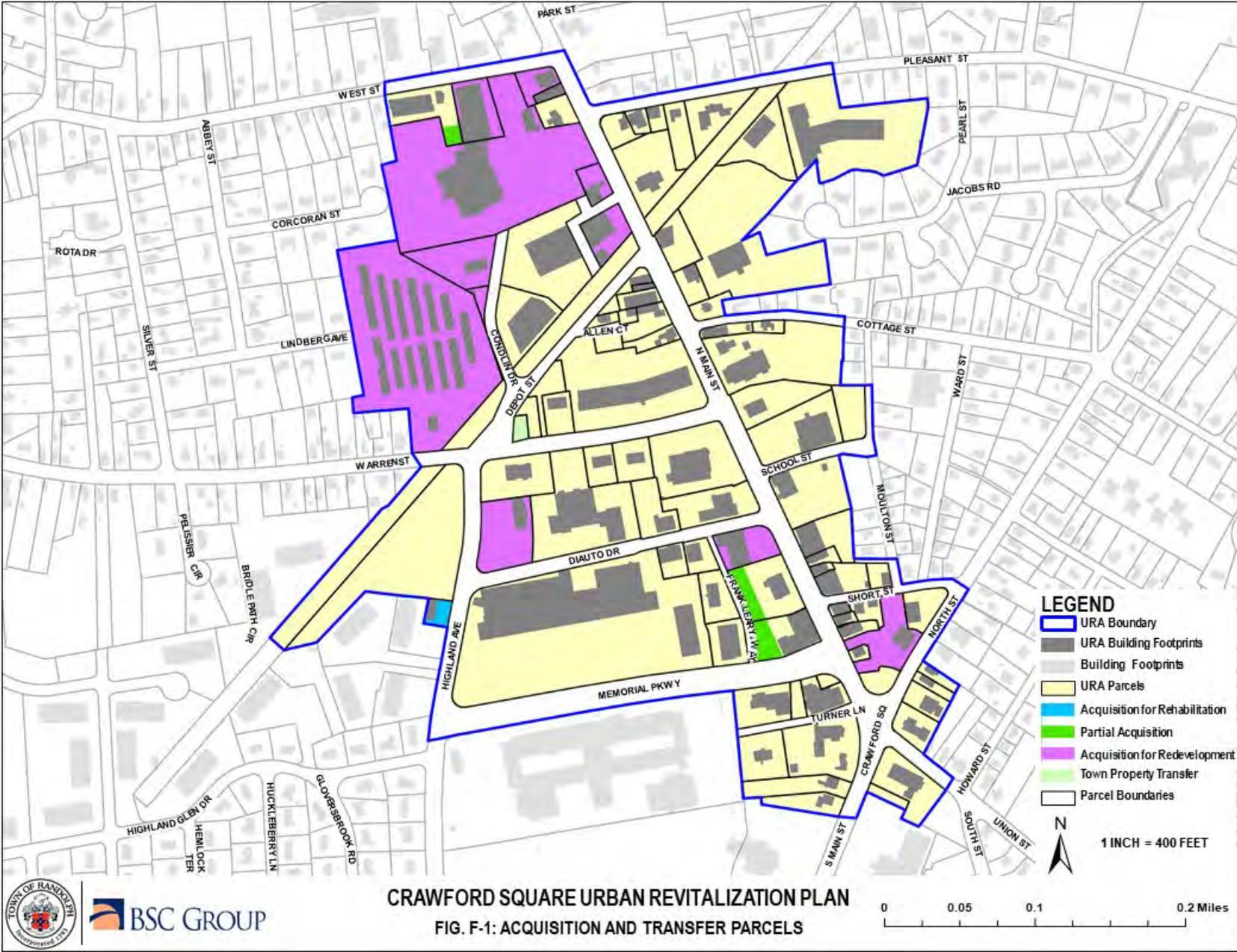
**CRAWFORD SQUARE URBAN REVITALIZATION PLAN**  
**FIG. E-1: EXISTING THOROUGHFARES, PUBLIC RIGHTS-OF-WAY, AND EASEMENTS**

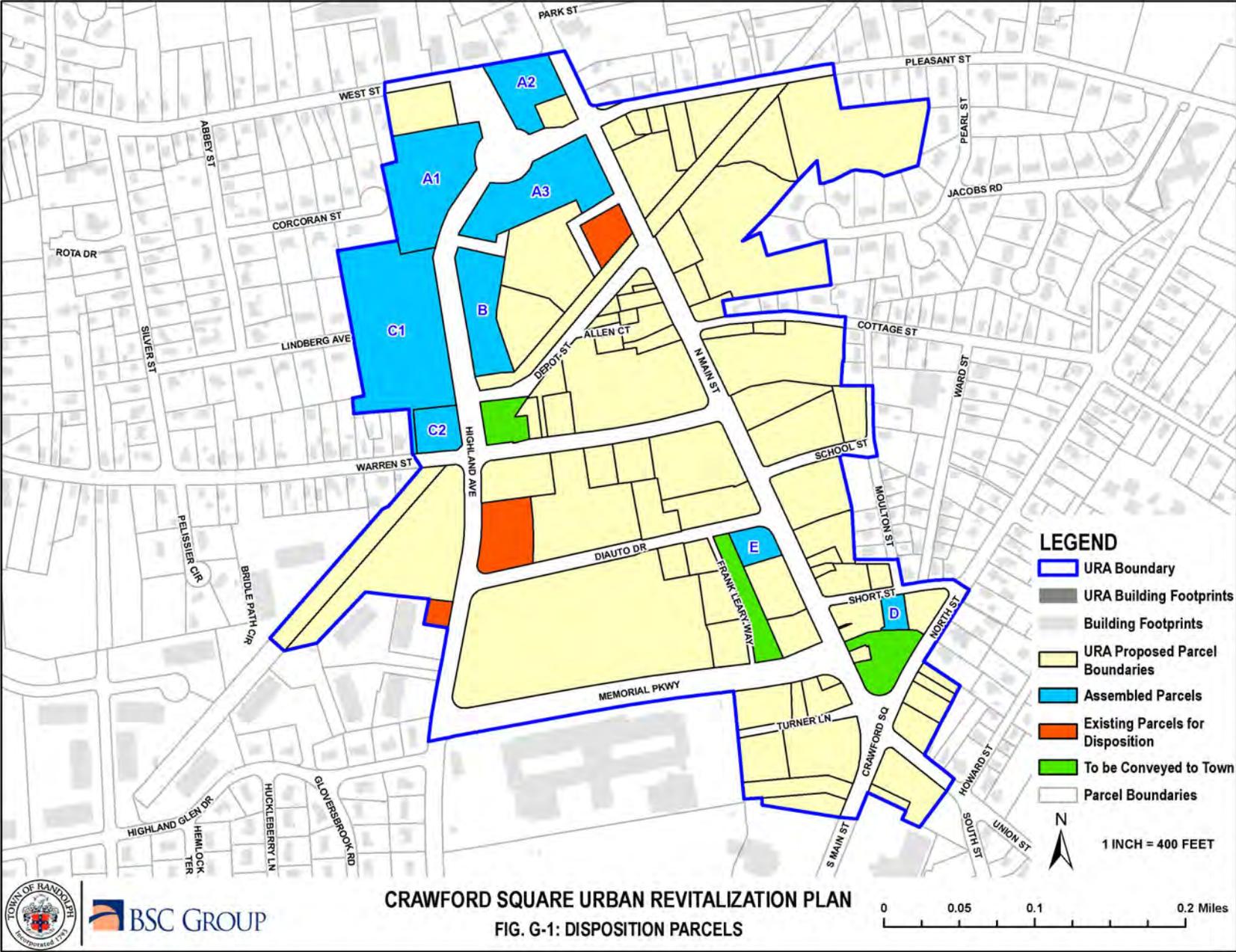


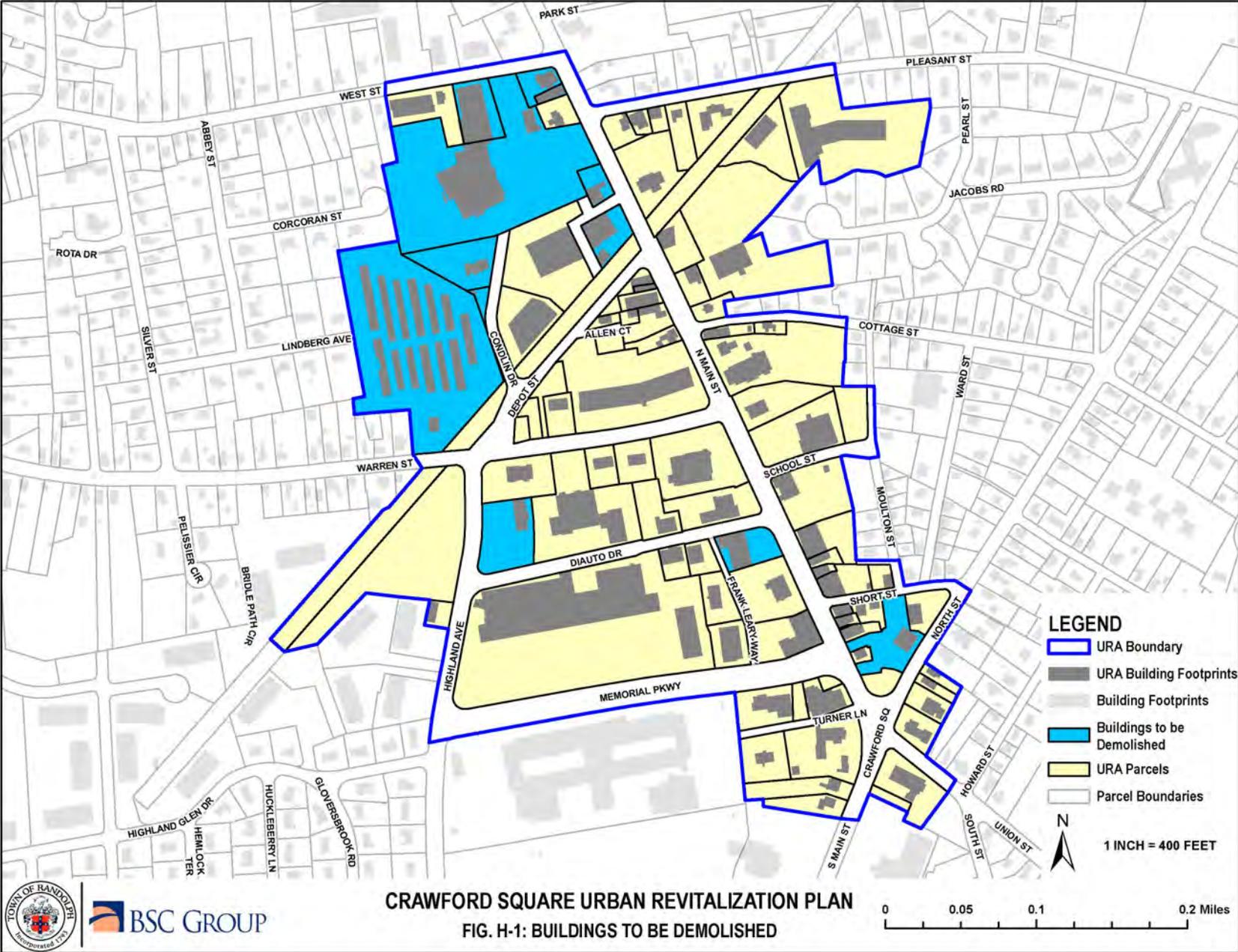
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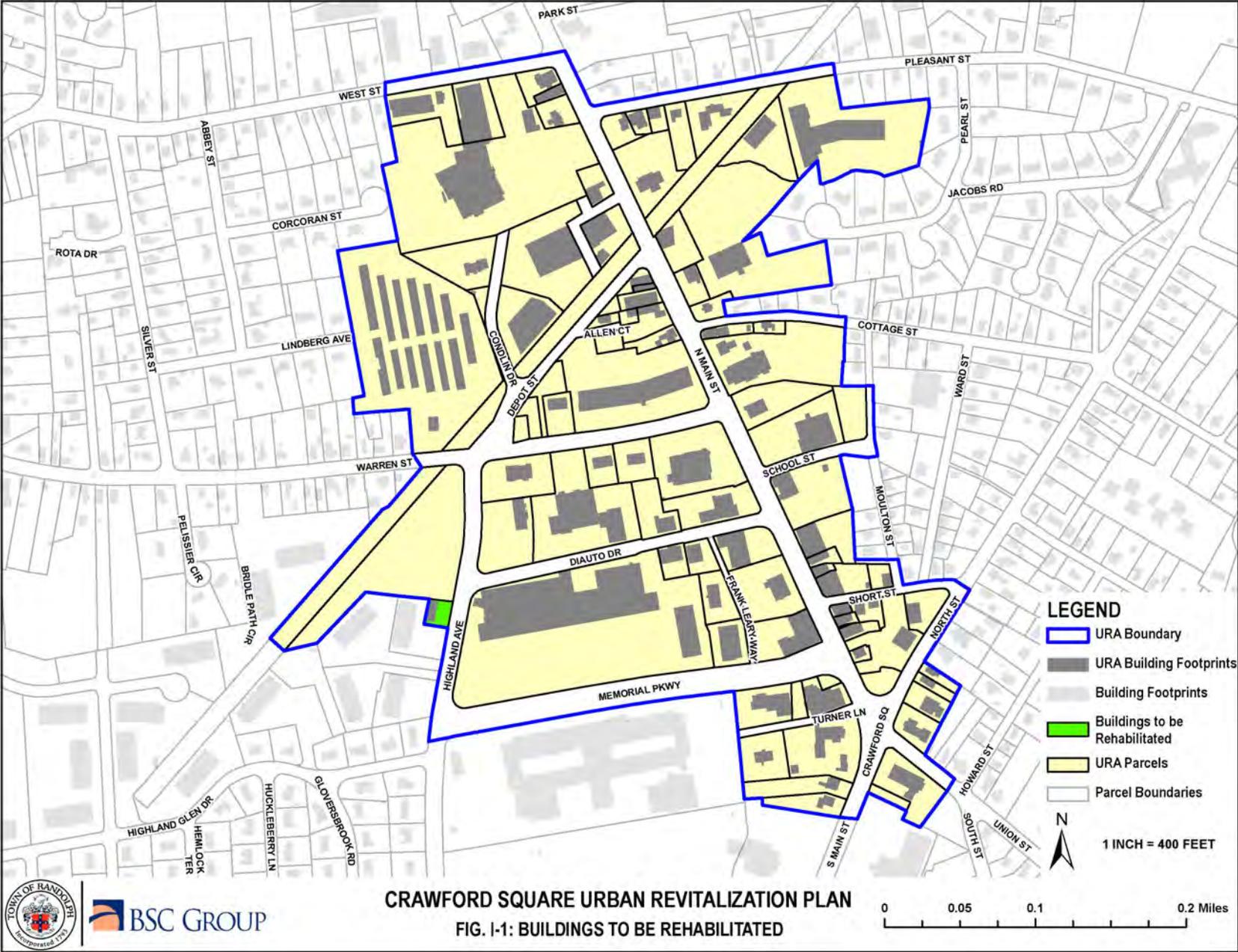
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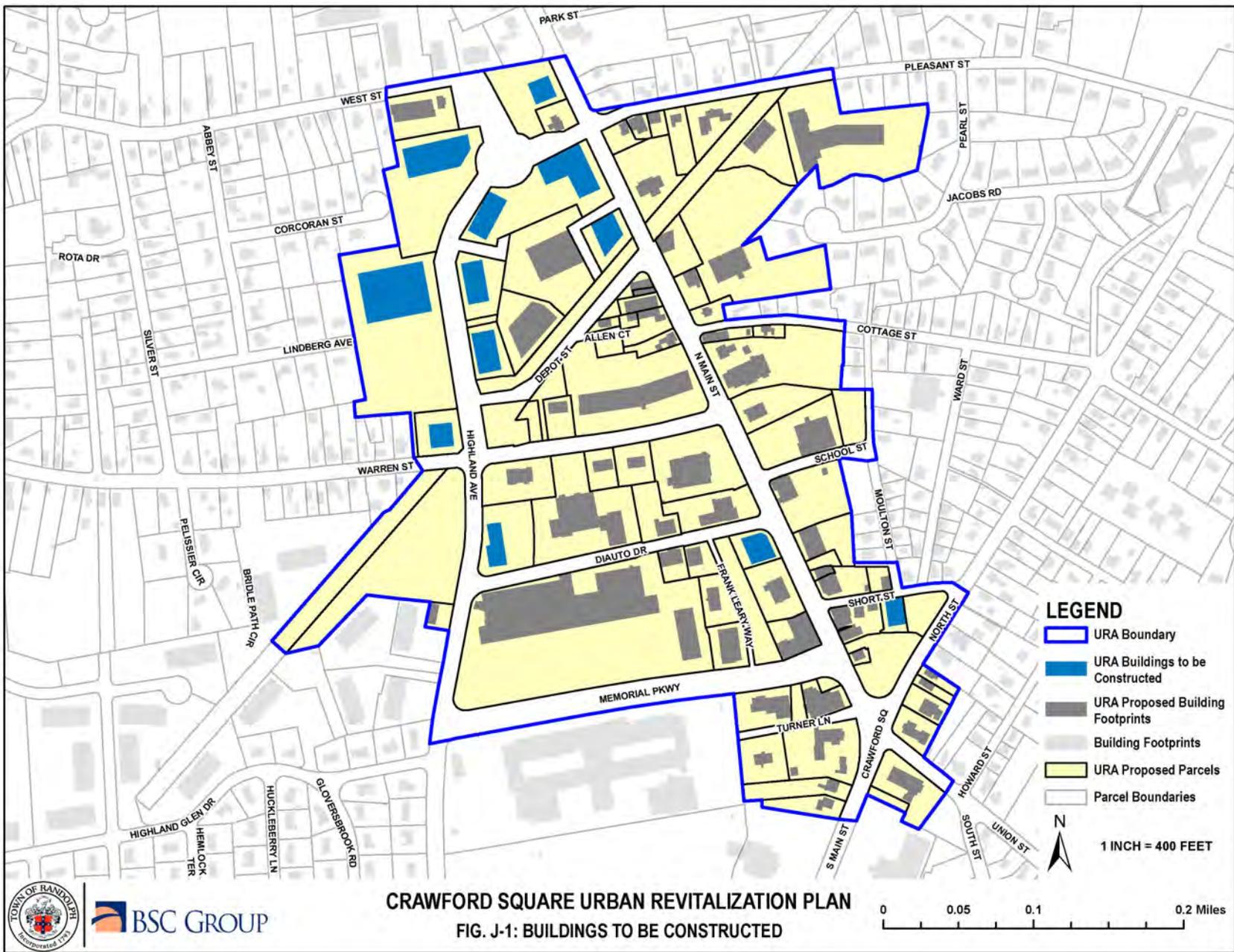


