

OAK GROVE AREA URBAN RENEWAL PLAN TOWN OF MEDWAY

March 2017



SUBMITTED TO:

DEPARTMENT OF HOUSING AND
COMMUNITY DEVELOPMENT
100 CAMBRIDGE STREET, SUITE 300
BOSTON, MA 02114



PREPARED FOR:

TOWN OF MEDWAY
MEDWAY REDEVELOPMENT AUTHORITY
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TOWN OF MEDWAY

June 16, 2017

Ashley Johnston Emerson, AICP
Director, Bureau of Relocation
Commonwealth of Massachusetts
Department of Housing & Community Development
100 Cambridge Street, Suite 300
Boston, MA 02114

RE: Submission of Oak Grove Urban Renewal Plan, Medway MA

Dear Ms. Emerson:

On behalf of the Medway Redevelopment Authority, I respectfully submit the Urban Renewal Plan entitled, "Oak Grove Area Urban Renewal Plan, Medway, Massachusetts," dated March 2017, prepared by BSC Group, for your review. The Plan has been prepared in accordance with Massachusetts General Laws Chapter 121B.

The Oak Grove Area is comprised of approximately 82.2 acres. The northern section of the proposed Urban Renewal Area (URA), consists of small multiple parcels known as the "Bottle Cap Lots." The Bottle Cap Lots derive their name from a 1920s marketing promotion by Clicquot Club, which awarded small parcels to customers with winning bottle caps. The Bottle Cap Lots were part of a paper subdivision which predated the Subdivision Control Law (M.G.L. c. 41 §§ 81K-81GG), and streets and utilities were never constructed to serve the properties. There were originally approximately 1,018 Bottle Cap Lots with an average size of approximately 1,600 square feet with dimensions of approximately 80 feet by 20 feet. However, parcels within this area which are owned by the same entity have been grouped together and assigned the same parcel number by our Assessing Office. The total number of parcels presently is 238. The southern portion of the URA includes four additional parcels of which three are currently undeveloped and one contains a manufacturing facility. Redevelopment of this area has been difficult primarily due to the unique configuration of these very small parcels with fragmented ownership. This Plan is a major step towards helping us to achieve our economic development goals and objectives for the area which serves as a gateway into town.

Please do not hesitate to contact me via phone at (508) 321-4918 or email at smercandetti@townofmedway.org if you have any questions or require additional information.

Very truly yours,

Stephanie Mercandetti
Director, Community & Economic Development

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- Attachment C: Legal Counsel Opinion
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DEFINITIONS

ACEC – Area of Critical Environmental Concern
BID – Business Improvement District
BOR – Massachusetts Board of Relocation
CDBG – Community Development Block Grant
CFR – Code of Federal Regulations
CLDI – Concrete Lined Ductile Iron
CMR – Code of Massachusetts Regulation
CRPCD – Charles River Pollution Control District
CSO – Combined Sewer Overflow
CVP – Certified Vernal Pool
DHCD – Massachusetts Department of Housing and Community Development
DIF – District Improvement Financing
EACC – Massachusetts Economic Assistance Coordinating Council
EDA – U.S. Economic Development Administration
EDIP – Economic Development Incentive Program
EEA – Massachusetts Executive Office of Energy and Environmental Affairs
ENF – Environmental Notification Form
EPA – U.S. Environmental Protection Agency
Feasibility Study – Oak Grove Park Mixed Use Feasibility Study, June 2012
FEMA – Federal Emergency Management Agency
GATRA – Greater Attleboro Taunton Regional Transit Authority
GDI – Growth District Initiative
HUD – U.S. Department of Housing and Urban Development
LAND – Local Acquisitions for Natural Diversity Grant
I/I – Inflow and Infiltration
LID – Low Impact Development
LWCF – Land and Water Conservation Fund
MACRIS – Massachusetts Cultural Resource Information System
MAPC – Metropolitan Area Planning Council
MBTA – Massachusetts Bay Transportation Authority
MassDOT – Massachusetts Department of Transportation
MassDEP – Massachusetts Department of Environmental Protection
Master Plan – Medway Master Plan, 2009
MCP – Massachusetts Contingency Plan
MEPA – Massachusetts Environmental Policy Act
MGD – Millions of Gallons per Day
M.G.L. c. 41 §§ 81K-81GG – Massachusetts Subdivision Control Law
M.G.L. c. 121B - Massachusetts General Laws Chapter 121B
MHC – Massachusetts Historical Commission
MRA – Medway Redevelopment Authority
NHESP – Natural Heritage and Endangered Species Program
PARC – Massachusetts Parkland Acquisition and Renovations for Communities Grant
PVP – Potential Vernal Pool
ROW – Right(s)-of-Way
SWAP – South West Advisory Planning Committee (MAPC)
SWPPP – Stormwater Pollution Prevention Plan (under EPA)
TIF – Tax Increment Financing
UCH-TIF – Urban Center Housing Tax Increment Financing
URA – Urban Renewal Plan Area
URP – Urban Renewal Plan

