

**TOWN OF RANDOLPH
APPLICATION FOR SPECIAL PERMIT**

UNION CROSSING TRANSIT DISTRICT

The undersigned applicant hereby applies for a special permit under M.G.L. c. 40A, sec. 9 as follows:

1. **Applicant** (includes equitable owner or purchaser under a Purchase and Sales Agreement):

Name: *Taj Estates of Randolph II, LLC*

Address: *95 East Main Street, Suite 100, Westborough, MA 01581*

Telephone No. Days (508) 579-2780 Evenings:

A check in the amount of \$5,250.00 representing the required Application Fee is submitted herewith.

2. **Owner**, if other than applicant:

Name: *Same*

Address:

Tel No.: Days Evenings

3. **Property:**

Street Address: *16 Fencourt Avenue, Randolph, MA*

Assessors Map: *64* Block: *A* Parcel: *22.00*

Registry of Deeds where deed, plan or both recorded: *Norfolk County*

Deed recording: Book *39214* Page *555*

Plan Recording: Plan #*1527 of 1987* Book *362*

Property is located in the *Union Crossing Transit District* zoning district.

There are no outstanding taxes or other amounts relating to the Property which are due from the Owner / Applicant to the Town of Randolph as of the date hereof.

4. Nature of Relief Requested:

Special Permit pursuant to Section 200-16.4 of the Zoning By-Law which authorizes the Town Council (formerly Board of Selectmen) to permit development within the Union Crossing Transit District.

Detailed explanation of request:

The Applicant proposes to raze the existing structure on the property (formerly the Randolph Senior Center) and to create a new, mixed-use (i.e. residential and commercial) development consisting of 107 one-and two bedroom apartments, together with 11,967 square feet of dedicated commercial retail space. The proposed development is illustrated on the plans and renderings submitted herewith.

5. Evidence to Support Grant of Special Permit:

For the reasons set forth below, the Special Permit requested will be in harmony with the intent and purpose of the Zoning By-Law:

The development of the property promotes the general welfare of the Town of Randolph by providing opportunity for both residential and commercial growth within an appropriate proximity to existing public transit. The development as proposed links transit, higher density market rate residential living and new commercial business opportunity, all within a village-style setting.

For the reasons set forth below, the proposed use is in an appropriate location and is not detrimental to the neighborhood and does not significantly alter the character of the zoning district:

The development is designed to take advantage of the transit district zoning created by the Town of Randolph. The neighborhood surrounding the property is residentially zoned and the more significant of the two proposed uses for the property is consistent with that zoning designation. The proposed use of the site is more in keeping with the residential character of the surrounding neighborhood than were the prior uses, namely an elementary school and a senior center.

For the reasons set forth below, the proposed use would not be detrimental or offensive to the adjoining zoning districts and neighboring properties due to the effects of lighting, odors, smoke, noise, sewage, refuse materials or other visual nuisances:

As is illustrated on the plans submitted herewith, the lighting to be installed on the property has been designed so as to be contained within the perimeter of the site. The proposed uses of the property will not result in the generation of smoke or other offensive odors. Sewage and refuse will be disposed of by conventional methods and will create no off-site impacts. Visually, the several buildings to be constructed will be finished in a modern colonial style and will not exceed allowed height restriction. The existing structure on the site, which is approximately seventy-five years old, would be razed and removed in its entirety, to be replaced with new construction, thereby

improving the aesthetics of the entire property.

For the reasons set forth below, the proposed use would not cause undue traffic congestion in the immediate area:

Given the proximity of the development to the nearby public transit and the level of expected utilization of the rail service by residents of the development, overall vehicle trips to and from the property by residents will be materially lessened. In addition, the nature of the proposed commercial use (i.e. day care facility) is such that any traffic impacts would be expected only during specific, limited times of the day (i.e. morning dropoff and afternoon pickup periods). Internal traffic flow on the site has been designed to allow easy access to and egress from the property for those non-residents who choose to utilize the day care facility. Traffic flow around the site benefits from the fact that Fencourt Avenue connects both to Union and Center Streets, the latter connection leading directly to a signalized intersection so as to allow easy movement in either easterly or westerly directions.