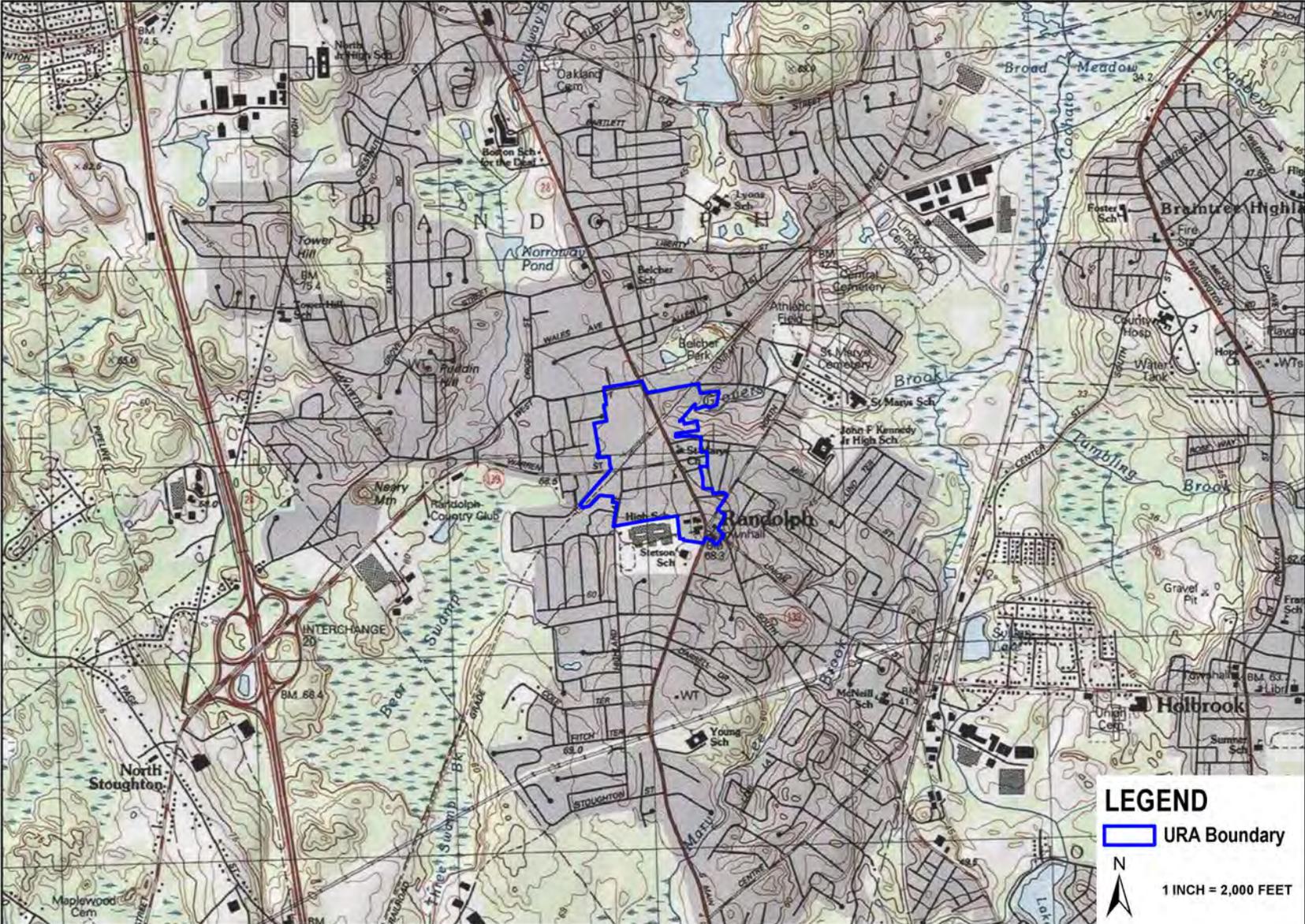




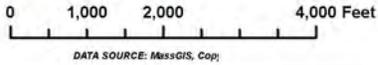




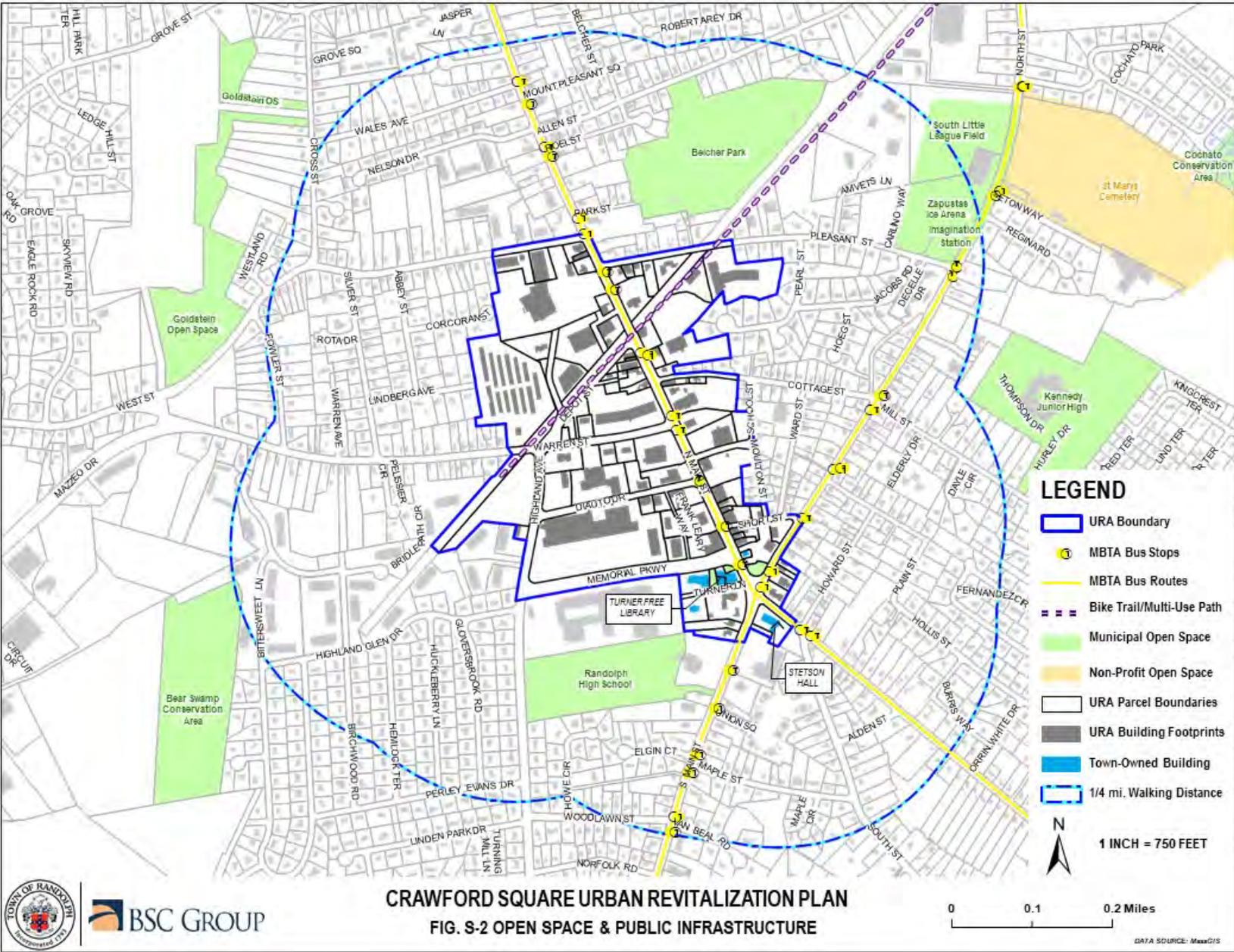


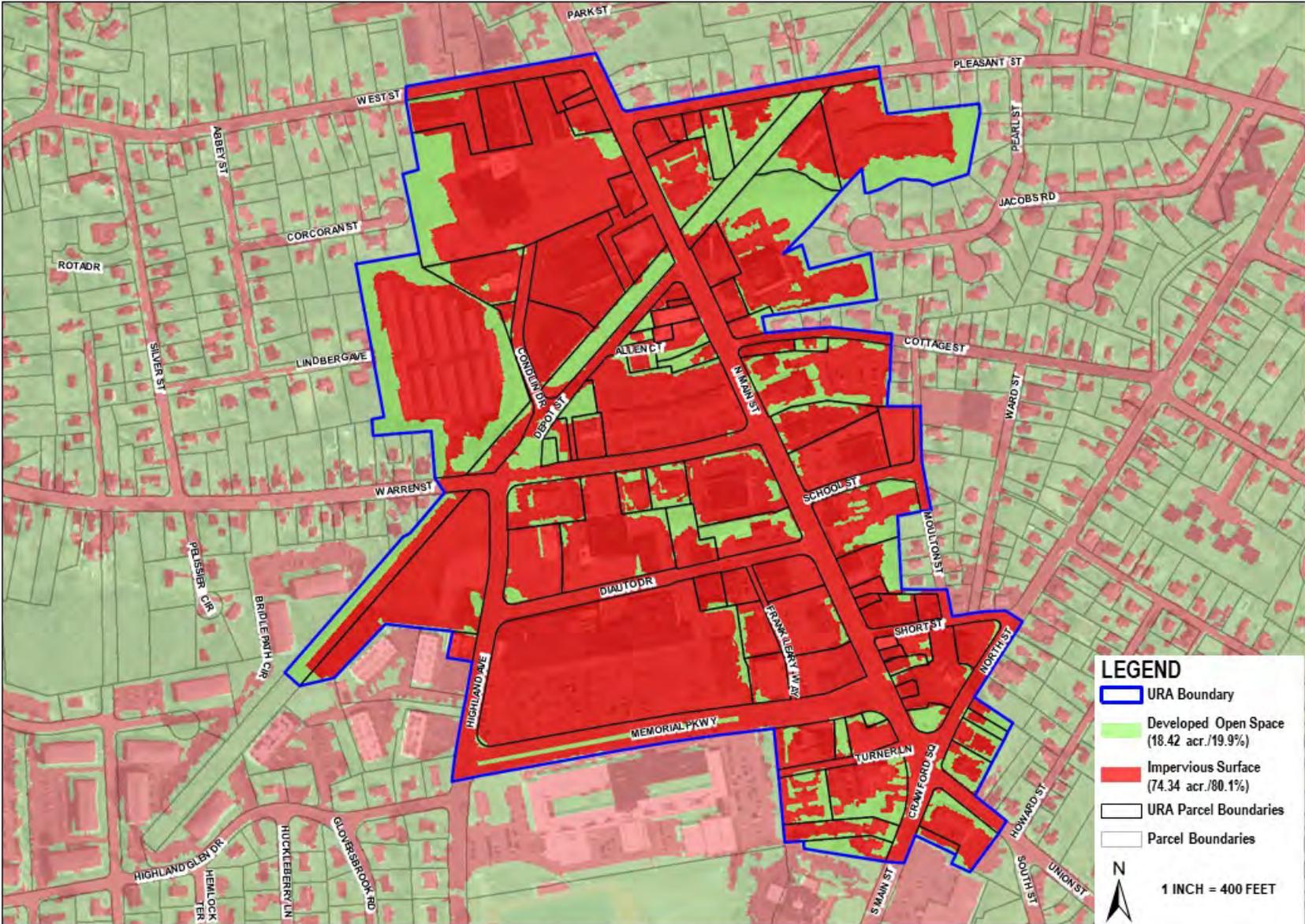


**CRAWFORD SQUARE URBAN REVITALIZATION PLAN**  
**FIG. S-1: USGS SITE LOCATION MAP**



DATA SOURCE: MissGIS, Copy





CRAWFORD SQUARE URBAN REVITALIZATION PLAN  
FIG. S-3 IMPERVIOUS SURFACE MAP

0 0.05 0.1 0.2 Miles



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





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

## 2.2. Supplemental Narrative for URP Maps

Most of the maps presented in *Section 2.1* are self-explanatory, but some warrant a brief narrative to provide insight into the information provided. The following material expands on the information presented in some of the maps, with references to other sections of the URP, as appropriate.

### 2.2.1. Figure A-1: Aerial Map with URA Boundaries

*Figure A-1* depicts the location of Crawford Square and the Plan Area boundaries. The URA is approximately 92.8 acres in total and comprised of 88 parcels. Approximately 22.55 acres is allocated to roadways and sidewalks, 35.6 acres is devoted to parking lots, and 16.17 acres are building footprints.

The boundary of the URA's outer perimeter is irregularly shaped, as described below:

Along the eastern boundary from south to north:

- Beginning at Union Street and Howard Street, the URA's boundary extends northwesterly to the rear parcel boundary of 1 North Street;
- Turn northeast and follow off-street boundaries along the east edge of 9, 17, and 19 North Street;
- Turn west and continue to the east boundary of North Street;
- Turn northeast and continue along North Street to the intersection with Short Street;
- Head west and follow the northern edge of Short Street to the intersection with Moulton Street;
- Turn north on Moulton Street and continue for approximately 95 feet;
- Turn sharply left and follow the southern boundary of 10 Moulton Street to the rear boundary of 95 North Main Street;
- Head north and follow the off-street boundaries along the east edge of 95 North Main Street and 129 North Main Street;
- Turn east and continue to the eastern edge of Moulton Street;
- Head north and follow Moulton Street for approximately 250 feet;
- Turn west and continue until the eastern boundary of 211 North Main Street;
- Turn north and continue until the northern edge of Cottage Street;
- Head west and continue to the off-street boundary along the east edge of 233 North Main Street;
- Turn north and continue for approximately 60 feet;
- Head east and follow the southern and eastern boundary of 247 North Main Street;
- Continue following the southern boundary and eastern boundary of 61 Pleasant Street until the west boundary of 71 Pleasant Street;
- Turn north and continue to the northern edge of Pleasant Street.;
- Turn sharply left and continue until the intersection of Pleasant Street and North Main Street;
- Head north to the intersection of North Main Street and West Street; and
- Turn left and follow West Street to the western boundary of 39 West Street.

