

**To:** Town of Randolph Planning Board, Planning Department, Building Department, and Conservation Commission (the “**Reviewing Authorities**”)  
**From:** Scanlon Suburban LLC, 486 and 490 High QOZB, LLC, and 6 Billings QOZB, LLC (the “**Applicants**”)  
**Property Addresses:** 43 Scanlon Drive, 6 Billings Street, 493 High Street, 486 High Street, 490 High Street, and unnumbered High Street, of Randolph, MA (collectively, the “**Properties**”)  
**Plans:** Existing conditions drawings, discontinuation plans, consolidation plans, proposed site plans (including infrastructure), and conceptual exterior renderings, attached to this memorandum (the “**Plans**”)  
**Re:** Site Plan & Design Review, Proposed Maxim Crane Regional HQ & Technical Industrial Building  
**First Hearing Date:** January 9, 2023

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**Memorandum In Support of Application  
For Site Plan & Design Review**

**Application for Site Plan & Design Review**

Applicants submit this memorandum in support of their application (the “**Application**”) for Tier 3 Site Plan & Design Review under Section 200-90 of the Town of Randolph Zoning Ordinance. The Applicants are the owners or the current owner’s contracts purchaser of the Properties.

It is the intent of the Applicants, or their successors in title, to consolidate and develop the Properties for four (4) independent uses described below. As part of the consolidation of the Properties, the Applicant intends to simultaneously work with the Town of Randolph to discontinue Billings Street and work with Norfolk County to discontinue the northern portion of High Street.

Applicants would request that the Town of Randolph consider this Application as a “Masterplan” design for a two (2) Phase Development for Property A and Property B as described below.

**Property A**

The Applicants, wish to develop 486 High Street, 490 High Street, a portion of 43 Scanlon Drive, a portion of unnumbered High Street, a portion of 493 High Street, a portion of 6 Billings Street, and a portion of High Street (the “**Maxim Site**”), depicted as “**Property A**” on the Plans, as the regional corporate maintenance and operations headquarters for Maxim Crane Works LP (“**Maxim**”), the largest operator of tower and crawler cranes in the United States.

*Description of Development Plan*

As shown on the Plans, the intended development of the Maxim Site is comprised of newly constructed facility space containing maintenance, warehousing, and office space, for approximately 68,000 square feet, within two (2) buildings located on 43 Scanlon Drive, thirty-seven (37) employee parking spaces, an exterior laydown yard, and ancillary fueling depot.

*Proposed Operations*

The Maxim Site will be fenced and secured at all times for safety and security. Property A will be principally used for (i) storage (interior warehousing and exterior laydown) of new building components, (ii) maintenance and staging of the crawler and tower crane fleet, (iii) supporting office space, (iv) parking, and (v) and laydown of crane components. On-site business hours, during which most staff [roughly thirty (30) on-site employees] will be present, will be between 6:00 AM – 7:00 PM. Occasionally crawler cranes and components of tower cranes may arrive and depart from the Maxim Site outside of those hours.

Essentially all maintenance and upkeep of the fleet will happen within the 65,000 square foot building, which will also house the offices, field operator resource areas, and warehousing mentioned above. The remainder of Property A will be dedicated to yard space, an ancillary fueling area, and parking for employees.

Maxim will diligently monitor and work to mitigate any disturbances caused by noise or light pollution. Maxim's effective monitoring at its existing facilities is evidenced by the fact that there have been no citations for such disturbances. The proposed Maxim Site has been designed to be harmonious with its surroundings. By performing maintenance within the building, utilizing full-perimeter opaque fencing, and providing lush foliage to buffer the yard from the abutters, the few activities occurring in the yard of the Maxim Site are expected to be inconspicuous to outside parties.

#### *Maxim Crane Works LP*

Maxim is the largest provider of cranes and crane services in the United States with almost 3,000 employees, spanning across over 60 locations from coast to coast. Maxim was established in 1994 and has stabilized over 30 locations for its operations since. The Applicants are looking forward to a long-term landlord/tenant relationship with Maxim and anticipate that Maxim will meaningfully contribute to Randolph for the span of its 20-year lease.