EXECUTIVE SUMMARY

I. Introduction

The Oak Grove Area Urban Renewal Plan (URP or the Plan) was initiated by the Medway Redevelopment Authority (MRA) in cooperation with the Town of Medway. The URP process involved a collaboration with the URP Steering Committee, which includes area property owners, residents, town officials, and business owners, and other stakeholders. All participants have the mutual interest of redeveloping the Oak Grove Area in a manner which attracts new or expanding existing commercial and industrial users while enhancing the quality of life for those who live, work or visit Medway.

This URP has been prepared in compliance with Massachusetts General Laws chapter 121B (M.G.L. c. 121B), which allows municipalities, through their urban renewal agencies, to undertake a wide range of public actions to address substandard, decadent and blighted open conditions. Information used throughout this document was obtained from a wide range of publicly accessible online resources and studies, as listed below:

- *Density by Design*, UMASS Studio Project, 2007
- *Town Master Plan, Medway, Massachusetts*, 2009
- *Oak Grove Park Mixed Use Feasibility Study*, BSC Group, 2012

Information and recommendations contained in the above-referenced reports are incorporated into this URP, as appropriate.

II. Urban Renewal Area Description

The Urban Renewal Area (URA), also referred to herein as the Study Area, is located near the western boundary of Medway. The URA is roughly bounded by:

- Route 109 (Milford Street) along the northern edge;
- West Street to the east;
- Alder Street to the south; and
- A wetland area which extends to the Milford municipal boundary along the western edge.

The URA is comprised of approximately 82.2 acres. The northern section of the URA consists of a multi-parcel segment known as the “Bottle Cap Lots.” The Bottle Cap Lots derive their name from a 1920’s marketing promotion by Clicquot Club, which awarded small parcels to customers with winning bottle caps.¹ The Bottle Cap Lots were part of a paper subdivision which predated the Subdivision Control Law (M.G.L. c. 41 §§ 81K-81GG), and streets and utilities were never constructed to serve the properties. There were originally approximately 1,018 Bottle Cap Lots with an average size of approximately 1,600 square feet and dimensions of approximately 80 feet by 20 feet. However, parcels within the Bottle Cap Area which are owned by the same party have been grouped together and assigned the same parcel number. The total number of parcels within the URA is currently 238.

¹ Clicquot Club was a soft drink manufacturer founded in nearby Millis which operated from 1885 to 1980.

The southern portion of the URA includes four additional parcels which total approximately 33.95 acres. These lots have frontage on Trotter Drive and Alder Street. Three of these parcels are undeveloped and one contains an active manufacturing facility.