Along the western boundary from north to south:

- Cross West Street and continue south along the western boundary of 336 North Main Street and 87 Warren Street;
- Cross Warren Street and follow the western boundary of the abandoned railroad right-of-way for approximately 790 feet;
- Turn east and follow the southern boundary of 19 Highland Avenue;

- Continue along the western and south boundary of 41 Highland Avenue to the western edge of Highland Avenue;
- Turn south and continue to the southern edge of the intersection of Highland Avenue and Memorial Parkway;
- Turn east and continue along the southern edge of Memorial Parkway until the Randolph Fire Station;
- Turn south and follow the western boundaries of 10 Memorial Parkway, 1 Turner Lane, and 15 South Main Street;
- Head east and follow the southern boundary of 19 South Main Street;
- Cross South Main Street;
- Turn north to the southern boundary of 0 South Main Street;
- Turn east and follow the southern boundary of 0 South Main Street and Stetson Hall;
- Turn north and continue in a northeasterly direction along the eastern boundary of Stetson Hall to the starting point at Union Street and Howard Street.

The aerial maps provide important context information for the entire URA, which is clearly developed with very little open space. The figures also identify landmarks and projects in and around the URA for ease of reference. Because aerial views are a snapshot in time, they do not always include recent changes or development. Despite the potential for minor inaccuracies, an aerial view provides a level of detail that is difficult to convey in a schematic plan.

### **2.2.2. Figure B-1: Existing Property Lines and Building Footprints**

*Figure B-1* depicts the existing property lines and building footprints within the URA. Consistent with historic town centers, many parcels are irregularly shaped. Furthermore, parcel sizes vary widely throughout the URA, with the smallest parcel at .04 acres and the largest approximately 7.7 acres. Moreover, certain Crawford Square parcels tend to be larger than is typically found downtown, and there are significantly more privately owned paved parking areas.

### **2.2.3. Figure B-2: Proposed Property Lines and Building Footprints**

As discussed in **Chapter 12.2 (4), Section 4.4: Overall Redevelopment Strategy**, implementation of the URP would result in increased mixed-use development to revitalize Crawford Square; expanded and enhanced open/public space to increase economic opportunities and socio-economic benefits; improved efficiency of parking; and improved traffic circulation to support economic vitality.

### **2.2.4. Figure C-1: Existing Land Uses**

*Figure C-1* depicts the land uses found within the URA: commercial, public/institutional, mixed-use, industrial, residential, and open space. Additional details regarding land uses within the URA are contained in *Section 3.3.2. Existing Land Uses and Zoning*.

### **2.2.5. Figure C-2: Existing Zoning**

Zoning information was obtained from the Town of Randolph Zoning Code, as Amended through July 2019. As shown on *Figure C-2*, zoning in the URA consists of the Crawford Square Business District (CSBD). Please refer to *Section 3.3.2. Existing Land Uses and Zoning* for a discussion of the CSBD zoning district.

### 2.2.6. Figure D-1: Proposed Land Use

*Figure D-1* depicts the proposed changes to land use in the URA. Ground floor existing and proposed land uses will generally be consistent with existing uses, but the addition of upper-floor residential uses throughout the URP will change a significant portion of the area to mixed land uses. Primarily, this means that the ground floor use is commercial and upper floors are residential. Mixed-use development might include ground floor retail, restaurant, and/or office space with upper floor residential units.

The proposed public improvements that will address decadent conditions in the URA, promote private investment, and facilitate the proposed changes to land use are depicted in *Figure S-5: Public Realm Improvements*.

### 2.2.7. Figure D-2: Proposed Zoning

*Figure D-2* is not provided because there are no proposed changes to the Crawford Square Business District zoning district.

### 2.2.8. Figure E-1: Existing Thoroughfares, Public Rights-of-Way, and Easements

*Figure E-1* depicts the thoroughfares, rights-of-way, utilities<sup>1</sup>, bus stops, and easements in the URA. Water and sewer service extends throughout the area. Please refer to *Section 3.3.10* for additional information.

### 2.2.9. Figure E-2: Proposed Thoroughfares, Public Rights-of-Way, and Easements

*Figure E-2* identifies the proposed changes to thoroughfares and public rights-of-way. The most significant change proposed in the URA is adding a new public drive through the Sudbury Farm Plaza area (an extension of Highland Avenue) to better connect to abutting streets and improve safety. This new Town roadway 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. There will also be a designated route from West Street to Warren Street, including a new intersection with Highland Avenue at Warren Street. Please refer to *Section 8.1* and *Section 8.2* in **Chapter 12.02 (8) Public Improvements**.

### 2.2.10. Figure F-1: Acquisition and Transfer Parcels

*Figure F-1* highlights the following within the URA:

- 22 privately-owned parcels to be acquired by the RRA, five (5) of which are partial acquisitions; and
- 1 Town-owned parcel to be transferred to the RRA.

*Table 5-1* in **Chapter 12.02 (5) Acquisitions and Transfers** provides information pertaining to the address, lot size, owner, present use and the proposed use(s) of each acquisition parcel. The Town and RRA will coordinate efforts in implementing the URP, with incentives for property owners to redevelop properties and maximize strategic private investments without public actions.

<sup>1</sup> Please note that the Town of Randolph has incomplete GIS data for water pipes in the URA; therefore, this map does not depict the full extent of water service within the area.

### **2.2.11. Figure G-1: Disposition Parcels**

*Figure G-1* identifies the disposition parcels within the URA. These include the parcels which will remain unchanged as well as the planned approach to parcel assemblage. As shown, several new parcels will be created based on assemblage. Please refer to **Chapter 12.02 (9) Disposition** for detailed information on disposition parcels, including the address, current owner(s), and existing and proposed lot size.

### **2.2.12. Figure H-1: Buildings to be Demolished**

Please refer to *Section 7.3. Demolition to Support Redevelopment*.

### **2.2.13. Figure I-1: Buildings to be Rehabilitated**

Please refer to *Section 7.2 Building Rehabilitation*.

### **2.2.14. Figure J-1: Buildings to be Constructed**

Please refer to *Section 4.3. Buildings to be Constructed*.

### **2.2.15. Figure S-1: URA - USGS Locus**

*Figure S-1* presents the URA on a USGS map. This standardized map is required by the Massachusetts Historical Commission (MHC) and the Massachusetts Environmental Policy Act (MEPA) as part of their review process.

### **2.2.16. Figure S-3: Impervious Surface**

*Figure S-3* depicts impervious surfaces within the URA. Impervious surfaces are defined as manmade features such as buildings, parking lots and roads developed from asphalt, concrete or other constructed surfaces which do not allow the infiltration of precipitation. Within the overall URA (92.8 acres), approximately 80.1% of land (74.3 acres) is covered with an impervious surface, and the remaining land is generally developed open space. The area of off-street parking totals approximately 35.6 acres, or 38.4% of the total land area within the URA.

### **2.2.17. Figure S-2: Open Space & Public Infrastructure**

*Figure S-2* depicts open spaces within a ¼ mile walking distance of the URA and bus routes to show the need for additional green spaces and multimodal connectivity in the URA. There are no significant open spaces or public areas to identify Crawford Square as Randolph's downtown business district and to serve current and future residents and employees.

### **2.2.18. Figure S-4: Crawford Square URP Concept Plan**

The URP Concept Plan presents the conceptual vision for the long-term redevelopment of the URA. It shows public realm improvements as well as anticipated private redevelopment, as discussed throughout this URP. Implementation of the URP Concept Plan is anticipated to offer the following benefits:

- Redevelopment of parcels which are currently vacant or underutilized;
- New and expanded/enhanced outdoor public spaces;
- Implementation of "Complete Street" upgrades to streetscapes to facilitate a pedestrian and bicycle-friendly environment;
- Improved vehicular, pedestrian, and bicycle access to various destinations within the URA and beyond;
- Implementation of an enhanced signage and wayfinding program for Crawford Square; and

- Increased residential units to activate the Crawford Square area with more customers, residents, and more pedestrian traffic on a daily basis.

Please refer to **Chapter 12.02 (4) Objectives**, **Chapter 12.02 (8) Public Improvements**, and **Chapter 12.02 (11) Time Frame** for additional information on the Concept Plan.

#### **2.2.19. Figure S-5: Public Realm Improvements**

*Figure S-5* depicts the public realm improvements described in detail in **Chapter 12.02 (8) Public Improvements**.

## 12.02 (3) Eligibility

The Commonwealth's Department of Housing and Community Development (DHCD) must make the following six findings to approve a proposed urban renewal plan:

- Without public involvement, the area would not be (re)developed;
- The proposed projects will enhance/promote private reinvestment;
- The plan for financing the project is sound;
- The designated urban renewal area is a decadent, substandard or blighted open area;
- The Urban Renewal Plan is complete; and
- The Relocation Plan is approved under M.G.L. c. 79A.

This section focuses on supporting the finding that the designated urban renewal area (URA) is a decadent area, and that these conditions are present to a reasonable degree in all portions of the area. The discussion begins with an overview of the Town of Randolph and its history. This is followed by a description of the trends and decadent conditions that cannot be dealt with effectively by the ordinary operations of private enterprise without the aid provided for in this Plan. The data and other descriptive material demonstrate that the URA meets the eligibility criteria to be categorized as a decadent area within the definitions of M.G.L. c. 121B §1.

### 3.1. Background Information

As noted in the Executive Summary, information used throughout this document was obtained from a wide range of publicly accessible online resources and recent state and local studies, 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

The RRA considers the above-referenced documents to be integral to this URP. Therefore, extensive material from these reports, including information and recommendations as appropriate, has been adapted directly for this URP.

## 3.2. URA Location and Context

### 3.2.1. URA Location

The general area of the URA is shown in *Figure A-1: Aerial Map with URA Boundaries*. As described in the ULI-TAP Report and the Master Plan, 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.<sup>2</sup> 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. Randolph's overall commercial base consists mostly of light manufacturing and service industries, with the downtown business district (including the Crawford Square URA) primarily focused on retail and services. 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.

Randolph saw its population grow from 30,963 in 2000 to 33,704 in 2017<sup>3</sup>, an increase of approximately 9%. Estimated median household income in 2017 was \$69,969, which is slightly below the MA figure of \$74,167, but Randolph's proportion of families living in poverty is lower than the county average. There are fewer households with incomes under \$25,000 (and over \$150,000) than in either the county or state. The median home value in Randolph is \$345,900 as of May 2018 (Zillow), compared to the Norfolk County average of \$489,000, with home values increasing by 7% year-over-year. Despite being situated along Route 28 and Route 24 and only minutes from downtown Boston, Randolph has not attracted the commercial development and investment like its neighbors. Randolph's total real estate values have grown to approximately 88% residential value with commercial hovering just above 11.5%.

In a state and county (Norfolk) where the population is nearly 80 percent white, the population of Randolph is 39% black/African American, with strong representation from Haitian and other West Indian immigrant households. It is also 41% white, 12% Asian, and 8% Hispanic.<sup>4</sup>

### 3.2.2. Randolph History

Originally inhabited by the Cochato and Ponkapoag tribes, the town was named in honor of Peyton Randolph, the first president of the Continental Congress. Formed from a section of the southern precinct of Braintree, Randolph was incorporated in 1793. Randolph was primarily a farming community at its inception, but by the mid-1800s, shoe manufacturing became the dominant industry. At its height, Randolph was home to 35 companies producing nearly 500,000 pairs of shoes and boots per year. By 1975, however, the nearly 200-year tradition came to an end when the Randolph Manufacturing Company, at one time the third-largest footwear manufacturer in the U.S., closed its doors. This decline of the shoe industry at the beginning of the twentieth century led to Randolph's evolution to a suburban residential community. Boot

<sup>2</sup> <https://www.census.gov/quickfacts/fact/table/randolphtowncitymassachusetts,US/PST045219>

<sup>3</sup> U.S. Census Bureau, ACS 2013 – 2017 5-Year Estimates

<sup>4</sup> Ibid.

and shoe making has been supplanted by light manufacturing and service industries. The town's proximity to major transportation networks has resulted in an influx of families from Boston and other localities who live in Randolph but work throughout the metropolitan area. In 2017, approximately 57.4% of Randolph residents worked outside of Norfolk County.<sup>5</sup>

### **3.2.3. URA History & Current Conditions**

In 1727, the lands of Randolph and Holbrook became known as the New South Precinct. The first meeting house and a schoolhouse for this new precinct were erected in present-day Crawford Square, as the intersection of North Main, South Main, North, and Union Streets has been known since 1919.<sup>6</sup> The meeting house served as both the worship place for the Congregational Church and the center of public life. The meeting house was rebuilt in 1764 and relocated to the site of the present-day First Congregational Church. Crawford Square continued its role as the commercial and institutional center of town as the boot industry expanded through the 1800s.

In the 1950s, existing roads were widened, including North Main Street near Crawford Square, to accommodate the area's suburbanization. As a result of this suburbanization, North Main Street now serves as a principal arterial roadway with high traffic volumes and congestion. Relatedly, development in the area became more suburban in form, with commercial strips fronted by large parking lots, such as the plaza at 19 Memorial Parkway. Though building demolition has impacted some blocks in the historic streetscape in the intervening years, the area has comparatively few intrusions and maintains its historic identity as it was shaped by redevelopment after World War II. Many buildings in the area display modifications associated with changes in use or repairs due to fire, all of which contribute to the evolution of the area's architectural character and streetscape.<sup>7</sup>

Crawford Square is the largest business district in the community, and today it consists of a mix of small retail and service businesses along with a selection of larger national chain establishments situated throughout the downtown environment. Also residing within the URA is the Turner Free Public Library, Stetson Hall, Fire Station, and a variety of public memorials and community gathering areas. Adjacent to the URA and located within Crawford Square is the Randolph High School, Police Station, and Town Hall, further reinforcing the business district as the social and economic center of the community.

Characterized by a variety of commercial and civic/institutional uses in a compact setting, the Crawford Square area remains a mixed-use town center. 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

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<sup>5</sup> U.S. Census Bureau, ACS 2013 – 2017 5-Year Estimates

<sup>6</sup> *Crawford Square Area Inventory Form A*, prepared by Kathleen Kelly Broomer for the Randolph Historical Commission, 2016

<sup>7</sup> *Ibid.*

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.

Additionally, the Crawford Square area is home to the 5.7-acre vacant Chase and Sons site, a former manufacturing complex, which serves as a link between two major commercial areas, Route 139 and downtown. The Porter's Block, located at 49 North Main Street and consisting of two-story buildings, has small retail on the ground floor but is empty on the upper floor. Adjacent to this is a closed fast food restaurant with a very large parking lot.

### **3.3. URA Data and Characteristics**

This section presents available statistics and data to provide an overview of the URA's characteristics and support the characterization of a decadent area.

#### **3.3.1. Parcelization and Property Ownership**

*Figure B-1* depicts the existing property lines and building footprints within the URA. Consistent with historic town centers, most parcels are irregularly shaped. In addition, parcel sizes vary widely throughout the URA, with the smallest parcel at .04 acres and the largest approximately 7.7 acres. Taken as a whole, within the URA, 29% of parcels are 0.2 acres or less, and approximately 86% are 1 acre or less. With that being said, there are certain Crawford Square parcels that are larger than is typically found downtown, and there are significantly more and larger paved parking areas. For example, the largest parcel houses a commercial strip center with a large parking lot in front, and the second largest parcel houses a self-storage facility with a significant amount of paved surface. Consequently, much of the development has more of a suburban than urban character.

Based on information from the Town of Randolph's Assessors' Office, within the URA there are eight owners with more than one parcel, and 29 parcels under common ownership. The majority of the parcels (67%) in the URA are held in individual ownership; that is, the owner(s) of one parcel do not appear to own another parcel. The Town of Randolph has the most parcels (11) under common ownership, and these are fully built out or unlikely to change in the near term – the Turner Free Library, the Fire Station, Stetson Hall, and open space including the Crawford Square town green.

Several of the parcels within the area known locally as Sudbury Farms Plaza are owned by a private landowner that has five parcels within the URA. Despite this, Sudbury Farms Plaza is limited by a diversity of ownership. The plaza is anchored by America's Food Basket, which 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. The present diversity of ownership in the Sudbury Farms Plaza and the larger URA makes effective redevelopment more difficult.

#### **3.3.2. Existing Land Uses and Zoning**

Crawford Square is comprised principally of North Main Street and Crawford Square. 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.

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."<sup>8</sup> 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.