In the Spring of 2022, Maxim approached the Applicant expressing interest in the Property A. Maxim had been looking to consolidate an existing portfolio of leased spaces spread throughout the Boston metropolitan area into one facility that could accomplish all of its needs for the foreseeable future, and Property A is where Maxim saw an opportunity to accomplish just that. Maxim's New England regional headquarters, formerly Shaughnessy Crane headquarters, has been located in South Boston for the past 66 years. Maxim has established a deep history and meaningful relationships within the City of Boston. Over time its operation has outgrown its existing facilities. Thus, Maxim now wishes to establish a new corporate home that is conveniently accessible and close to Boston. Maxim and its affiliates across the nation pride themselves on being courteous neighbors and active participants in their communities. The group makes significant contributions to charities on local, regional and national scales, and is currently looking to expand an active Emergency Solutions Grants Program. The majority of Maxim's philanthropy at the local and regional level where they donate or directly engage with the community through events. Maxim's contribution to the tax base in terms of property tax and excise tax will be significant.

#### *Design Strategy*

The layout has been tailored to the intended operations for Maxim Site. The program, consisting of both interior and exterior uses, situates the building between the paved laydown yard and the public face in order to buffer the streetscape from more function-forward uses, such as exterior storage and crane staging. The laydown yard is bounded on 4 of its 5 sides by forested portions of the Blue Hills Reservation. On top of said natural buffering, a tall, opaque fence will surround the entirety of the laydown yard, with gated openings exclusively at the entryway. The proposed building will be no more than two stories to the roof ridge, allowing the structure to be characteristic with its surroundings and conceal the majority of the yard activity from the streetscape. Interior uses occurring inside this building would include all maintenance activity related to cranes, rack-based storage, and office/dispatch areas. Due to the low occupancy levels typical to Maxim operations, the design team elected to provide the minimum parking count required by code.

## **Property B**

### *Description of Development Plan*

As a second phase to the proposed development of the Properties, the Applicants, wish to develop a portion of a portion of 43 Scanlon Drive, a portion of 6 Billings Street, a portion of 493 High Street, and a portion of Billings Street, depicted as “**Property B**” on the Plans, as either a Current Good Manufacturing Practice (cGMP) facility or another technical industrial use of approximately an approximately 180,000 square foot building. Property B suitable for warehousing, production, and office space, as well as parking for up to two hundred sixty-nine (269) vehicles.

The Applicants plan to commence development of Property B while simultaneously fielding interest from prospective end-users. The day-to-day operations of a cGMP or technical industrial facility customarily involve all on site activity taking place during working hours (8:00 AM – 6:00 PM Monday through Friday). Employees generally arrive between 8:00 AM – 10:00 AM and depart between 4:00 PM – 6:00 PM, and the site is designed to park up to two hundred sixty-nine (269) vehicles for employees. The site is designed to provide viable traffic flow and loading. As noted above, these uses are intended to include production of goods, lab and research, warehousing, office, and other support space. Due to the nature of the business of end users in the high-end industrial market, most prospective end-users are solely interested in striking deals with projects that are under construction or have permits in hand. The Applicants have set out to design a site that can accommodate either a large single user or two medium-sized users, both with parking ratios or roughly 1.5 spaces per 1,000 square feet.

## **Property C**

“**Property C**”, as depicted on the Plans, is a portion of unnumbered High Street at the intersection of High Street and Scanlon Drive. The intended use of Property C is to establish an easement to DCR for public use of this parcel as the trailhead and a related parking area. The origin of this concept was developed as a part of a land swap agreement between the former owner of unnumbered High Street and DCR. The initial design was to provide ten (10) dedicated spaces for trailhead parking. This parcel is a portion of the parking lot which was previously used as overflow parking for the Lantana.

## **Property D**

490 High Street is home to a single cell tower (and its support equipment). In order to maintain operations, the tenant requires access and a small maintenance area. “**Property D**”, as shown on the Plans, is intended to be used as a non-buildable access easement to the cell tower tenant through Property A and B to 490 High Street.

## **The Masterplan**

### *Masterplan Approach for Property A*

In light of the fact that the Applicants’ have not yet identified the end-use for Property B (defined below), the Applicants desire to proceed with specific approval for Property A, but conditional approval for Property B because an end-user for Property B has not yet been secured. Once a user is secured (by way of lease agreement or otherwise), the Applicants, will reapproach the town with updated, more

detailed plans and specifications that will pertain to the specific operations. Applicant would accept a condition on Site Design Approval for Property B to return to the Planning Board when the final design and use of Property B is identified. The Applicant would however, respectfully request an independent and full approval for the Maxim Site, Property A.