For the reasons set forth below, the Special Permit requested will meet the additional requirements of the Zoning By-Law, as follows:

The property is of appropriate size and is located within 1.25 miles of the Randolph / Holbrook Commuter Rail Station;

The property is under single ownership;

The Applicant has submitted a master plan for the development of the entire property as required;

The Applicant has provided for a mixed use residential and commercial development with a commercial use (namely a children's day care facility) which will serve the needs of both those who reside on the property and others who reside within a reasonable proximity to it;

The plans submitted by the Applicant show that the project will satisfy all applicable dimensional, lot coverage, lot area, height and density allowances / requirements;

The plans submitted by the Applicant show that the project will satisfy all open space requirements. Proposed parking on the property is designed to serve only the uses contained within the project as proposed. Applicant will seek to reduce the combined parking requirement for the property from 201 spaces to 183 spaces;

Safe and convenient access is provided to each of the structures proposed for development on the property.

If someone other than owner or equitable owner (purchaser on a Purchase and Sales Agreement) is the Applicant or will represent the Applicant, owner or equitable owner must designate such representative below:

Name of Representative: *Kevin M. Reilly, Esq.*

Address of Representative: 19 South Main Street, Randolph, MA 02368


Tel No.: Days (781) 961-7313

Evenings

Relationship of Representative to owner or equitable owner: *Legal Counsel*

I hereby authorize Kevin M. Reilly, Esq. to represent my interests before the Special Permit Granting Authority (SPGA) with respect to this Special Permit Application.

Taj Estates of Randolph II, LLC

By: 
Mohiuddin Ahmed, its Manager

I hereby certify under the pains and penalties of perjury that the information contained in this Application is true and complete.

 9/8/22
Signature of Applicant Date

 9/8/22
Signature of Owner, if other than Applicant Date

Attach all other documentation as required by the Rules & Regulations

TAJ ESTATES OF RANDOLPH II, LLC
IMPACT STATEMENT RE: PROPOSED DEVELOPMENT
16 FENCOURT AVENUE, RANDOLPH, MA

The following is submitted in connection with the mixed-use development proposed by Taj Estates of Randolph II, LLC ("Applicant") for the above-referenced property and is intended to supplement the Application for Special Permit submitted herewith.

A. DEVELOPMENT IMPACT STATEMENT

Prior to the submission of the Application for Special Permit, the Applicant and its representatives met with representatives of the Town of Randolph, including the Town Manager and personnel from the Building Department and Department of Public Works, to discuss overall development of the site in question. As a result of the several meetings, the Applicant has made significant revisions to the planned site improvements, including but not limited to: (i) a reduction in building height, (ii) a change in the number and location of the buildings on the site and (iii) a redesign of the exterior appearance of the buildings.

Overall, the project, if approved, would result in the removal of the existing single-story structure and associated parking located on the site. The site was previously owned by the Town of Randolph and utilized as both an elementary school and a senior community center. It was purchased at a Town-sponsored auction by the Applicant in 2021.

The existing structure will be replaced by three (3) multi-level buildings which will house a total of one hundred seven (107) single and two-bedroom apartment units together with accessory commercial space.

Wetlands areas at the rear of the site will not be disturbed during the construction process. The apartment units will be connected to public water and sewer. Based upon information received from Town representatives, existing water and drain systems to which connection will be made are sufficient to serve the project, as proposed. Low water flow devices will be installed in the residential units and back flow preventers will be utilized in site construction.

B. ENVIRONMENTAL IMPACT

As previously indicated, the site of the proposed development is currently improved by a former municipal building, constructed in approximately 1940, together with associated paved parking. The site is relatively flat with a significant wetlands area to the rear. Vegetation common to the area is located in the wetlands area and on the northwesterly portion of the site. The wetlands area will not be disturbed. Trees located on the northwestern portion of the site which will be removed to accommodate development will be replaced in greater number as part of the overall Landscaping of the site.