<b>Crawford Square Business District (CSBD) Uses and Dimensional Requirements<sup>9</sup></b>	
<b>Uses</b>	<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,</p>

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

<sup>9</sup> Ibid.

	<p>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> <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><b>Dimensional Requirements</b></p>	<p>Minimum Lot Area</p> <ul style="list-style-type: none"> <li>• 5,000 square feet</li> </ul> <p>Lot Coverage</p> <ul style="list-style-type: none"> <li>• Building Lot Coverage – 60%</li> <li>• Impervious Lot Coverage – 30%</li> <li>• Green Area Open Space – 10%</li> <li>• Maximum Coverage – 90%</li> </ul> <p>Maximum Building Height</p> <ul style="list-style-type: none"> <li>• Stories – 4</li> <li>• Feet – 50</li> </ul> <p>Minimum Frontage</p> <ul style="list-style-type: none"> <li>• 25 feet</li> </ul> <p>Minimum Depth</p> <ul style="list-style-type: none"> <li>• 75 feet</li> </ul> <p>Minimum Width</p> <ul style="list-style-type: none"> <li>• 25 feet</li> </ul> <p>Setbacks</p> <ul style="list-style-type: none"> <li>• From Street – 15 feet*</li> <li>• Front Yard – 15 feet*</li> <li>• Side Yard – 0 feet</li> <li>• Rear Yard – 15 feet</li> </ul> <p>Buffer Strips</p> <ul style="list-style-type: none"> <li>• To Street – 10 feet*</li> <li>• To Residential – 10 feet</li> <li>• To Commercial – 0 feet</li> </ul> <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>

The requirements for mixed-use development with multifamily units is prescriptive and limited in terms of the unit types and sizes that are permitted. Few uses are as of right and only small projects are as of right. Additionally, other dimensional regulations can be prohibitive (i.e. multiple structures on lot).

### 3.3.3. Age of Structures

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 3-1, 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 the table below.

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 <sup>10</sup>	100%	100%

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).

### 3.3.4. Property Conditions

An exterior visual assessment of properties within the URA was conducted as part of the URP process. Where a parcel contained a building, the assessment evaluated the structure and the overall property. Several components of each building were assessed, including roofing, exterior walls, doors, porch/stairs/deck, foundation, storefront and signage, and parking lots. Properties are categorized into one of four categories:

- **Excellent:** Conditions of the building parts range from new to maintained such that they appear new, well cared for, and in no need of cleaning or maintenance.
- **Good:** Condition of the building parts are in deteriorating shape, in need of paint, washing, caulking, re-pointing, scraping rust, etc. The structure is still functions as intended. The condition/deterioration is superficial.
- **Fair:** Conditions have worsened beyond cosmetic repairs. Thin cracks in masonry walls could allow potential for moisture penetration. Damaged exterior walls could be indicative of constant dampness or interior moisture reaching into the interior. The need for repair and attention to the underlying causes could represent moderate disrepair. Broken glass, damaged frames, missing roof shingles, broken, disrupted, or sagging cornice, eaves, and gutters are individual items of this category. Entire systems of enclosures have not failed, and the damaged items could be repaired or replaced.

<sup>10</sup> Please note that the construction date was unspecified for three buildings within the URA.

- **Poor:** Worsening conditions are now beyond the weather protecting exterior materials of the building. Water/ice entering under or behind these exterior materials will or has degraded the entire structure. Severe disrepairs include wide cracks in masonry walls, a sinking foundation, the broken or rotted out conditions of walls, sills, windows, doors, eaves, metal fasteners severely reduced by rust, and entire roofing assemblies missing. Disrepair is at a level that indicates a potential for compromised structural integrity.

An overview of the exterior visual inspection results is presented in *Table 3-2*. 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.

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%

### 3.3.5. Cultural Resources

Based on a search of the Massachusetts Cultural Resources Information System (MACRIS) database<sup>11</sup>, the URA includes approximately 23 existing buildings and six memorials 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, 1976)<sup>12</sup> located at 360 North Main Street.

*Table 3-3* 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).

<sup>11</sup> <http://mhc-macris.net/>

<sup>12</sup> <https://nationalregisterofhistoricplaces.com/ma/norfolk/state.html>

<b>Table 3-3: Historic Resources<sup>13</sup></b>			
<b>Building/Structure</b>	<b>MHC Inventory #</b>	<b>Address</b>	<b>Notes<sup>14</sup></b>
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
Curran, Francis J. Building	RAN.470	67-69 North Main St	1955
	RAN.471	73 North Main St	c 1920
	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

### 3.3.6. Environmental Conditions

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. There is a wetland located on the 19 Highland Avenue parcel. There are no vernal pools, rare species, or Areas of Critical Environmental Concern (ACECs) within the URA. The site is not proximate to any Outstanding Resource Waters, nor is it within any MassDEP surface or groundwater protection zones for drinking water supplies. Part of the northern portion of the URA contains 500-year floodplain, and a sliver of the parcel located at 19 Highland Avenue is within the 100-year floodplain.

*Table 3-4* 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 that identifies activities and uses of the property that may and

<sup>13</sup> MACRIS Database <http://Mhc-Macris.Net/> and National Park Service <https://Www.Nps.Gov/Subjects/Nationalregister/Database-Research.Htm>

<sup>14</sup> 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.

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.

<b>Table 3-4: Summary of MassDEP Listed Sites</b>				
<b>Site Name &amp; Address</b>	<b>MassDEP Site Number</b>	<b>Chemical</b>	<b>Category / RAO Class or Compliance Status</b>	<b>Status</b>
Former Randolph VFW 10 Highland Avenue	4-3017799	Fuel Oil	72 Hour, B-2	Activity and Use Limitation
Former Chase & Sons 19 Highland Avenue	4-3004387	Unknown	None, B-2	Activity and Use Limitation
	4-0026389	Unclassified	120 Day, PSC	Activity and Use Limitation
Lucky Cleaners 348 North Main Street	4-0022303	TCE, Dichloropropene PCE	120 Day, PSC	Activity and Use Limitation
Woodlawn Cleaners 334 North Main Street	4-0020288	Organic Vapors	2 Hour, Tier 2	Open, Tier 2
	4-0019885 <sup>15</sup>	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
	4-0020985	Gasoline	72 Hour	Closed

Notes: RAO = Response Action Outcome, the classification of Permanent and Temporary Solutions as defined in 310 CMR 40.1000 prior to 2014. Class B-2 RAOs are Permanent Solutions with Conditions (PSC).

<sup>15</sup> The 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>.

### 3.3.7. 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) 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 is exceeding capacity and may need improvements to reduce congestion.<sup>16</sup> 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.<sup>17</sup>

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.<sup>18</sup>

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.<sup>19</sup>

- *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

<sup>16</sup> Randolph Comprehensive Master Plan, 2017, pp. 175-176.

<sup>17</sup> *Technical Assistance Panel Report*, Urban Land Institute, 2018, p. 44.

<sup>18</sup> *Ibid.*, pp. 44-45.

<sup>19</sup> *Crawford Square Business District Briefing Book*, Town of Randolph Planning Department, 2018, p. 45

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.

### **3.3.8. Parking**

The known challenges related to parking within the URA date back to at least 2006, when the Cecil Group worked with the Town of Randolph's Master Plan Implementation Committee to prepare a series of recommendations for the town center.<sup>20</sup> In the resulting report, the key issues identified included that the amount of available surface parking exceeds the amount of parking that would reasonably be required for a successful town center. Moreover, a significant amount of the parking was found to be inconveniently located, poorly organized, or could not be easily shared among uses.

These issues persist. Within the overall URA (92.8 acres), the area of off-street parking totals 35.6 acres, or 38.4% of the total land area within the URA (See *Figure S-3*). The .46-acre Town-owned parcel located on School Street is the sole municipal parking lot located within the URA. As the ULI-TAP Report (2018) notes, however, the parking issue within the URA has less to do with the number of actual parking spaces than the way that spaces are utilized. There are parking lots within the URA that are often at capacity while others are underutilized, and there is limited connectivity between the lots.

### **3.3.9. 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 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.

Route 240 buses stop frequently because public transit stops are closely spaced on some sections. Without dedicated pull-offs, traffic congestion during peak travel times is therefore further affected. Additionally, for users of public transit, the lack of shelter at the stops can be a deterrent to higher usage. It also poses risks when users seek shelter at nearby locations and then rush, frequently crossing a street, when their bus arrives.<sup>21</sup>

### **3.3.10. Existing 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:

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<sup>20</sup> *Town of Randolph Report*, Cecil Group, 2006

<sup>21</sup> *Crawford Square Business District Briefing Book*, Town of Randolph Planning Department, 2018, pp. 45-46.

- 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 exceeds 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 2019.<sup>22</sup>

### 3.4. Demographic, Economic, and Market Analysis

#### 3.4.1. Municipal Demographic Data

Demographic information discussed in this section and presented below in *Table 3-5*, was obtained from the concise evaluation of Randolph's demographics contained in the 2018 *Town of Randolph Technical Assistance Panel Report*, 2017 *Randolph Comprehensive Master Plan*, and the American Community Survey (ACS) estimates as of July 1, 2017.

<b>Table 3-5: Demographic Data</b>	
<b>Demographic Parameter</b>	<b>Town of Randolph</b>
Population Estimates (2013-2017)	33,704
Population Estimates (2010)	32,112
Household Income (2013-2017)	
Median Household Income	\$69,969
Per Capita Income	\$32,202
% Individuals below Poverty Level	11.3%
% of Families below Poverty Level	9.3%
Number of Housing Units	12,893
Occupied	94.6%
Vacant	5.4%
Owner-occupied	68.3%

<sup>22</sup><https://holbrook.wickedlocal.com/news/20191013/firm-chosen-to-design-water-plant-for-braintree-holbrook-amp-randolph>

<b>Table 3-5: Demographic Data</b>	
<b>Demographic Parameter</b>	<b>Town of Randolph</b>
Renter-occupied	31.7%
<b>Households</b>	
Number of Households	12,192
Household Size	2.8
Family Households	69.8%
Non-Family Households	30.2%
<b>Educational Attainment Level</b>	
Without a High School Diploma (age 25+)	14.5%
High School Graduate or Higher (age 25+)	85.5%
Bachelor's Degree or Higher (age 25+)	28.9%
Foreign Born Persons	31.6%
<b>Age</b>	
Persons under 18 years	19.3%
Persons 19 to 64	64.5%
Persons 65 years and over	16.2%
Median Age	41.8

SOURCES: 2017 TOWN OF RANDOLPH COMPREHENSIVE MASTER PLAN AND U.S. CENSUS BUREAU, ACS 2013 – 2017 5-YEAR ESTIMATES

As noted in the Master Plan, Norfolk County is the most appropriate region to compare Randolph with, as the latter competes with the rest of Norfolk County for economic development opportunities, population, and labor force. The figures used 2016 estimates by The Nielsen Company, a database service that uses estimates from the latest U.S. Census and its own proprietary methods. Demographic data pulled from the Master Plan as well as the ULI-TAP report were updated where appropriate and feasible in order to reflect the most current ACS data.

According to the Master Plan, with an estimated population of 33,355 in 2016, the Town of Randolph represents approximately 5% of Norfolk County's population. Randolph closely resembles Norfolk County in historic and projected growth rates of population and households and the population of Randolph grew, and is projected to grow, as fast or faster than that of Norfolk County and the state. Growth in number of households has been somewhat slower, yielding only slight differences in estimated average household sizes. Estimated average ages of the population are also similar.

While Randolph was once predominantly white, the town has transformed over the past three decades to become nearly as diverse as Boston. Randolph represents much more diversity in its population than does Norfolk County or the state. The Town is almost half black/African American (West Indian is the largest ancestry group, followed by Sub-Saharan African). It is one-third (33%) white and 14% Asian. Norfolk County and the state are almost 80% white. In fact, residential shifts in recent years have led to Randolph becoming the second most diverse city in Greater Boston – second only to Boston itself.<sup>23</sup>

<sup>23</sup> *Changing Faces of Greater Boston, A Report from Boston Indicators*, The Boston Foundation, UMass Boston, and the UMass Donahue Institute, 2019.

Randolph's income distribution has fewer households with incomes under \$25,000 and over \$150,000 than do either county or state. Randolph's proportion of families in poverty and in poverty with children is lower than Norfolk County's, even though its estimated average, median, and per capita household incomes are lower than both the county's and state's overall.

### 3.4.2. Economic Data and Market Analysis

#### Employment

The Town of Randolph's 2017 labor market information as detailed in Randolph's 2017 Comprehensive Master Plan is presented in *Table 3-6*. As shown, the four largest employer sectors in Randolph are:

- Healthcare and Social Assistance (20%)
- Retail Trade (12%)
- Food Services and Drinking Places (11%)
- Manufacturing (10%)

Randolph and Norfolk County share the same top two employer sectors: Healthcare and Social Assistance and Retail Trade. However, the town's median annual wage in Healthcare and Social Assistance (\$38,480) are much lower than the wages for the county (\$54,860) and state (\$54,080). In fact, Randolph has the lowest average and median wages (\$47,814 / \$47,476) when compared to Norfolk County (\$60,205 / \$57,824) and the state (\$70,594 / \$64,740).

Within the URA, the types of businesses present indicate that employment is largely focused within the Retail, Health Care and Social Assistance, and Food Service Sectors. According to the data presented in the 2017 Master Plan, there are no Industrial, Manufacturing, Wholesale Trade, Transportation and Warehousing, or Construction related businesses in the URA.

<b>Industry</b>	<b>No. of Establishments</b>	<b>Employees</b>	<b>% of Employment</b>
Construction	88	405	4%
Manufacturing	44	1,152	10%
Wholesale Trade	40	781	7%
Retail Trade	136	1,285	12%
Transportation and Warehousing	36	652	6%
Information	15	246	2%
Finance and Insurance	81	313	3%
Real Estate and Rental and Leasing	54	312	3%
Professional and Technical Services	84	472	4%
Management of Companies and Enterprises	1	3	0%
Administrative and Support Services	41	324	3%
Educational Services	29	947	9%
Health Care and Social Assistance	224	1,389	13%
<i>Healthcare</i>	145	1,009	9%
<i>Social Assistance</i>	79	380	3%
Arts, Entertainment, and Recreation	18	294	3%
Accommodation and Food Services	67	1,299	12%
<i>Accommodation</i>	3	115	1%
<i>Food Services and Drinking Places</i>	64	1,184	11%
Other Services, Except Public Administration	132	742	7%

Public Administration	28	358	3%
<b>Total</b>	<b>1,118</b>	<b>10,974</b>	<b>100%</b>

SOURCE: NIELSON SEGMENTATION AND MARKET SOLUTIONS, 2016 AND FXM ASSOCIATES, AS CITED IN RANDOLPH COMPREHENSIVE MASTER PLAN, 2017

Industry projections for the South Shore workforce development area (WDA), which includes Randolph, indicate that region will experience industry employment gains for Nursing and Residential Care Facilities (19.9%), Educational Services (17.2%), Ambulatory Health Care Services (15.5%), Health Care and Social Assistance (14.1%), and Construction (11.8%).<sup>24</sup>

### Economic Development

Much of the economic development information presented below comes directly from Randolph’s Master Plan (2017) and ULI-TAP Report (2018). The “Submarket” referenced throughout this section is comprised of the following eight towns in proximity to Randolph: Abington, Avon, Braintree, Canton, Holbrook, Milton, Quincy, and Stoughton.<sup>25</sup>

The URA contains Randolph’s downtown business district, Crawford Square, which has transformed into a more walkable area over the past decade through significant infrastructure investments. Though Crawford Square is populated by a diverse mix of retail businesses including restaurants (local and chain), financial/legal services, convenience and grocery stores, health services, automotive-related businesses, municipal buildings, and personal service establishments, the *ULI-TAP Report* (2018) found that the overwhelming sense that it is not seen as a retail destination to those who lived outside of Randolph and has too few dining options.

*Retail Market:* The supply of retail space has remained constant in both Randolph and the Submarket since 2006. Randolph has a very small share of the Submarket’s retail inventory, and vacancy rates are much lower in Randolph. Occupied square feet are projected to grow in both areas based on the longer-term trends but have flattened recently. 2017 rents are almost identical in both Randolph and the Submarket, although they have varied in relation to each other in prior periods.