#### *Site Design Strategy*

The Applicant's design strategy is aimed to minimize potential impacts to the nearby neighborhoods while ushering in stable, long-term uses that complement the existing surroundings and the Town of Randolph as a whole. The proposed consolidation of parcels, locations of intended uses, and street discontinuances (of Billings Street and High Street) within the overall masterplan strategy have been based around market conditions and the perceived "highest-and-best-use" for the Properties. Due to the nature of Maxim's use, the pre-existence of the cell tower, and DCR's need for a trailhead, the western half of the site (Properties A, C and D) came together organically, leaving the remainder, Property B, to be designed around a yet to be identified user.

#### **Current Site Uses and Recent History**

##### *6 Billings Street, Lombardo's Events Facility*

The 70,000+ square foot Lombardo's building plans to cease operations after December of 2023. Lombardo's has hosted a myriad of weddings, holiday parties, retirement functions, proms, and conventions for 40 years and has become an integral part of the Randolph landscape since opening in 1983. One of the Applicants, 6 Billings QOZB, LLC, is the contract purchase of the Lombardo's facility with a closing planned in January 2024.

##### *493 High Street, Parking for Lombardo's Events Facility*

The lot located at 493 High Street, across from Lombardo's on the other side of Billings Street, is solely used as a parking lot for Lombardo's, and included under the Lombardo's purchase agreement.

##### *43 Scanlon Drive, The Lantana*

The Lantana, which ceased operations in 2021, operated at 43 Scanlon Drive for nearly 50 years. The property is owned by one of the Applicants, Scanlon Suburban LLC, and now vacant.

##### *Unnumbered High Street, Greenfield Site*

Located directly across from the former Lantana events facility, the lot referred to as unnumbered High Street currently exists as an undeveloped parcel of vegetated land. Formerly owned by DCR as part of the Blue Hills Reservation, the land was conveyed to the prior owner of 43 Scanlon Drive and was approved by the Town of Randolph to be used as overflow parking for the Lantana.

##### *486 High Street, Single Family Home*

A single-family home, abutting unnumbered High Street, has been vacant since the prior tenant relocated in 2022. The site is owned by one of the Applicants, 486 and 490 High QOZB, LLC, and the house on the property has been boarded up and made safe.

##### *490 High Street, A Cell Tower & Laydown Space*

A portion of this parcel is home to a cell tower easement holder, as mentioned above. In addition, historically, the paved lot on this parcel has been used for parking.

### *Billings Street*

Billings Street is a public way under the Town of Randolph's jurisdiction. Its sole use, as it stands today, is to act as frontage for 6 Billings Street. The street branches off of High Street and dead ends just before Route 24.

### *High Street*

The northern most portion of High Street begins at its intersection of Scanlon Drive and is bounded to the north by the Interstate 93 off ramp (exit 5A). This portion of High Street provides access to the High Street parcels listed above and branches into Billings Street.

### **Description of Abutting Properties**

The Properties are abutted by the following: (i) to the north, Route 93 (MassDOT); (ii) to the south, Scanlon Drive; (iii) to the west, Blue Hills Reservation (DCR); and (iv) to the east, the Comfort Inn Hotel and Route 28. The Properties will be heavily landscaped and fenced at their perimeters and have been designed to use existing buffers to screen function forward elements of the program.

### **Conclusion**

Maxim and its development team in partnership with the development staff at Core Investments Development LLC (an affiliate of the Applicants), Stantec Architects and the engineering staff of Vertex have worked tirelessly with the Town Planning, Building, Conservation, Administration, and other departments in Randolph to develop a plan and design that would be fully consistent with Randolph Zoning Ordinance Section 200-94 criteria. As outlined above, the Applicants seek specific approval for Property A, and conditional approval for Property B, as Applicants will continue to work with the Town and seek additional approval for Property B as a second phase to the development of these Properties once an end-use has been secured.

On behalf of the Applicants, Maxim, and Core Investments Development LLC, we thank the Board and the Town of Randolph for their assistance and guidance in the Site Plan Review & Design Approval process and ask that the Board act favorably upon the Application and grant Site Plan & Design Approval.

The Applicants look forward to our hearing before the Board on January 9, 2024.