The proposed development will have no significant adverse environmental impacts. The completed project will generate no dust, fumes or other forms of pollutants. The re-development of the paved area of the site will allow for better control of water runoff and control of the potential for any subsurface contamination. Overall runoff from the site will be no greater than at present and appropriate stormwater control measures will be incorporated into the design.

Given the current contours of the site, little to no earth removal will be required. Soils from any required cuts will be moved to other areas of the site and re-utilized in the overall grading process.

As stated, trees which are removed from the site will be replaced on a greater than 1:1 basis. Dense evergreen screening will be installed at the rear of the building located closest to the westerly property line of the property and the existing residential dwellings on Truelson Drive and Boothby Circle.

C. COMMUNITY IMPACT

The site of the proposed development is located within the Union Crossing Transit District ("UCTD"), a zoning overlay district located near and along the easterly boundary of the Town of Randolph. This District was created in August, 2018 by way of a Vote of the Randolph Town Council.

The purpose of the UCTD, as set forth in the Zoning By Laws of the Town of Randolph, is to "promote the general welfare by fostering a climate of economic viability and opportunity in proximity to public transit, including commuter rail and public bus service . . . "

Following the purchase of the site in 2020, the Applicant set about designing a project consistent with this purpose and within the allowances for development which are provided within the By Law. Thus, while the three buildings proposed by the Applicant on the site are taller and larger in overall size than the single-family homes located on streets adjacent to the site, those buildings do comport with the provisions of the By Law, as enacted.

A review of the plans illustrating the proposed development shows that there are two significant conditions which affect the property and its overall design as proposed by the Applicant. First, the presence of a significant wetlands area at the rear of the site limits the overall area which can be developed. Second, the limited frontage on Fencourt Avenue and the location of that frontage along a curve in the roadway restricts access to and egress from the site and impacts the overall parking layout and number.

Ideally, each of the proposed buildings on the site would be located in close proximity to Fencourt Avenue and parking for the several uses would be provided to the rear of those buildings. Unfortunately, the lack of street frontage prevents such a design and forces two of the buildings away from the street and more toward the perimeter of the site.

The buildings themselves are proposed as three-stories each and would feature gabled roofs. The accompanying materials illustrate the proposed color scheme of the buildings which is in keeping with a typical residential use. Exterior finishes will consist of fiber-cement siding and architectural-style roof shingles. Given that the buildings would house a mix of single and two-bedroom living units only, and based upon the experience of the Applicant with similar developments in other communities, the anticipated impact on Town services and schools would be modest.

Overall, the proposal submitted by the Applicant seeks to promote thoughtful development which is consistent with the intent and purpose of the so-called Housing Choice Initiative, namely Chapter 358 of the Acts of 2020, which was recently enacted by the Commonwealth of Massachusetts.

D. TRAFFIC IMPACT STATEMENT

The site of the proposed development is located on Fencourt Avenue, a public way which runs between Union Street (Route 139) and Center Street. The site has approximately 142 feet of frontage along a curve in the layout of Fencourt Avenue. Access to and egress from the site will be by way of two driveways, each restricted to one-way travel and separated by a landscape island. Traffic flow within the site will be routed so as to accommodate both resident parking and drop off and pickup for the proposed commercial space which will house a daycare facility. The latter will be served by dedicated parking spaces and a dedicated drop off lane adjacent to the commercial space.

Traffic seeking to enter the site may approach by way of Fencourt Avenue from either the Union Street or Center Street. Given the proximity of the site to a nearby commuter rail station, overall vehicle trips by residents of the project will be reduced, thereby minimizing the possible disruption of travel on nearby roadways.

Traffic leaving the site will have the option of turning either right or left onto Fencourt Avenue. Right turns from the driveway will be encouraged so that vehicles might then make use of a signalized intersection at Center and Union Streets, thereby permitting easy access to either east or westbound travel on Route 139.

The site benefits from its location within one-quarter mile of the Randolph/Holbrook Rail Station. Residents of the development will enjoy easy walking access to rail and bus service, consistent with the rationale behind the creation of the UCTD overlay zoning.