As part of the Town’s 2017 update of its Comprehensive Master Plan, a retail gap analysis was conducted for the URA (see *Table 3-7* on the next page). Using conservative estimates for the business district’s ability to capture new retail activity, it is estimated that 11 new stores, mostly smaller specialty retailers, could absorb a portion of the area’s consumer spending that currently takes place outside the Crawford Square market area.

<sup>24</sup> Massachusetts Bureau of Labor Statistics, Industry Projections for South Shore WDA, 2016-2026 [http://lmi2.detma.org/Lmi/Industry\\_Projection.asp?area=15000012long&cmd=Go](http://lmi2.detma.org/Lmi/Industry_Projection.asp?area=15000012long&cmd=Go).

<sup>25</sup> Randolph Comprehensive Master Plan, 2017, p. 54.

Store Types and NAICS	Selected Sales Opportunity/Gap (2016 \$)	Potentially Supportable Square Feet	Estimated Capturable	
			Square Feet	# Stores
Electronics Stores - 443412	\$5,405,865	12,631	2,800	1
Beer, Wine and Liquor Stores - 4453	\$11,571,041	42,856	12,000	3
Other Health and Personal Care Stores - 44619	\$1,393,996	5,362	1,366	1
Jewelry Stores - 44831	\$4,165,398	7,359	1,500	1
Other Miscellaneous Store Retailers - 4539	\$3,687,882	11,820	2,325	1
Limited-Service Eating Places - 7222	\$4,343,521	14,335	3,150	2
Special Foodservice - 7223	\$5,081,908	18,150	4,000	2
<b>Totals</b>	<b>\$35,649,609</b>	<b>112,512</b>	<b>27,141</b>	<b>11</b>

SOURCE: RANDOLPH COMPREHENSIVE MASTER PLAN, 2017

*Commercial/Office Market:* Supply trends in office space in Randolph and the Submarket indicate that Randolph has a very small share of office space in the Submarket and a very low and declining vacancy rate. The supply of this type of space has not been increasing in either market; occupancy has been increasing slightly since the 2008 recession. Until 2015, rents in Randolph were slightly lower than in the Submarket, but have risen slightly higher since. Rents in Randolph are now about the same as the average in the Submarket overall and apparently not a significant factor affecting absorption of office space.

The eight surrounding communities are considered to be alternatives to Randolph for commercial development. All towns except Abington have different tax rates for commercial and industrial property. Randolph's residential and commercial rates are slightly higher than in other towns: the commercial rate ranks third among the nine towns, and the residential rate is fourth. Each town depends on property tax for more than half their revenues, with Randolph and Stoughton the least dependent at 55%.

Town	Total Revenues	Total Tax Levy	% of Revenues from Property Tax	Tax Revenues (%)		2017 Tax Rates		CPA
				Residential	CIP	Residential	CIP	
<b>Randolph</b>	<b>\$105,437,687</b>	<b>\$58,238,569</b>	<b>55%</b>	<b>78%</b>	22%	<b>\$16.18</b>	<b>\$31.83</b>	<b>2006</b>
Abington	\$56,678,607	\$34,249,858	60%	87%	13%	\$18.35	\$18.35	2016
Avon	\$26,405,425	\$19,444,306	74%	37%	63%	\$17.28	\$33.82	no
Braintree	\$148,094,398	\$84,572,829	57%	63%	37%	\$10.74	\$23.72	2002

Canton	\$106,083,230	\$70,946,771	67%	63%	37%	\$12.79	\$26.34	2012
Holbrook	\$45,688,113	\$26,781,162	59%	76%	24%	\$20.90	\$39.87	no
Milton	\$108,814,806	\$73,993,205	68%	93%	7%	\$13.56	\$21.51	no
Quincy	\$357,311,458	\$213,623,432	60%	73%	27%	\$14.17	\$28.71	2006
Stoughton	\$111,983,213	\$61,412,772	55%	68%	32%	\$14.49	\$25.79	2008
<i>Average of Above</i>	<i>\$118,499,660</i>	<i>\$71,473,656</i>	<i>62%</i>	<i>71%</i>	<i>29%</i>	<i>\$15.38</i>	<i>\$27.77</i>	
<b>Randolph Index</b>	<b>0.89</b>	<b>0.81</b>	<b>0.9</b>	<b>1.1</b>	<b>0.76</b>	<b>1.05</b>	<b>1.15</b>	

SOURCE: RANDOLPH COMPREHENSIVE MASTER PLAN, 2017

*Residential Market:* 70% of occupied housing units in Randolph are owner-occupied, which is similar to Norfolk County and higher than the state's 62%. Randolph has a larger proportion of single-family homes than does Norfolk County or the state, and its housing stock is somewhat newer than both areas. Randolph's median home value is considerably below that of the county and state overall. The median value of a single-family home in Randolph in 2016 was only 64% of Norfolk County's and 80% of Massachusetts's estimated median home values.

Randolph's rental housing is primarily within large apartment developments, but 26% are single-family homes.<sup>26</sup> The vacancy rate for rental units in Randolph, Norfolk County, and the state is 7.7%, 4.0%, and 4.2%, respectively.<sup>27</sup>

The average monthly rent steadily rose in the three areas between 2010 and 2017. The average rent within the state was consistently less than the average rent in Randolph or Norfolk County. Randolph's average monthly rent has typically been slightly less than Norfolk County's average rent, but the difference between the two decreased between 2012 and 2017 as the town's average rent increased more quickly than within the county or state.<sup>28</sup>

The State's Subsidized Housing Inventory (SHI) indicates that of Randolph's 11,980 year-round housing units in 2017, 10.68% (1,280 units) qualified as deed restricted affordable housing. Although Randolph exceeds the 10% threshold established by Chapter 40B legislation, a significant number of low- and moderate-income households are burdened by the cost of housing. Based on 2015 American Community

<sup>26</sup> U.S. Census Bureau, Table B25032: Tenure by Units in Structure, 2011-2015 American Community Survey 5-Year Estimates, as cited in Crawford Square Business District Briefing Book, Town of Randolph Planning Department, 2018, p. 23

<sup>27</sup> U.S. Census Bureau, Table DP04: Selected Housing Characteristics, 2011-2015 American Community Survey 5-Year Estimates, as cited in Crawford Square Business District Briefing Book, Town of Randolph Planning Department, 2018, p. 23

<sup>28</sup> Crawford Square Business District Briefing Book, Town of Randolph Planning Department, 2018, pp. 23-24

Survey data, a greater percentage of people in the town are cost-burdened than within the county or state (43.3% of all occupied homes in Randolph versus 34.7% in Norfolk County and 37.0% in Massachusetts).

### 3.5. Area Eligibility Designation

The RRA is required to make a finding that the URA is substandard, decadent, and/or blighted open area in accordance with the Urban Renewal regulations (M.G.L. c. 121B). Once the designation is accepted by DHCD, the RRA will have discretion to undertake revitalization activities to stimulate economic development within the URA. This report assembles data from a variety of sources to support a recommendation that the URA meets one or more of the eligibility standards, and that it is improbable that key parcels within the area will be redeveloped by the ordinary operations of private enterprise.

After extensive and thoughtful review of available data, in conjunction with input from stakeholders and officials from the Town of Randolph, the most appropriate finding is that the URA is a “decadent” area. The definition of decadent is summarized below, followed by a discussion of those criteria which are relevant to the conditions of the URA.

#### 3.5.1. Decadent Area Criteria

M.G.L. c 121B § 1 defines a “Decadent Area” as an area which is detrimental to safety, health, morals, welfare, or sound growth of a community because one or more of the following is present:

- Building(s) out of repair, physically deteriorated, unfit for human habitation, obsolete, or in major need of repair;
- Much of the real estate has been sold or taken for nonpayment of taxes upon foreclosure of mortgages;
- Buildings have been torn down and not replaced and under existing condition is improbable that the buildings will be replaced;
- A substantial change in business or economic conditions;
- Inadequate light, air, or open space;
- Excessive land coverage; and/or
- Diversity of ownership, irregular lot sizes or obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise.

The conditions which are applicable to the assessment of eligibility for Crawford Square are indicated by a check mark in the following list.

Applicability to the URA	Decadent Area Conditions	Summary of Conditions
✓	Building(s) out of repair, physically deteriorated, unfit for human habitation, obsolete, or in major need of repair	Most of the building stock predates 1970, and the presence of lead paint or other environmental contaminants is likely. A significant portion of the building stock is categorized as being in Fair or Poor condition.
	Much of the real estate has been sold or taken for nonpayment of taxes upon foreclosure of mortgages	

	Buildings have been torn down and not replaced and under existing condition is improbable that the buildings will be replaced	
	A substantial change in business or economic conditions	
✓	Inadequate light, air, or open space	Insufficient open space within the URA to support existing and proposed uses.
✓	Excessive land coverage	The URA has excessive underutilized land coverage and is predominantly covered by impervious surfaces, i.e., features such as buildings, parking lots and roads.
✓	Diversity of ownership, irregular lot sizes or obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise	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.

**Building(s) out of repair, physically deteriorated, unfit for human habitation, obsolete or in major need of repair.**

**Finding: The age of structures indicates the potential for regulated materials common to older buildings.**

As noted in *Section 3.3.3*, of the 74 structures within the URA with known construction dates, approximately 21.6% 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 3-1*, only about 16 buildings have been constructed since 1971. The presence of so many older structures indicates an increased potential for decadent conditions, outdated or abandoned facilities, lack of accessibility, maintenance issues, and the presence of regulated materials common to older buildings (e.g. lead paint and asbestos).

**Finding: The URA contains numerous buildings which are out of repair, physically deteriorated, or obsolete.**

As noted in *Section 3.3.4 Property Conditions*, an exterior visual assessment of properties within the URA was conducted as part of the URP process. 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.

**Inadequate light, air, or open space.****Finding: There is insufficient open space within the URA to support existing and proposed uses.**

Parks and open space provide intrinsic environmental, aesthetic, and recreational benefits for cities, as well as positive economic benefits.<sup>29</sup> Large areas are not necessary to improve the sense of openness, and effective public spaces, particularly in more densely urbanized areas can take the form of small pocket parks and plazas that offer visual and physical relief from the urban environ. *Figure S-2* depicts open space within a ¼ mile walking distance of the URA. The URA encompasses one small green space and several memorial locations. 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.

There are no significant open spaces or public areas to identify Crawford Square as Randolph's downtown business district and to serve current and future residents and employees. The existing open space within the URA, in particular the town green at Crawford Square, should be expanded and be more versatile to support redevelopment. In addition, the walkway/bike path along the abandoned railroad bed adjacent to Depot Street could be improved and connect directly to Sudbury Farms Plaza. An opportunity also exists to create a pocket park at the intersection of Depot Street and Warren Street should the roadway be realigned (see *Figure S-4: Crawford Square URP Concept Plan*). Opportunities for the strategic incorporation of public open spaces are a key element within the URA.

**Diversity of ownership, irregular lot sizes, or obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise.****Finding: Parcels within the URA are typically small, irregularly shaped, and have a diversity of ownership.**

Parcel sizes vary widely throughout the URA, with the smallest parcel at .04 acres and the largest at approximately 7.7 acres. Taken as a whole, within the URA 29% of parcels are 0.2 acres or less, and approximately 86% are 1 acre or less. Ownership is also extremely diverse. Approximately 67% of parcels within the URA are individually owned, which makes redevelopment by the ordinary operations of private enterprise highly unlikely. Furthermore, one of the largest commercial areas, known as the Sudbury Farms Plaza, is perceived as one large retail complex, when in fact it is comprised of 3 parcels with 3 owners. This diversity of ownership hinders redevelopment options.

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<sup>29</sup> [https://planning-org-uploaded-media.s3.amazonaws.com/publication/download\\_pdf/Parks-for-Economic-Development.pdf](https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/Parks-for-Economic-Development.pdf)

**Finding: Insufficient and irregular vehicular, pedestrian, and bicycle circulation create a challenging environment for safe and easy circulation to stimulating economic development.**

As noted in *Section 3.3.7*, 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. A climbing annual average daily traffic (AADT) value for Route 28 implies that it is exceeding capacity and may need improvements to reduce congestion.<sup>30</sup> If not properly addressed, congestion has the potential to stall economic growth by threatening businesses.

Anecdotal evidence also supports the finding that vehicular congestion and insufficient pedestrian and bicycle circulation is impeding redevelopment within the URA. During the Crawford Square Revitalization Plan community forum on September 14, 2019, there was an overwhelming response regarding the need to address traffic and road safety issues, particularly for North Main Street (Route 28). Vehicular traffic and congestion emerged as a major issue for the Crawford Square area, particularly the high crash corridor at the intersection of North Main Street, South Main Street, Union Street, and North Street. The need to realign West Street and Pleasant Street also emerged as a need. In general, responses indicate a need to improve the flow of vehicular traffic and to improve walkability and bikeability, especially by improving connectivity between walkways and to the commuter rail.

The 2018 ULI-TAP Report echoes this challenge and highlights the 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. The report also notes that the issue represents a missed opportunity for retailer curb appeal, as the on-street parking is limited along the routes in proximity to the URA businesses.<sup>31</sup> Further, the report also notes that the Sudbury Farms Plaza parking lot is used heavily as a cut-through for local residents and large trucks seeking to avoid traffic congestion on North Main Street.<sup>32</sup>

### **3.5.2. Other Urban Renewal Eligibility Considerations**

In addition to the eligibility criteria associated with the regulatory definitions, there are additional factors worth noting (i.e., excessive parking lots, lack of signage and wayfinding, and aesthetics). The RRA believes the following consideration is also relevant to the discussion of eligibility for the Crawford Square URA.

**Finding: Many parcels and buildings are underutilized due to excessive parking on the parcel and vacant spaces within buildings.**

The downtown area as a whole is characterized by a substantial percentage of paved area, including off-street parking and roadways. Within the overall URA (92.8 acres), the area of off-street parking totals 35.6 acres, or 38.4% of the total land area (See *Figure S-3*). Taken together, off-street parking and paved roadways total approximately 62.7% of the land area within the URA.<sup>33</sup> These characteristics contribute to a lack of perceived pedestrian comfort and amenity, and support a finding of decadence within the URA. Further supporting this finding, the 2017 Master Plan notes that “surface parking lots in the downtown district are underutilized property in a prime location, and represent an opportunity for mixed-use

<sup>30</sup> Randolph Comprehensive Master Plan, 2017, pp. 175-176.

<sup>31</sup> *Technical Assistance Panel Report*, Urban Land Institute, 2018, p. 15.

<sup>32</sup> *Ibid.*, p. 12.

<sup>33</sup> This information was derived from the 2016 Land Cover/Land Use Dataset published by MassGIS in 2019.

development and increased tax revenue. The Town...may also need to consider an overall parking/circulation/traffic plan to achieve more effective use of the space.”<sup>34</sup>

Land devoted to surface parking lots at the expense of more dense development can be problematic for downtown areas. Parking lots consume large portions of otherwise developable land and are associated with negative environmental consequences, such as stormwater runoff and increased urban heat island effect. Parcels whose surface is primarily covered by a building – or the building exceeds the maximum lot coverage allowed by the zoning code – also present problems. Such lots often cannot support sufficient on-site parking to meet current parking requirements. In order to develop such lots, additional parking must be provided on an adjacent lot or within a reasonable walking distance. More efficient parking would support higher value development, better and safer circulation, and a more attractive town center.

Sudbury Farms Plaza is the area most obviously impacted by excessive parking and vacant parcels within buildings. The plaza is owned by three separate entities, with complex parking and lease agreements. The site is anchored by a grocery store that has experienced turnover; for many years it housed a Sudbury Farms grocery store, and has turned over twice in the last five years, first with Brother’s Supermarket and now America’s Food Basket. Two adjacent storefronts have been vacant for at least 15 years, and an accessory building on the same parcel has three vacant storefronts. The Plaza does not have a sufficient and up-to-date stormwater collection system, resulting in stormwater run-off from one parcel flowing onto an abutting parcel(s).

The strip shopping center located at 19 Memorial Parkway is the largest parcel within the URA, and it also has a large parking lot in front of the building. This plaza has four vacant storefronts.

**Finding: Inadequate signage and wayfinding to draw people into downtown and support commercial uses.**

One of the challenges suffered by the URA is that it lacks a ‘sense of place’ that is essential to encourage a vibrant mixed-use downtown. While the URA has services and retail/restaurants to draw people into downtown, there is not a coherent image, character or aesthetic that distinguishes the Crawford Square business district from the rest of the town, or that establishes a sense of place. Given this, the Crawford Square business district does not have a brand identity, the boundaries of the district are undistinguishable, and the location of retail destinations in relation to one another is unclear. This lack of signage also precludes the high volume of traffic on the main thoroughfares from being alerted to the local businesses.<sup>35</sup>

### 3.5.3. Spot Clearance and Rehabilitation Eligibility

DHCD requires justification for spot clearance areas. Spot clearance may involve buildings that are in good condition, but whose demolition is necessary to achieve the Plan objectives within the URA.