III. Statement of Need

Medway differs from most urban renewal projects in that the Study Area is more characteristic of a suburban style development rather than a highly disturbed and urbanized setting. However, as will be documented herein, the application of M.G.L. c. 121B is appropriate for the Study Area due to the extremely unique configuration of very small parcels with fragmented ownership. This URP evaluates data from a variety of sources to support the recommendation that the URA meets the eligibility standards for consideration as decadent, substandard, and/or a blighted open area, and that it is improbable that the area would be redeveloped per the ordinary operations of private enterprise. Data evaluated includes parcel ownership, size and configuration, and building condition. The finding that the URA is decadent, substandard and/or a blighted open area is based upon all properties within the URA and not limited to properties identified for acquisition.

The area's characteristics are consistent with the definitions of decadent and blighted open area per M.G.L. c. 121B, § 1, as follows:

Decadent Area: defined as an area which is detrimental to the sound growth of a community as a result of the existence of buildings which are out of repair, physically deteriorated, unfit for human habitation, obsolete, or in need of major maintenance or repair, or because much of the real estate in recent years has been sold, or taken for nonpayment of taxes upon foreclosure of mortgages, or because buildings have been torn down and not replaced and under existing conditions it is improbable that the buildings will be replaced, or because of a substantial change in business or economic conditions, or because of inadequate light, air, or open space, or because of excessive land coverage or because 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, or by reason of any combination of the foregoing conditions.

Blighted Open Area: defined as a predominantly open area which is detrimental to the safety, health, morals, welfare or sound growth of a community because it is unduly costly to develop it soundly through the ordinary operations of private enterprise by reason of the existence of ledge, rock, unsuitable soil, or other physical conditions, or by reason of the necessity for unduly expensive excavation, fill or grading, or by reason of the need for unduly expensive foundations, retaining walls or unduly expensive measures for waterproofing structures or for draining the area or for the prevention of the flooding thereof or for the protection of adjacent properties and the water table therein or for unduly expensive measures incident to building around or over rights-of-way through the area, or for otherwise making the area appropriate for sound development, or by reason of obsolete, inappropriate or otherwise faulty platting or subdivision, deterioration of site improvements or facilities, division of the area by rights-of-way, diversity of ownership of plots, or inadequacy of transportation facilities or other utilities, or by reason of tax and special assessment delinquencies, or because there has been a substantial change in business or economic conditions or practices, or an abandonment or cessation of a previous use or of work on improvements begun but not feasible to complete without the aids provided by this chapter, or by reason of any combination of the foregoing or other condition; or a predominantly open area which by reason of any condition or combination of conditions which are not being remedied by the ordinary operations of private enterprise is of such a

character that in essence it is detrimental to the safety, health, morals, welfare or sound growth of the community in which it is situated.

As discussed in **Chapter 12.02 (2) Eligibility** (*Section 2: Area Eligibility Designation*), the URA has a number of characteristics that contribute to the current decadent and blighted open conditions, including the following:

- Fragmented ownership and irregular lots (both in terms of their shapes and sizes) which make it highly unlikely that the area will be redeveloped under the normal operation of the private market;
- Underutilized portions of the URA;
- Obsolete, inappropriate or otherwise faulty platting or subdivision;
- Parcel configurations which make the area unduly expensive to complete without public intervention;
- Incompatible uses that are directly adjacent to each other without adequate buffer;
- Inadequate transportation options, roadway conditions and traffic circulation;
- Infrastructure that is in need of improvements to supply adequate service; and
- Facilities that constitute a barrier to development due to scale, conditions and use restrictions.

IV. Project Vision

This URP embodies the vision that was refined by the Steering Committee early in the planning process, which reads as follows:

As a gateway to Medway, the Oak Grove Area shall have a strong identity and image while sustaining Medway's high quality of life for residents and businesses. The development shall encourage a diverse mix of uses, including the potential for housing, business, industry and open space, in order to generate sustainable commercial and industrial employment opportunities, provide business opportunities for economic development, and deliver a net increase to Medway's tax base. The Oak Grove Area shall leverage its access to the regional highway network and nearby regional development in a manner that supports balanced and sustainable development with consideration to minimizing environmental and social impacts.