*Table 3-9* includes the twelve (12) buildings slated for acquisition and demolition necessary to achieve URP objectives related to parcel assemblage and for infrastructure improvements to improve access to and within the area.

<sup>34</sup> Randolph Comprehensive Master Plan, 2017, p. 79.

<sup>35</sup> *Technical Assistance Panel Report*, Urban Land Institute, 2018, p. 16.

<b>Table 3-9: Spot Clearance</b>			
<b>Parcel ID</b>	<b>Address</b>	<b>Owner</b>	<b>Notes</b>
54-A-001.00	10 Highland Avenue	8 Units Realty LLC	Vacant former VFW
53-C-004	18 North Street	Jan Co North Inc	Vacant former Burger King
54-B-009.D	86 North Main Street	86 North Main Street Realty LLC	One-story building with five retail and one vacant storefronts
55-D-033	87 Warren Street	Public Storage Inst Fund IV	Public Storage
55-D-033.4	0 Condlin Drive	Schiavo Mario & Al Tr	Rocky Mountain Spring Water self-serve water dispensary
55-D-033.2	14 Condlin Drive	Schiavo Mario & Al Tr	Fast food establishment
55-D-035.34	322-326 North Main Street	UTP Realty LLC	Retail and office
55-D-036	328 North Main Street	M&N Realty Trust	Auto repair shop
55-D-039.2C	334 North Main Street	334 N Main St Realty Tr	Dry cleaner
55-D-037&45	336 North Main Street	Randolph Montrose LLC	Strip shopping center
55-D-040.2D	338 North Main Street	Crovo Realty LLC	Retail establishment
55-D-041	340 North Main Street	Secatore Realty Trust LLC	Strip shopping center

Rehabilitation is proposed for the building located at 41 Highland Avenue, which is currently a vacant office building. The property has been vacant for a number of years and building renovations have been suggested many times, but no work had been completed to make the building usable again. Recently, the current property owner received approval from the Town of Randolph to renovate the property into a mixed-use development, indicating the economic feasibility of rehabilitating the property. However, should the current owner's project not materialize, the property is proposed for acquisition and rehabilitation by the RRA or a designated redeveloper. In addition, the mixed-use redevelopment currently underway on the adjacent parcel (19 Highland Avenue) indicates that the area has desirable qualities that are conducive to achieving the URP's objective to foster mixed use development at 41 Highland Avenue and throughout the URA.

### **3.6. URP Conformity with Local Comprehensive Plan**

Conformity is assessed with regard to consistency with the 2017 *Town of Randolph Comprehensive Master Plan*, which 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. As noted previously, the Master Plan is considered to be integral to this URP, and relevant information and recommendations have been 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.
- 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.

In terms of zoning, the Town approved the Crawford Square Business District in April 2005. This district provides a very clear indication of the town's intent to recognize and enhance the role of the URA as the Town's principal focus for civic, cultural and social functions; encourage a higher density of small-scale establishments offering a wide variety of goods and services; provides for mixed-use development including family dwellings in upper floors of business building; and support intensive development oriented to pedestrians.

## 12.02 (4) Objectives

The vision, goals, and objectives presented herein address the findings described in the previous chapter, promote the Town's vision for the area (consistent with previous planning efforts), and provide guidance to the Town as it makes decisions about redevelopment within the Crawford Square URA. The URP will provide a guide to the development and use of land by connecting the long-term vision with both short-term actions and long-term actions.

### 4.1. 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. 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.

## 4.2. URP 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 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 into the paved 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 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.

### 4.3. Buildings to be Constructed

As shown in Figure J-1 and Figure S-4, and listed in *Table 4-1*, 12 new buildings are planned in the URA.

<b>Disposition Parcel ID<sup>36</sup></b>	<b>Address</b>	<b>Current Use</b>	<b>Proposed Use<sup>37</sup></b>
A1	336 North Main Street 340 North Main Street 34-42 West Street (Partial)	Grocery Store and Vacant Storefronts Commercial / Restaurant Parking Lot	Office
A2	334 North Main Street 336 North Main Street 338 North Main Street	Cleaners Parking Lot / Retail Retail	Retail
A3	328 North Main Street 336 North Main Street 14 Condlin Drive	Auto Repair Shop Parking Lot Fast Food Restaurant	Mixed-Use + Retail*
B	87 Warren Street 14 Condlin Drive 0 Condlin Drive	Self-Storage Facility Fast Food Restaurant Shed	Mixed-Use*
C1	87 Warren Street 14 Condlin Drive	Self-Storage Facility Fast Food Restaurant	Retail
C2	87 Warren Street	Self-Storage Facility	Retail
D	18 North Street	Vacant - Former Fast Food Restaurant	Commercial + Open Space
E	86 North Main Street	Strip Commercial	Retail + Public Parking
54-A-001.00	10 Highland Avenue	Vacant - Former VFW	Commercial
55-D-035.34	322-326 North Main Street	Commercial / Personal Services / Office	Mixed-Use

### 4.4. Overall Redevelopment Strategy

The URP compiles information pertinent to the Town's efforts within the URA to attract and guide private investors. The plan will allow the RRA to negotiate directly with potential developers and provides the mechanism for land assemblages to accomplish redevelopment objectives. The genesis of the URP planning process was the *Town of Randolph Comprehensive Master Plan (2017)* and the *ULI Technical Assistance Panel Report (2018)*, which included a comprehensive assessment of the area. The latter also convened a volunteer panel of experts whose members represented the range of disciplines necessary to analyze the challenges and opportunities facing the Town of Randolph in their efforts to make the Crawford Square Business District more representative of the town's diverse population while bringing economic vitality to the district. Both documents are considered to be integral to this URP, and relevant recommendations have been incorporated into the overall redevelopment strategy. This URP proposes a comprehensive approach

<sup>36</sup> New Parcel ID, as noted in Figure G-1: Disposition Parcels.

<sup>37</sup> \*Two (2) buildings are anticipated to be constructed on disposition parcel.

to address the needs described in *Section 3.6: Area Eligibility Designation* and furthers the goals and objectives described above.

Implementation of the URP will 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 on a daily basis. It is estimated that 58 rental units will be developed through disposition of parcels to redevelopers over the duration of the URP's implementation. These rental units are anticipated to include a mix of studio and one-bedroom apartments with an average size of 800SF. 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.<sup>38</sup> 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 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.

As illustrated in *Figure S-4: Crawford Square URP Concept Plan* and *Figure S-5: Public Realm Improvements*, 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. The public realm improvements include adding a new public drive through the Sudbury Farm Plaza area to better connect to abutting streets and improve safety, as well other connectivity and circulation improvements to help create a safe, accessible, and attractive public realm within the larger Crawford Square area. The URP includes actions to expand and add open spaces, which are a key component of any vibrant downtown. In summary, the implementation of actions identified in this URP will help encourage 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.

Additionally, certain parcels within the URA have been identified for potential partnership with the RRA. A partnership with private redeveloper(s) will be considered if mixed-use development is proposed for the property. These parcels are identified in *Table 4-2*. If these properties were to be designated as parcels proposed for acquisition and disposition by the RRA at a future date, the RRA would be required to submit a plan change request to DHCD for review and approval. A request for a plan change would describe the change and its purpose and effect on the project activities, and DHCD would make a determination if it were a minor or major plan change.

**Table 4-2: Partnership Parcels**

Parcel ID	Address	Owner	Current Use	Proposed Use
55-D-33.3	11 Condlin Drive	Schiavo Mario & Al Tr	Commercial	Mixed-Use
55-D-33.1	21 Condlin Drive	M&N Realty Trust	Commercial	Mixed-Use
56-C-1	19 Highland Avenue	Chase & Sons Inc	Mixed-Use Development Currently Underway	Mixed-Use

<sup>38</sup> Town of Randolph Zoning § 200-11

54-B-1	19 Memorial Parkway	Hickey Carol A Tr C/O Jamp II Realty Trust	Strip Commercial Development	Mixed-Use
53-B-008	67 North Main Street	FJC Ventures LLC	Two occupied and one vacant storefront	Mixed-Use
53-B-007	73 North Main Street	Chapman Jr Robert R Trustt	One story retail building	Mixed-Use
53-B-006	79 North Main Street	Zervos Kiriakos Trustee	Two-story building with three businesses	Mixed-Use
53-B-005	95 North Main Street	Zervos Kiriakos Trustee	Multiple commercial establishments	Mixed-Use

Overall, the proposed land uses are consistent with the character of the area and redevelopment activities are within existing commercial areas.

#### 4.5. Economic Benefits and Jobs Analysis

The redevelopment of the URA will return property that is currently underutilized into places of commerce and productivity, which increases employment for the local workforce. Consistent with the objectives outlined for the URP, economic benefits of the proposed plan focus on the following:

- Act as a catalyst for private investment.
- Create temporary jobs during construction, then sustainable and permanent jobs in a variety of fields.
- Create a range of leasable space options for new and existing local businesses.
- Develop amenities which increase appeal to visitors as well as new and existing residents and businesses.
- Increase market-rate housing in the downtown area.
- Return vacant and underutilized land to the town's tax rolls.
- Increase the efficiency of the transportation network for all modes of travel – vehicular, pedestrian, bicycle, and public transit.
- Provide adequate and strategically located parking facilities.

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 718 temporary jobs (construction-related) and an estimated 653 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.

#### 4.6. 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.

#### **4.7. Development Considerations**

Development controls will be implemented through the existing zoning for the Crawford Square Business District (see *Section 3.3.2.* for a summary of allowable uses and dimensional criteria), and implementation of design principles described in *Section 10.1. Crawford Square Urban Revitalization Plan Design Principles.*

## 12.02 (5) Acquisitions and Transfers

This section presents the privately-owned parcels within the URA to be acquired by the RRA and the town-owned parcel to be transferred to the RRA. *Table 5-1: Parcels to be Acquired or Transferred*, on the next page, provides information regarding the address, lot size, owner, present use, and the proposed use(s) of each parcel.

In all, 17 parcels have been identified as candidates for acquisition or transfer, as follows:

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

Please note that certain parcels within the Sudbury Farms Plaza area (parcels 55-D-033.2, 55-D-036, and 55-D-037&45) are proposed for assemblage and reconfiguration, and the Proposed Uses column in *Table 5-1* reflects the proposed uses as mapped against existing property lines.

At the time that the RRA acquires a property, the RRA must have two appraisals completed in accordance with 760 CMR 12.04, except as set out in 760 CMR 12.04 (3) and DHCD must approve the acquisition price. In conformance with the Urban Renewal regulations (M.G.L. c. 121B and 760 CMR 12.00), the assessed value of each of the acquisition parcels is listed in *Appendix D: Acquisition Parcels*.

**Table 5-1: Parcels to be Acquired or Transferred**

Parcel ID	Address	Owner	Area (Acres)	Current Use	Action	Proposed Use
<i>Private Property Acquisition for Rehabilitation</i>						
56-C-002.4	41 Highland Avenue	41 Highland Ave LLC	0.17	Office Building	Rehabilitate	Small-Scale Mixed-Use
<i>Private Property Partial Acquisition for Redevelopment</i>						
55-D-042.1	34-42 West Street	West Realty Assoc LLC	0.80	Office and Residential	Redevelop rear parking lot	Mixed-Use
54-B-006.2	30 North Main Street	Fernandez Jose J Trustee and Jodafran Realty Trust	0.70	Parthenon, Randolph Package Store, Tony the Tailor, MetroPCS	Redevelop rear parking lot	Public Parking (acquire and transfer to Town)
54-B-7.08	84 North Main Street	Arc Rock17Ma LLC	0.94	Rockland Trust Bank	Redevelop rear parking lot	Public Parking (acquire and transfer to Town)
<i>Private Property Acquisition for Redevelopment</i>						
55-D-033.4	0 Conclin Drive	Schiavo Mario & Al Tr	0.10	Rocky Mountain Spring Water	Redevelop	Mixed-Use
55-D-033.2	14 Conclin Drive	Schiavo Mario & Al Tr	0.85	Wendy's Fast Food Restaurant	Redevelop	Mixed-Use and Retail
55-D-036	328 North Main Street	M&N Realty Trust	0.23	Randolph Center Auto Repair & Autobody	Redevelop	Mixed-Use and Retail
55-D-039.2C	334 North Main Street	334 N Main St Realty Tr	0.12	Woodlawn Cleaners	Redevelop	Retail
55-D-037.&45	336 North Main Street	Randolph Montrose LLC	5.51	America's Food Basket and Vacant Storefronts	Redevelop	Mixed-Use, Office, and New Roadway Layout
55-D-040.2D	338 North Main Street	Crovo Realty LLC	0.25	Crovo's Liquors	Redevelop	Retail
55-D-041	340 North Main Street	Secatore Realty Trust LLC	0.67	Dollar General, Lucky Spot, Fish Market, D'luxe Nails, Golden Pacific, Top Notch Caribbean Cuisine, Lucky Cleaners, Toast of the Town	Redevelop	Office
55-D-033	87 Warren Street	Public Storage Inst Fund IV	6.55	Public Self-Storage	Redevelop	Retail (Grocery Store)
55-D-035.34	322-326 North Main Street	UTP Realty LLC	0.45	Multiple Small Businesses (Vina Nails, Cricket, Motivation Church, Chiropractic Care, Ada Hair Salon, FS Multi-Services, Lash & Skin Cosmetic Boutique, Metro South	Redevelop	Mixed-Use

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				Realty, UTP Realty, Heritage Pest Control)		
54-A-001.00	10 Highland Avenue	8 Units Realty LLC	0.72	Vacant, Former VFW	Redevelop	Commercial
54-B-009.D	86 North Main Street	86 North Main Street Realty LLC	0.57	Randolph Dental Group, Pho 98, Nailworks, GrowSmart	Redevelop	Public Parking (acquire and transfer to Town) and Retail
53-C-004	18 North Street	Jan Co North Inc	0.81	Vacant (Former Burger King)	Redevelop	Open Space and Commercial
<b><i>Town Property Transfer</i></b>						
55-E-008.00	0 Warren Street	Town of Randolph	0.09	Vacant land	Enhance open space	Open Space (Pocket Park)

## **12.02 (6) Relocation**

The URP is to be used as a vehicle to revitalize Crawford Square, to remove decadent conditions while encouraging sound growth, to support redevelopment efforts, and to undertake public improvements that are necessary to support redevelopment activities. In so doing, the URP will result in public actions that are necessary to stimulate public and private revitalization efforts. If and when required, the RRA plans to undertake all relocations which may occur in support of the URP in accordance with the applicable relocation assistance requirements in M.G.L. Chapter 79A and the regulations at 760 CMR 27.00 (see Attachment B), and in so doing provide fair and equitable treatment, relocation assistance services, and payments to parties displaced due to public actions associated with the URP.

The RRA will prepare and submit detailed relocation plans to the Massachusetts Bureau of Relocation at DHCD for review and approval in advance of property acquisition in accordance with state laws and regulations. It is anticipated that the URP will be implemented over a 20-year period, and relocation plans may be submitted in phases, as needed. While the RRA may have a dedicated staff member to assist with relocation, the RRA anticipates engaging the services of an experienced relocation consultant to provide assistance, e.g. finding alternative sites, identifying relevant zoning issues, reviewing moving cost estimates, and interview and determine the needs of businesses and occupants to be relocated. The RRA will request designation of a relocation advisory agency from DHCD prior to the RRA's acquisition of property which involves the displacement of legal occupants. The anticipated timeline for acquisitions that may result in the potential displacement of an eligible occupant is outlined in Chapter 12.02 (11) Time Frame.

The RRA acknowledges that each legal occupant at the time of the acquisition is entitled to remain on the said property for not less than four months from the date of receipt of the notice to vacate. The RRA will consult with the Bureau of Relocation in advance of property acquisition to ensure that 760 CMR 27, M.G.L. c. 79A and 49 Code of Federal Regulations (CFR) Part 24 are met.

A list of uses that may require relocation is presented in *Table 6-1* on the next page. This is a draft list of potential relocations because many properties have tenants that are subject to change for reasons outside of the purview of this URP. Business information will be verified/updated as part of a Relocation Plan prepared in accordance with the requirements in 760 CMR 27.03 (6) and submitted for approval to the Bureau of Relocation at DHCD. The Relocation Plan will consider several factors, including the size of the existing business, the need for visibility, proximity to public transportation, customer access, and any necessary special equipment.

<b>Table 6-1: Relocation</b>				
<b>Parcel ID</b>	<b>Address</b>	<b>Owner</b>	<b>Current Use</b>	<b>Potential Businesses/Tenants to be Relocated</b>
55-D-033.4	0 Condlin Drive	Schiavo Mario & Al Tr	Retail	Rocky Mountain Spring Water
55-D-033.2	14 Condlin Drive	Schiavo Mario & Al Tr	Fast Food Restaurant	Wendy's
55-D-036	328 North Main Street	M&N Realty Trust	Auto Repair	Randolph Center Auto Repair & Autobody
55-D-039.2C	334 North Main Street	334 N Main St Realty Tr	Dry Cleaner	Woodlawn Cleaners
55-D-037.&45	336 North Main Street	Randolph Montrose LLC	Retail	America's Food Basket and Vacant Storefronts
55-D-040.2D	338 North Main Street	Crovo Realty LLC	Retail	Crovo's Liquors
55-D-041	340 North Main Street	Secatore Realty Trust LLC	Commercial (8)	Dollar General, Lucky Spot, Fish Market, D'luxe Nails, Golden Pacific, Top Notch Caribbean Cuisine, Lucky Cleaners, Toast of the Town
55-D-033	87 Warren Street	Public Storage Inst Fund IV	Storage Facility	Public Self-Storage
55-D-035.34	322-326 North Main Street	UTP Realty LLC	Commercial and Church (10)	Multiple Small Businesses (Vina Nails, Cricket, Motivation Church, Chiropractic Care, Ada Hair Salon, FS Multi-Services, Lash & Skin Cosmetic Boutique, Metro South Realty, UTP Realty, Heritage Pest Control)
54-B-009.D	86 North Main Street	86 North Main Street Realty LLC	Commercial (4)	Randolph Dental Group, Pho 98, Nailworks, GrowSmart

## 12.02 (7) Site Preparation

Site preparation activities will address the existing conditions on sites acquired by the RRA that will be developed for public use, as well as sites that will be prepared for disposition and private development. Activities include stabilizing parcels after buildings are demolished, securing sites, assessment and management of any hazardous material, and other measures to provide a safe and secure site until redevelopment starts.

This section provides more detail of key activities planned as part of the site preparation process, as required by 760 Code of Massachusetts Regulations (CMR) 12.02 (6). Areas to be affected by site preparation activities are presented in *Figure I-1: Buildings to be Demolished* and *Figure J-1: Buildings to be Rehabilitated* (see Chapter 12.02 (2) Characteristics).

### 7.1. Site and Building Assessment

Based on the ages of structures and observed conditions, there is the potential of encountering unknown hazardous materials, either in subsurface conditions in areas to be redeveloped or within various buildings to be demolished. Initial site and building assessments will be conducted to identify potential areas or sources of contamination. Once this evaluation is completed, actions and costs for remediation can be estimated, if necessary.

The Town of Randolph has established a Wetland and Watershed Protection Overlay District. According to the Town's Planning Department, the map of this overlay district has not been digitized. Upon review of the Crawford Square URA, the Planning Department has found that the Wetland and Watershed Protection Overlay District does not affect any parcels included in the URA. However, before any redevelopment occurs, if wetlands are suspected to be present in proximity to the areas to be redeveloped, identification and delineation of wetlands will be performed by qualified professionals who are knowledgeable and licensed, as appropriate.

### 7.2. Building Rehabilitation

Building rehabilitation is proposed at 41 Highland Street, which is currently a vacant office building. Information gathered during the initial site and building assessment will be used to identify the appropriate measures for addressing materials requiring special handling and disposal. All work will be conducted under the supervision of qualified professionals who are knowledgeable and licensed, as appropriate. Where feasible, rehabilitation will be completed such that existing materials will be reused and the character and ornamental details are consistent with original features.

### 7.3. Demolition to Support Redevelopment

As shown in *Figure H-1: Buildings to be Demolished*, structural demolition is proposed at the following locations:

Parcel ID	Address	Current Use
55-D-033.4	0 Conclin Drive	Rocky Mountain Spring Water
55-D-033.2	14 Conclin Drive	Wendy's Fast Food Restaurant
55-D-036	328 North Main Street	Randolph Center Auto Repair & Autobody
55-D-039.2C	334 North Main Street	Woodlawn Cleaners
55-D-037&45	336 North Main Street	America's Food Basket and Vacant Storefronts

55-D-040.2D	338 North Main Street	Crovo's Liquors
55-D-041	340 North Main Street	Dollar General. Top Notch Caribbean Cuisine. Lucky
55-D-033	87 Warren Street	Public Self-Storage
55-D-035.34	322-326 North Main Street	Multiple Small Businesses (Vina Nails, Cricket, Motivation Church, Chiropractic Care, Ada Hair Salon, FS Multi-Services, Lash & Skin Cosmetic Boutique, Metro South Realty, UTP Realty, Heritage Pest Control)
54-A-001.00	10 Highland Avenue	Vacant, Former VFW
54-B-009.D	86 North Main Street	Randolph Dental Group, Pho 98, Nailworks, GrowSmart
53-C-004	18 North Street	Vacant (Former Burger King)

Where demolition will occur, all utility services to the structures will be cut and capped within ten feet of the existing building foundations. All building materials, floor slabs and foundations of the demolished buildings will be removed and disposed of off-site, as appropriate. To the extent feasible, the contractor will recycle demolition debris. Any open excavations will be backfilled with on-site soils or imported clean fill and then graded. Public access to construction sites will be restricted by appropriate fencing materials and signage. Erosion and sediment controls will be implemented to control stormwater, as necessary. Where contamination or regulated materials are known or suspected to be present, a Licensed Site Professional (LSP) will be present to ensure that all applicable MCP standards and procedures are followed.

## 12.02 (8) Public 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 this URP and depicted in *Figure S-5: Public Realm Improvements* 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.

### 8.1. 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 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.
- Provide a new roadway that will provide frontage 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.

### 8.2. 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.

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.

### **8.3. 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 paved 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 for public use by people shopping or working in the area.

#### **8.4. 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 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.

## 12.02 (9) Disposition

### 9.1. Disposition Information

Under M.G.L. c. 121B and c. 30B, the sale or lease of real property by redevelopment authorities engaged in the development and disposition of the real estate in accordance with an approved plan, is exempt from public disposition procedures required of all other local entities. The Randolph Redevelopment Authority (RRA), vested with the powers of an urban renewal agency, will exercise this authority and negotiate directly with any business within the Urban Revitalization Area (URA) who wishes to relocate onto one of the designated redevelopment parcels, provided they meet the requirements of this Plan.

The disposition parcels for redevelopment and the proposed building and parking improvements shown for each new lot on the URP Concept Plan (see *Figure S-4*) are conceptual in nature and depict development which is consistent with the goals of the URP, previous planning studies, and the Town's vision (articulated through previous studies and public participation in the development of this URP) for Crawford Square. However, the selected redeveloper(s) will be provided with the opportunity to propose alternative building and/or parcel arrangements for the URA, provided they meet the requirements of this Plan, the goals and objectives of the town/RRA and applicable law. All development proposals will be reviewed by the RRA and the appropriate town representatives in accordance with the goals and objectives of the URP and the terms of the Land Disposition Agreement(s) to be negotiated with the developer. The Land Disposition Agreement must also be approved by DHCD along with the disposition price.

*Table 9-1: Disposition Parcels* supplement the information depicted in *Figure G-1: Disposition Parcels*. Where a property will be assembled, the new parcel identification is noted. Where the existing parcel boundary is not expected to change, the existing property ID is noted for ease of reference.

When redevelopment cannot be accomplished with existing regulatory powers or by the private sector alone, urban renewal agencies have broad powers to plan and implement activities needed to address the conditions contributing to the disinvestment that leads to substandard, decadent, and blighted open areas. The preparation of an Urban Renewal Plan is necessary for an urban renewal agency to undertake certain actions, including the taking of private property by eminent domain, and the disposition of this property to another private entity for redevelopment. Urban renewal agencies are also exempt from M.G.L. Chapter 30B, the Uniform Procurement Act, when the acquisition and disposition of real property is undertaken in accordance with an approved Urban Renewal Plan.

Table 9-1: Disposition Parcels					
New Lot ID	Existing Parcel IDs	New Parcel Size (Acres) <sup>39</sup>	Street Address	Current Owner(s)	Proposed Use
A1	55-D-037&45	2.35	336 North Main Street	Randolph Montrose LLC	Office
	55-D-041		340 North Main Street	Secatore Realty Trust LLC	
	55-D-042.1		34-42 West Street (Partial)	West Realty Assoc LLC	
A2	55-D-039.2C	1.04	334 North Main Street	334 N Main St Realty Tr	Retail
	55-D-037&45		336 North Main Street	Randolph Montrose LLC	
	55-D-040.2D		338 North Main Street	Crovo Realty LLC	
A3	55-D-036	2.08	328 North Main Street	M&N Realty Trust	Mixed-Use and Retail
	55-D-037&45		336 North Main Street	Randolph Montrose LLC	
	55-D-033.2		14 Condlin Drive	Schiavo Mario & Al Tr	
B	55-D-033	1.32	87 Warren Street	Public Storage Inst Fund IV	Mixed-Use
	55-D-033.2		14 Condlin Drive	Schiavo Mario & Al Tr	
	55-D-033.4		0 Condlin Drive	Schiavo Mario & Al Tr	
C1	55-D-033	4.31	87 Warren Street	Public Storage Inst Fund IV	Retail
	55-D-033.2		14 Condlin Drive	Schiavo Mario & Al Tr	
C2	55-D-033	0.55	87 Warren Street	Public Storage Inst Fund IV	Retail
D	53-C-004	0.23	18 North Street	Jan Co North Inc	Commercial
E	54-B-009.D	.38	86 North Main Street	86 North Main Street Realty LLC	Retail
-	56-C-002.4	0.17	41 Highland Avenue	41 Highland Ave LLC	Mixed-Use
-	54-A-001.00	0.72	10 Highland Avenue	8 Units Realty LLC	Commercial
-	55-D-035.34	0.45	322-326 North Main Street	UTP Realty LLC	Mixed-Use
-	55-E-008.00 and ROW	.22	0 Warren Street	Town of Randolph	Open Space
-	53-C-004	.58	18 North Street	Jan Co North Inc	Open Space (Expanded Town Green)
-	54-B-006.2	.76	30 North Main Street	Fernandez Jose J Trustee and Jodafran Realty Trust	Public Parking
	54-B-7.08		84 North Main Street	Arc Rock17Ma LLC	
	54-B-009.D		86 North Main Street	86 North Main Street Realty LLC	

<sup>39</sup> Acreage for parcels to be assembled is approximate and subject to refinement.

## **12.02 (10) Redeveloper's Obligation**

To the maximum extent possible, the RRA and the Town seeks to stimulate and leverage private investment and activities within the URA. For each disposition, potential redeveloper(s) shall be required to provide, at a minimum, the following information:

- A full description of the proposed development;
- A detailed description of the nature and location of any public improvements being sought;
- Financial strength of the developer with financial sources;
- Proposed job creation and job retention – temporary, permanent and construction jobs;
- Timetable for design, permitting and construction;
- Experience and references; and
- Partners or development team.

When submissions are made by interested developer(s), the RRA will check each proposal for completeness and adherence to submission requirements. The RRA will evaluate the proposals, considering issues such as (but not limited to) the following:

- Job creation and retention;
- Acquisition cost of town or RRA parcels;
- Commitment to add new commercial, retail, and/or residential uses;
- Advancement of URP goals and objectives, including (but not limited to) job creation; a clean safe, physical and natural environment; and URP design principles; and
- Representation that the developer shares the town's vision for the revitalization of the URA.

After evaluation(s) are completed, the RRA will identify the preferred developer. The selected developer and the RRA will enter into a Land Disposition Agreement, to be approved by the DHCD as required by 760 CMR 12.00, and a Development Agreement. The preferred developer will be required to comply with the goals and objectives of this URP and current zoning regulations. This URP has identified the proposed land use for each disposition parcel, and the LDA will ensure that the selected developer conforms to and carries out the requirements of this URP. In addition, as a condition of disposition of parcel(s) to a developer, the RRA will incorporate the following Design Principles into the LDA as appropriate.

### **10.1. Crawford Square Urban Revitalization Plan Design Principles**

#### **(1) Building Design**

- a) Creativity is encouraged in designing the project. For the exterior of buildings, a variety of materials shall be used, including but not limited to the following types of materials: wood, metal, glass, brick, rock or tin. Not all structures within the URA need to be designed from the same architectural period and applicants are encouraged to vary the facades of the structures.
- b) All structures shall be constructed to have a variety of dimensions. Building facades shall articulate the line between the ground and upper levels with a cornice, canopy, balcony, arcade, or other visual device.
- c) Building facades facing public streets or within thirty (30) feet of main entrances shall reflect a high level of detail refinement.

- d) Building facades more than fifty (50) feet in length shall be divided into shorter segments by means of changes in materials, varying rooflines or other architectural treatments.
- e) Rooftop building systems, such as mechanical and electrical equipment and antennas, shall be screened with appropriate architectural elements from all key observation points.
- f) For new buildings containing commercial uses, at least sixty percent (60%) of the street-facing building facade between two (2) feet and eight (8) feet in height shall be comprised of clear windows that allow views of indoor space or product display areas. This requirement shall not apply to buildings accessory to residential uses and not open to the general public, such as clubhouses.
- g) Buildings or building facades shall not be designed primarily according to themes or architectural styles defined by or associated with specific business trademarks or trade dress, corporate chains or franchises. The RRA may prohibit designs that it finds to be inconsistent with this provision.

## **(2) General Site Design**

- a) Roadways, sidewalks and other infrastructure shall be designed in accordance with Town of Randolph Ordinances, rules and regulations and with the additional standards set forth below.
- b) Sidewalks, crosswalks, walkways or other pedestrian access shall be provided to allow for safe and convenient access to adjacent properties and between individual buildings, parking areas and other points of interest within the development. Sidewalks and walkways shall be constructed of Portland concrete and shall be minimally broken by vehicular access.
- c) Pedestrian amenities such as benches, planters, trash receptacles, walkways and gardens, etc. shall be provided along the sidewalks of public streets and in open space plazas.
- d) All utilities servicing an URP project shall be placed underground. All utility and drainage plans shall be approved as part of the site plan review process.
- e) Off-street parking and loading spaces, internal ways and maneuvering areas shall be designed to provide for adequate drainage, snow storage and removal, maneuverability and curb cuts.
- f) Granite curbing with a seven-inch (7") reveal shall be used along all public roads and private internal ways and at catch basins. Concrete curbing may be substituted for granite curbing in all other locations.
- g) The number of driveway curb cuts shall be kept to a minimum.
- h) Traffic control devices including signals and signage shall be installed at all appropriate locations.

## **(3) Parking Lot Design**

- a) Surface lots shall be located to the side of rear of buildings. Surface parking lots shall be screened along all public streets by a landscaped buffer not less than six (6) feet in depth or by walls or fencing at least three (3) feet high sitting on at least a three (3) foot buffer strip and compatible with the adjacent architecture and shall be designed to ensure that lights from cars within the surface lots do not spill into adjacent streets and properties.

- b) Parking structures and lots shall have well designed and marked pedestrian walkways and connections to the sidewalk system.
- c) Parking structures shall be designed to be compatible with adjacent buildings and architecture. All structured parking shall be designed to minimize openings at street level except for those to accommodate vehicle ingress and egress and pedestrian access to the building. Other openings that are required by building code for ventilation shall be designed to appear as building windows or doors.
- d) Parking and loading areas shall be screened from view from public ways. They may be located at the side or rear of a lot or in concealed structures and shall be suitably screened both visually and acoustically from the street and abutters.

**(4) Lighting**

- a) Lighting shall be installed along roadways, driveways, pedestrian walkways and sidewalks.
- b) Lighting shall not create overspill onto adjacent properties.
  - [1] Luminaires shall be equipped with shielding, lenses or other cutoff devices to eliminate light trespass onto any abutting lot or parcel.
  - [2] Building facades may be illuminated with low intensity light. The light source for the building façade illumination shall be concealed. Building entrances may be illuminated using recessed lighting in overhangs and soffits or by use of spotlights focused on the entrance with the light source concealed (e.g. in landscaped areas). Direct lighting of limited exterior building areas is permitted when necessary for security purposes.
- c) The style of light poles and fixtures shall be compatible with the character of the development.