V. Project Goals and Objectives

As described in **Chapter 12.02 (3) Project Objectives** (*Section 1: Urban Revitalization Area Goals and Objectives*), the goals and objectives for the Project build on the Vision to create an environment that has a strong identity and sense of place in Medway, as well as to identify development opportunities and infrastructure improvements needed to support those uses. The objectives listed below were established in order to achieve this goal.

- Incorporate the priorities and goals of previous studies and master plans, as appropriate, to identify and prioritize development projects.
- Facilitate land assembly and disposition to advance the vision of the URP, which reflects the town's priorities for sound development.
- Encourage private sector investment and utilize public funds judiciously and strategically as a catalyst for private investment.
- Foster an environment for business to thrive and create sustainable jobs.
- Increase real estate tax income generating properties.
- Provide opportunities which encourage and preserve economic diversity and quality of life.
- Facilitate the thoughtful integration of the URA with adjacent land uses and transportation networks.

- Develop incentives to promote sustainable development.
- Encourage alternative transportation opportunities.
- Improve infrastructure systems to support modern development needs.
- Provide necessary public services efficiently and effectively.
- Seek opportunities to promote healthful living amenities (e.g., walking paths, bike lanes, and links to other recreational trails).

VI. Commonwealth's Sustainable Development Principles

The Commonwealth has established ten principles that encourage smart growth and sustainable development. Below is a discussion of how effectively the Medway Oak Grove Area URP promotes these principles using redevelopment, open space and transportation improvements to attract economic development.

Concentrate Development and Mix Uses

Support the revitalization of city and town centers and neighborhoods by promoting development that is compact, conserves land, protects historic resources, and integrates uses. Encourage remediation and reuse of existing sites, structures, and infrastructure rather than new construction in undeveloped areas. Create pedestrian friendly districts and neighborhoods that mix commercial, civic, cultural, educational, and recreational activities with open spaces and homes.

The Oak Grove Area is not a downtown, but the proposed Concept Design promotes compact development and integrated uses, is pedestrian friendly, and provides opportunities for passive recreation for residents and employees. As discussed further below, the proposed use is consistent with the intent of the 2009 Medway Master Plan (the Master Plan).

Advance Equity

Promote equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning and decision making to ensure social, economic, and environmental justice. Ensure that the interests of future generations are not compromised by today's decisions.

The Town of Medway has undertaken outreach to include residents, stakeholders and advocates, and incorporated their input into the URP. The planned activities of the URP include increasing job opportunities for local residents, preserving and providing expansion potential for existing businesses, and implementing energy conservation measures. These URP activities promote equity for current and future generations of Medway residents.

Make Efficient Decisions

Make regulatory and permitting processes for development clear, predictable, coordinated, and timely in accordance with smart growth and environmental stewardship.

The Town of Medway considers customer service to be a top priority, and the town's website offers online resources, including the Medway Development Handbook, Medway Business Resource Guide, and information regarding available land sites. Medway's Economic Development Committee is committed to administering the economic development agenda and programs, as well as to promoting, developing and expanding investment and employment in the town; to secure the commitment of private capital into new or existing business, and to administer and coordinate all federal, state and local programs involving the preparation of property for real estate development.

Medway's business development resources reflect a process designed to promote efficient and coordinated decision-making. Thus, the URP complies with the Make Efficient Decisions Principle.

Protect Land and Ecosystems

Protect and restore environmentally sensitive lands, natural resources, agricultural lands, critical habitats, wetlands and water resources, and cultural and historic landscapes. Increase the quantity, quality and accessibility of open spaces and recreational opportunities.

It is anticipated that development projects will be undertaken by private developers, but the MRA oversight will encourage consistency with the uses and intentions identified in this URP. Please refer to **Chapter 12.02 (9) Redeveloper's Obligation** for additional information. This approach will avoid, minimize and/or mitigate potential impacts to environmentally sensitive lands, as appropriate.

Stormwater management, which will be a key issue in developing the Oak Grove Area, will comply with the Massachusetts Stormwater Management standards, with special attention given to Low Impact Development (LID) approaches. Development within the Groundwater Protection District (GPD) zoning overlay district will comply with the requirements of the zoning bylaw in terms of allowable activities. New development will incorporate sustainable design principles, where feasible. Open space improvements are also an important component of the URP, and will advance quality of life and opportunities for recreation. Thus, the URP is consistent with this sustainable development principle.

Use Natural Resources Wisely

Construct and promote developments, buildings, and infrastructure that conserve natural resources by reducing waste and pollution through efficient use of land, energy, water, and materials.

Medway is a state-designated Massachusetts Green Community under the Commonwealth's Green Communities Act. This designation recognizes the town's energy efficiency efforts and vision for a sustainable energy future. Medway has also participated in MAPC's Local Energy Action Program (LEAP) and has developed a local Energy Action Plan to identify ways that the town can achieve community-wide energy reductions. Medway had implemented a program called "Solarize Medway" which combined a community-led grass roots educational effort with a group buying model to increase solar installations in town. The program encourages the adoption of small scale solar PV by deploying a coordinated education, marketing and outreach effort, combined with a tiered pricing structure that provides increased savings as more people in the community install solar panels.

Expand Housing Opportunities

Support the construction and rehabilitation of homes to meet the needs of people of all abilities, income levels, and household types. Build homes near jobs, transit, and where services are available. Foster the development of housing, particularly multifamily and smaller single-family homes, in a way that is compatible with a community's character and vision and with providing new housing choices for people of all means.

A development opportunity explored in this URP is the construction of medium density garden flat and townhouse buildings along West Street and Alder Street. The intent is to provide a transitional use between the larger office or industrial uses and the single-family housing that is prevalent in the surrounding area. The architectural style of these units will be consistent with the historic character of Medway. Increasing the availability of multi-family and attached

single-family housing will facilitate the expansion of housing opportunities because the overwhelming majority (over 80%) of Medway's housing is single-family dwellings.²

Provide Transportation Choice

Maintain and expand transportation options that maximize mobility, reduce congestion, conserve fuel and improve air quality. Prioritize rail, bus, boat, rapid and surface transit, shared-vehicle and shared-ride services, bicycling, and walking. Invest strategically in existing and new passenger and freight transportation infrastructure that supports sound economic development consistent with smart growth objectives.

As noted in this URP, public transportation options in and around the URA are currently limited, primarily due to the suburban nature of the community and proximity to a major highway. Development will be consistent with the goals and objectives discussed earlier in this chapter, which are consistent with the "Provide Transportation Choice" principle, including the following:

- Facilitate the thoughtful integration of the URA with adjacent land uses and transportation networks.
- Develop incentives to promote sustainable development.
- Encourage alternative transportation opportunities.

It is anticipated that ride-share, shuttle services to MBTA connections, and bicycle amenities will be incorporated into proposed developments.

Increase Job and Business Opportunities

Attract businesses and jobs to locations near housing, infrastructure, and transportation options. Promote economic development in industry clusters. Expand access to education, training, and entrepreneurial opportunities. Support the growth of local businesses, including sustainable natural resource-based businesses, such as agriculture, forestry, clean energy technology, and fisheries.

Medway is centrally located between three major New England cities. Boston is situated approximately 27 miles to the northeast, Worcester is approximately 27 miles northwest, and Providence, Rhode Island is approximately 25 miles to the south. Proximity to these cities offers businesses located in Medway strategic opportunities for multi-modal freight transportation. For example, all three cities have airports, the Ports of Boston and Providence are the only two deep-water ports in New England. The URA is within a MAPC-designated Regional Growth Area, and only about a quarter of a mile from I-495, a major regional highway. Proposed development will foster economic opportunities for new or expanded businesses, and provide growth and job opportunities for local and regional residents.