## 12.02 (11) Time Frame

As noted in *Table 11-1*, on the following page, 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. Along these lines, and addressing the issues and challenges described above, there are several near-term and long-term redevelopment options and strategies for Randolph to consider.

This URP reflects current conditions in the town and the RRA'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 11-1* 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).

<b>Table 11-1: Implementation</b>	
<b>Activity ID</b>	<b>Activity Description</b>
<b>Short-Term (0 to 5 Years)</b>	
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 18 North Street, the former Burger King, for Commercial 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 F on <i>Fig. G-1: Disposition Parcels</i> ) for Commercial.
1.6	Provide additional on-street parallel parking where appropriate.
<b>Medium-Term (0 to 10 Years)</b>	
2.1	Redevelop Sudbury Farms Plaza parcels (0 and 14 Conklin Drive; 328, 334, 336, 338, and 340 North Main Street; and 87 Warren Street) for Mixed-Use, Office, Retail, and Roadway Improvements
	2.1.1: Construct new roadway through Sudbury Farms Plaza 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 Retail.
	2.1.5: Redevelop Parcel B (see <i>Fig. G-1: Disposition Parcels</i> ) for Mixed-Use.
	2.1.6: Redevelop Parcels C-1 and C-2 (see <i>Fig. G-1: Disposition Parcels</i> ) for Retail.
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.
2.4	Redevelop 10 Highland Avenue, the former Veterans of Foreign Wars Post, for Commercial.
2.5	Rehabilitate 41 Highland Avenue for Small-Scale Mixed-Use.
<b>Long-Term (0 to 20 Years)</b>	
3.1	Redevelop 322-326 North Main Street for Mixed-Use.

## 12.02 (12) Financial Plan

The Financial Plan for the Crawford Square URP incorporates cost estimates for the previously stated actions and projects to support the goals and objectives of this URP. Implementation of the URP will require expenditures for public improvements, land acquisition, site preparation, parcel assemblage and land disposition by the RRA and town. Other costs, such as rehabilitation and new construction, are anticipated to be borne by the private developer. Please refer to *Table 12-1: Revitalization and Development Budget Estimate* (in Section 12.6) for an overview of the estimated costs and potential sources of funding associated with implementing the URP.

### 12.1. Estimated Land Acquisition and Relocation Costs

The acquisition of private parcels may occur either publicly by the RRA or by a private developer. The estimated costs for parcel acquisitions by the RRA are based on information obtained from the Town of Randolph Assessor's office. Before any action on a prospective acquisition is undertaken by the RRA, the RRA will engage professional, licensed appraisers to evaluate the subject property and will comply with all applicable DHCD regulations and policies throughout the acquisition process. Property transfers between the town and the RRA will be negotiated with the appropriate town department. The subsequent sale of transferred/assembled parcels to private developers will provide a source of revenue to the redevelopment authority which can be appropriated to accomplish future URA actions.

In total, 17 private parcels have been identified for partial or full acquisition. These parcels include vacant and underutilized land and buildings, as well as parcels compromised of a mix of uses, including, but not limited to, commercial businesses such as offices, retail and restaurants and parking lots. In addition, one (1) town-owned property will be wholly or partially transferred to the RRA. Acquisitions which will result in business relocations include approximately 29 businesses such as retail, restaurants, office use, and miscellaneous commercial uses. Cost estimates for relocation, while preliminary, consider the size and type of businesses to be relocated.

### 12.2. Demolition & Site Preparation Costs

Site preparation costs include items such as building demolition, foundation removal, pavement removal, capping of utility services, fence removal, soil erosion control and grading of parcels. Although in some cases the developer may take on these costs, for estimation purposes it is assumed that the RRA and/or the Town will undertake some demolition and site preparation to make designated areas more appealing for redevelopment.

Site remediation to meet MassDEP requirements for future commercial and public use may include removal of asbestos and lead paint, and/or soil or groundwater remediation. A cost for site remediation will be estimated only after testing is done on any building and parcel being considered for acquisition. Thus, it is important to note that estimated remediation costs have not yet been determined.

### 12.3. Public Improvements

As described in **Chapter 12.02 (8): Public Improvements**, there are a wide variety of public improvements proposed as part of the URP implementation. Estimates for these actions include design and engineering costs, any necessary permitting and construction costs. These include:

- Roadway Improvements
  - New roadway through Sudbury Farms Plaza.

- Improved intersections and alignment of the new Sudbury Farm Plaza roadway with Pleasant Street at North Main Street, and with Highland Street at Warren Street.
- Roadway and crosswalk safety improvements throughout downtown where needed.
- Streetscape improvements (bump-outs, ramps, lighting, street trees, sidewalks where needed) throughout project area as needed.
- Bicycle accommodation along roadways where possible.
- **Connectivity and Circulation Improvements**
  - New paved bike/pedestrian path along the abandoned railroad right-of-way parallel to Depot Street.
  - Bike path and bicycle accommodations along roadways to connect key destinations.
  - New roadway through Sudbury Farms Plaza will provide connectivity to abutting streets and improve vehicular safety.
  - Wayfinding signage to be added/enhanced for pedestrians, parking, and vehicular circulation.
- **Public Space Improvements**
  - New park at the new roadway intersection at Warren Street and West Street.
  - Expanded park in Crawford Square, including the addition of a bus shelter.
  - Paved bike/pedestrian path along railroad line will be designed as a new linear park.
- **Parking**
  - New surface public parking lot behind buildings on the west side of North Main Street (30, 84, and 86 North Main Street).
  - Additional on-street parallel parking where appropriate.
  - Parking that is better organized and safe in the redeveloped Sudbury Farm Plaza area.

#### **12.4. Project Costs**

Project costs, as shown in Table 12.1, were estimated using 2020 costs as follows:

- Land acquisition costs have been calculated using 2020 assessed values from the Town of Randolph Assessor's records. The assessed values for partial acquisitions have been prorated to account for the square footage and improvements located on the portion of the parcel to be acquired. As a result, the total estimated cost for the acquisition of privately-owned land is less than the total assessed value of all properties identified for acquisition.
- Construction costs for public improvements were based on 2020 construction costs for similar public improvements.
- Relocation costs have been estimated based on relocations costs from other recent urban renewal projects.
- Building demolition and site preparation costs based on costs from similar projects.
- "Soft costs" for the design and permitting of public improvements have used an industry average of 10% of the estimated construction cost.
- Administrative costs for project administration and legal fees have been included assuming a 20-year implementation schedule.
- Since all costs are estimated, an overall project contingency of 10% has been included to cover unanticipated costs.

## 12.5. Financing Approach

The RRA will rely on a mix of local, state and federal funding, to undertake actions and implement public improvements intended to spur private investments during the implementation phase of the URP. Below are descriptions of typical sources of funding. The fifth column in *Table 12-1* references potential funding sources according to the list below.

- A. RRA Proceeds
- B. Town Funding/In-kind Support
- C. MassWorks Infrastructure Funding
- D. Chapter 90 Funding
- E. Massachusetts Parkland Acquisition and Renovations for Communities (PARC) and Massachusetts Local Acquisitions for Natural Diversity (LAND) Grant Programs
- F. EPA Brownfields Funds
- G. Economic Development Incentive Program (EDIP), including Tax Increment Financing (TIF)
- H. Housing Development Incentive Program (HDIP)
- I. Massachusetts Community Development Block Grant (CDBG) Community Development Fund
- J. Funding from Massachusetts General Law Chapter 40R
- K. Federal and Massachusetts Historic Rehabilitation Tax Credit
- L. The New Markets Tax Credits Program
- M. MassDevelopment
  - M.1. Brownfields Redevelopment Fund (BRF)
  - M.2. Site Readiness Program
- N. U.S. Department of Housing and Urban Development (HUD) Section 108 Loan
- O. HOME Investment Partnership Program (HOME)
- P. Opportunity Zone Program
- Q. District Improvement Financing (DIF)
- R. Bonds
- S. Community Preservation Act (CPA) Funds
- T. Complete Streets Funding Program

## 12.6. Project Budget

*Table 12-1* on the following page presents order-of-magnitude cost estimates of the URP projects, activities, support and administrative costs. As noted previously, the private properties to be acquired will eventually be sold to private developers.

In the short-term, the initial costs associated with Phase 1 are anticipated to be funded by appropriations from the town. If necessary, the RRA may issue bonds. Eventually, the RRA will be able to roll proceeds into subsequent projects.

<b>Table 12-1: Revitalization and Development Budget Estimate</b>		
<b>URP Public Action</b>	<b>Estimated Cost (Town/RRA)</b>	<b>Potential Funding Source</b>
Land Acquisition/Private-Owned	\$19,000,000 <sup>40</sup>	A, B, P, R
Property Transfers/Town-Owned	0	B
Appraisals	\$192,000	B, P, R
Legal Costs	\$400,000	B
<b>Relocation Costs</b>		
Relocation Plan	\$35,000	B, R
Relocation Consultant ( <i>for execution</i> )	\$250,000	B
Relocation Payments ( <i>estimated</i> )	\$2,250,000	B
<b>Rehabilitation Costs</b>		
Rehabilitation Costs	\$530,000	B
<b>Demolition and Site Preparation</b>		
Demolition	\$1,335,000	B, P, R
Site Preparation	\$1,045,000	B, P, R
<b>Public Realm Improvements</b>		
Streetscape Improvements	\$500,000	C, D, T
New Roadway thru Sudbury Farm Plaza	\$750,000	C, D, T
New Surface Parking – No. Main St	\$425,000	A, B
Crosswalk and Bike Accommodations	\$500,000	T
New and Expanded Green Space at Crawford Square	\$1,200,000	E, S
Enhanced Bike/Ped Trail	\$225,000	E, T
New Park @ Warren/Highland Intersection	\$700,000	E, S
Wayfinding and Signage	\$60,000	A, B, T
<i>Public Realm Improvements Total</i>	<i>\$4,360,000</i>	
<b>Consultants</b>		
Design Services for Public Realm Improvements	\$436,000	B
Environmental Assessments	\$200,000	F
<b>Administrative</b>		
Legal	\$100,000	B
Administration/Staff	\$200,000	B
Fees (Bond Fees, Misc. Fees)	\$100,000	B
Contingency 10%	\$3,043,300	
<b>Total Estimated Project Costs</b>	<b>\$33,476,300</b>	
Income from Sale or Lease ( <i>Estimated</i> ) of Acquired and transferred properties	<b>\$10,135,000</b>	
<b>Net Project Cost</b>	<b>\$23,341,300</b>	
Funding/Resources in Place	<b>\$0</b>	
<b>Total Estimated Funding Required</b>	<b>\$23,341,300</b>	
Anticipated Future Funding & Grants	<b>\$23,341,300</b>	

<sup>40</sup> The assessed values for partial acquisitions have been prorated to account for the square footage and improvements located on the portion of the parcel to be acquired. As a result, the total estimated cost for the acquisition of privately-owned land is less than the total assessed value of all properties identified for acquisition (\$24,091,950).

## 12.02 (13) Citizen Participation

This URP incorporates input received from public outreach efforts undertaken during the urban renewal planning process for the Crawford Square Area. Citizen Advisory Committee (CAC) and RRA meetings were all open to the public.

Citizen 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. The RRA is grateful for the commitment of the committee (see Member List in *Appendix A: Public Participation Material*).

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

It is the intention of the RRA to continue to meet with the CAC periodically as the Project 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.

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. The Community Forum Summary is included in *Appendix A: Public Participation Material*. The RRA held a second public meeting 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, 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. Additional information is presented in Attachment D: Public Participation Material.

## **12.02 (14) Requisite Municipal Approvals**

As required by M.G.L. c. 121B, Section 48, a copy of each required municipal approval and evidence of a Public Hearing by the Town Council is included in the final URP. Please refer to Attachment C for the following documentation:

- RRA Declaration of Necessity
- Planning Board Consistency Finding
- Town Council Approval of URP
- Town Council Public Hearing (with MHC Notification)
- Certification by Legal Counsel

## **12.02 (15) Massachusetts Environmental Policy Act**

The Massachusetts Environmental Policy Act (MEPA), as administered by the Secretary of Energy and Environmental Affairs (EEA,) has jurisdiction when a new urban renewal plan or a major modification of an existing urban renewal plan requires review and approval by DHCD, per 301 CMR 121.03 (1)(b)(7). Specifically, the Project requires the RRA to file an Environmental Notification Form (ENF) with the MEPA Unit for review.

The RRA has not yet filed the ENF for the URP but expects to do so in the near future. A copy will be sent to DHCD when the ENF is submitted to the Secretary. The RRA anticipates that any DHCD approval of the URP will be conditional upon obtaining necessary MEPA approvals and understands that implementation will not commence until the Secretary's Certificate is received.

## Appendix A: Public Participation Material

- List of URP Citizens' Advisory Committee Members
- Public Forum, September 14, 2019
- URP Citizens' Advisory Committee & RRA Meetings

Meeting Date	Randolph Redevelopment Authority	Citizens' 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		X

## **Appendix B: 760 CMR 27.00**

## **Appendix C: Required Municipal Approvals & Evidence of Public Hearing**

## Appendix D: Acquisition Parcels

<b>Parcels to be Acquired or Transferred</b>						
<b>Parcel ID</b>	<b>Address</b>	<b>Owner</b>	<b>Area (Acres)</b>	<b>2020 Assessed Value (Entire Parcel)</b>	<b>Action</b>	<b>Proposed Use</b>
<i>Private Property Acquisition for Rehabilitation</i>						
56-C-002.4	41 Highland Avenue	41 Highland Ave LLC	0.17	\$573,800.00	Rehabilitate	Small-Scale Mixed-Use
<i>Private Property Partial Acquisition for Redevelopment</i>						
55-D-042.1	34-42 West Street	West Realty Assoc LLC	0.80	\$3,465,800.00	Redevelop portion of rear parking lot	Mixed-Use
54-B-006.2	30 North Main Street	Fernandez Jose J Trustee and Jodafran Realty Trust	0.70	\$1,206,900.00	Redevelop portion of rear parking lot	Public Parking (acquire and transfer to Town)
54-B-7.08	84 North Main Street	Arc Rock17Ma LLC	0.94	\$1,002,400.00	Redevelop portion of rear parking lot	Public Parking (acquire and transfer to Town)
<i>Private Property Acquisition for Redevelopment</i>						
55-D-033.4	0 Condlin Drive	Schiavo Mario & Al Tr	0.10	\$13,112.00	Redevelop	Mixed-Use
55-D-033.2	14 Condlin Drive	Schiavo Mario & Al Tr	0.85	\$798,900.00	Redevelop	Mixed-Use and Retail
55-D-036	328 North Main Street	M&N Realty Trust	0.23	\$364,402.00	Redevelop	Mixed-Use and Retail
55-D-039.2C	334 North Main Street	334 N Main St Realty Tr	0.12	\$226,488.00	Redevelop	Retail
55-D-037.&45	336 North Main Street	Randolph Montrose LLC	5.51	\$5,995,600.00	Redevelop	Mixed-Use, Office, and New Roadway Layout
55-D-040.2D	338 North Main Street	Crovo Realty LLC	0.25	\$531,400.00	Redevelop	Retail
55-D-041	340 North Main Street	Secatore Realty Trust LLC	0.67	\$1,856,800.00	Redevelop	Office
55-D-033	87 Warren Street	Public Storage Inst Fund IV	6.55	\$4,439,648.00	Redevelop	Retail (Grocery Store)
55-D-035.34	322-326 North Main Street	UTP Realty LLC	0.45	\$1,281,200.00	Redevelop	Mixed-Use

54-A-001.00	10 Highland Avenue	8 Units Realty LLC	0.72	\$527,600.00	Redevelop	Commercial
54-B-009.D	86 North Main Street	86 North Main Street Realty LLC	0.57	\$944,800.00	Redevelop	Public Parking (acquire and transfer to Town) and Retail
53-C-004	18 North Street	Jan Co North Inc	0.81	\$863,100.00	Redevelop	Open Space and Commercial
<i><b>Town Property Transfer</b></i>						
55-E-008.00	0 Warren Street	Town of Randolph	0.09	\$5,885	Enhance open space	Open Space (Pocket Park)

## **Appendix E: Descriptions of Potential Funding Sources**