Promote Clean Energy

Maximize energy efficiency and renewable energy opportunities. Support energy conservation strategies, local clean power generation, distributed generation technologies, and innovative industries. Reduce greenhouse gas emissions and consumption of fossil fuels.

The URP calls for energy conservation to be incorporated in all aspects of the project, as appropriate. As noted above, Medway is a state-designated Green Community, has a town Energy Action Plan that resulted from MAPC's LEAP

² Town of Medway Housing Production Plan, PGC Associates, Inc., 2016, p. 12..

which defines the community's priorities and interests in energy, sustainability, and community and economic development issues, and is implementing a town Energy Action Plan to continue its commitment to clean energy. Medway's efforts reflect its commitment to maximizing energy efficiency and conservation strategies.

Plan Regionally

Support the development and implementation of local and regional, state and interstate plans that have broad public support and are consistent with these principles. Foster development projects, land and water conservation, transportation and housing that have a regional or multi-community benefit. Consider the long-term costs and benefits to the Commonwealth.

The local master plan associated with the URA is the 2009 Master Plan. The 2009 Master Plan notes that the Oak Grove Bottle Cap Area is largely underutilized, primarily because of the small size of the lots, and incorporated the facilitation of "smart development of the Oak Grove area" as goal for economic development to assist in the growth and diversification of the town's tax base.³

The current regional policy plan of the Metropolitan Area Planning Council (MAPC) is *Metrofuture: Making a Greater Boston Region*, dated May 2008 (referred to herein as "Metrofuture"). Medway is categorized by MAPC as a Mature New England Town. These communities are characterized by a mixed-use town center surrounded by compact neighborhoods, with conventional single family subdivisions elsewhere. They have a large amount of vacant developable land, and new growth comes in the form of new subdivisions; a few towns have experienced revitalization of their town center. The western edge of Milford is within or very close to a "regional hub" and targeted growth area, which involves focused growth in major suburban economic centers. Likely this hub is associated with the large shopping plazas in nearby Milford.

³ <http://www.townofmedway.org/sites/medwayma/files/uploads/masterplan.pdf>, p. 40.

12.02 (1) CHARACTERISTICS

This chapter includes plans and information describing the existing characteristics of the Study Area, as well as the proposed future conditions. *Section 1.1* presents the required and supplemental maps for the URP. *Section 1.2* provides additional discussions of map content, as appropriate, with references to other sections of the URP for further detail.

Section 1.1: List of URP Figures

The figures presented herein and listed below adhere to the state's requirements for urban renewal plans to support the findings that the URA meets the eligibility requirements defined in M.G.L. c. 121B.⁴ The maps and plans were developed using MassGIS and information provided by the Town of Medway, supplemented by field observations.

Required Figures

- Figure A-1: Project Location and URA Boundary
- Figure A-2: Aerial Photography with URA Boundary
- Figure A-3: Topography
- Figure B-1: Boundaries of Proposed Clearance Areas
- Figure C-1: Existing Property Lines, Building Footprints and Parking Areas
- Figure C-2: Proposed Property Lines, Building Footprints and Parking Areas
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- Figure G-1: Parcels to be Acquired
- Figure H-1: Lots to be Created for Disposition
- Figure I-1: Buildings to be Demolished
- Figure K-1: Buildings to be Constructed

Supplemental Figures

- Figure S-1: Study Area Location – USGS Locus
- Figure S-2: Environmental Resources
- Figure S-3: Parcels to be Acquired/Original Parcel Configuration
- Figure S-4: Distribution of Parcel Ownership
- Figure S-5: Public Realm Improvements
- Figure S-6: URP Concept Plan
- Figure S-7: Trotter Drive Intersection Improvements

⁴ *Figure J-1: Buildings to be Rehabilitated* was eliminated because no buildings are proposed for rehabilitation for the URP.

Figure A-1: Project Location and URA Boundary

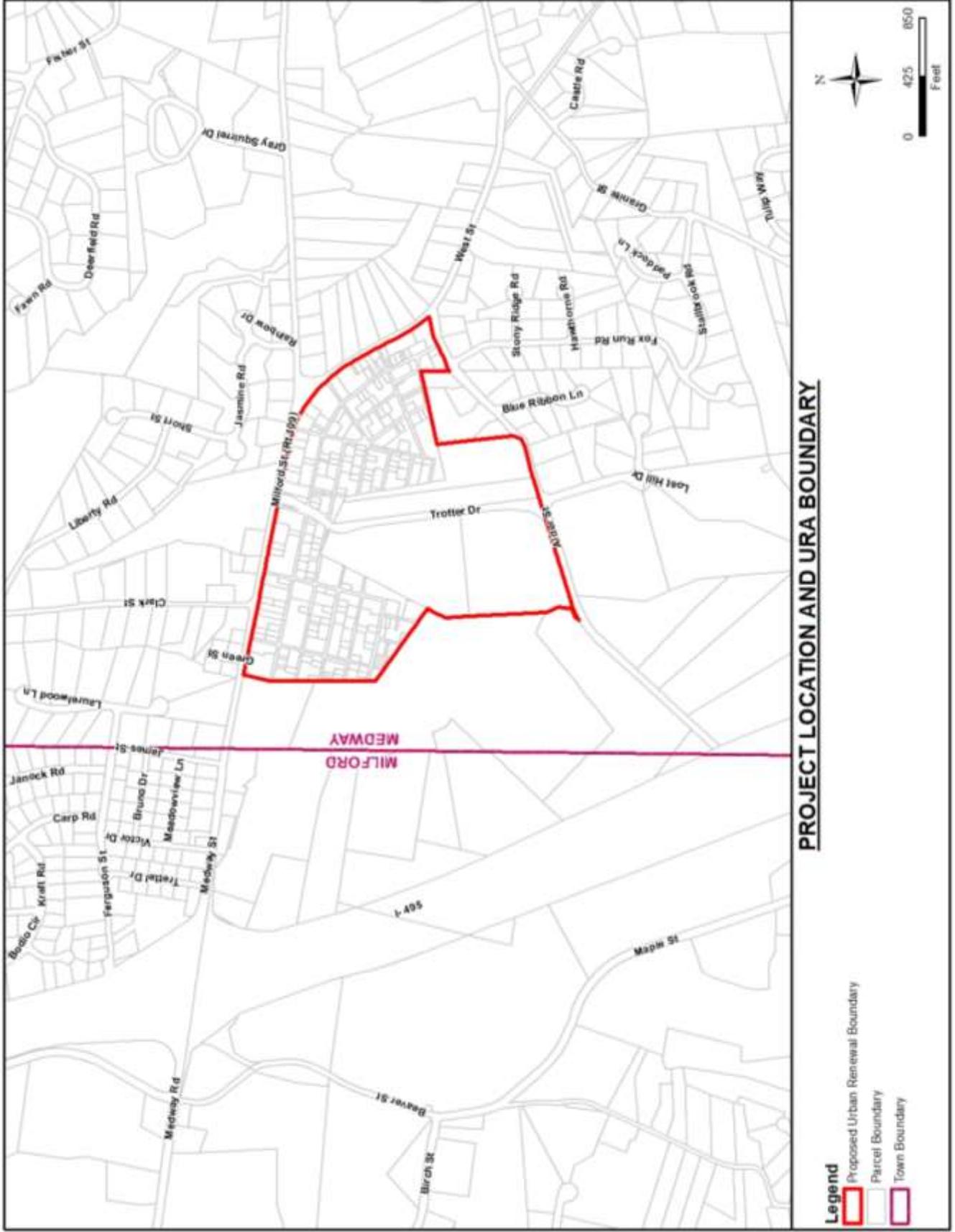


Figure A-2: Aerial Photography with URA Boundary



Figure B-1: Boundaries of Proposed Clearance Areas

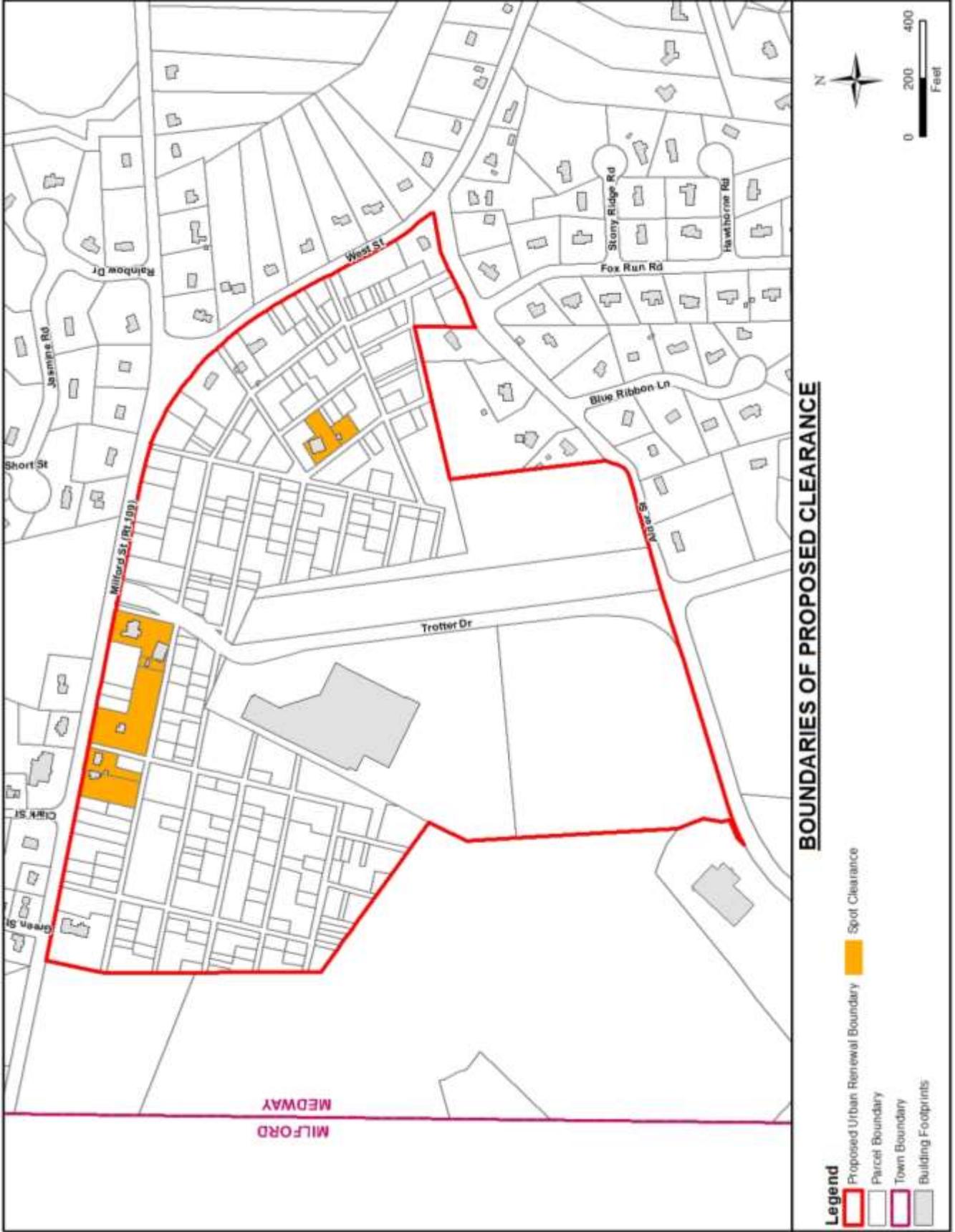


Figure C-1: Existing Property Lines, Building Footprints and Parking Areas

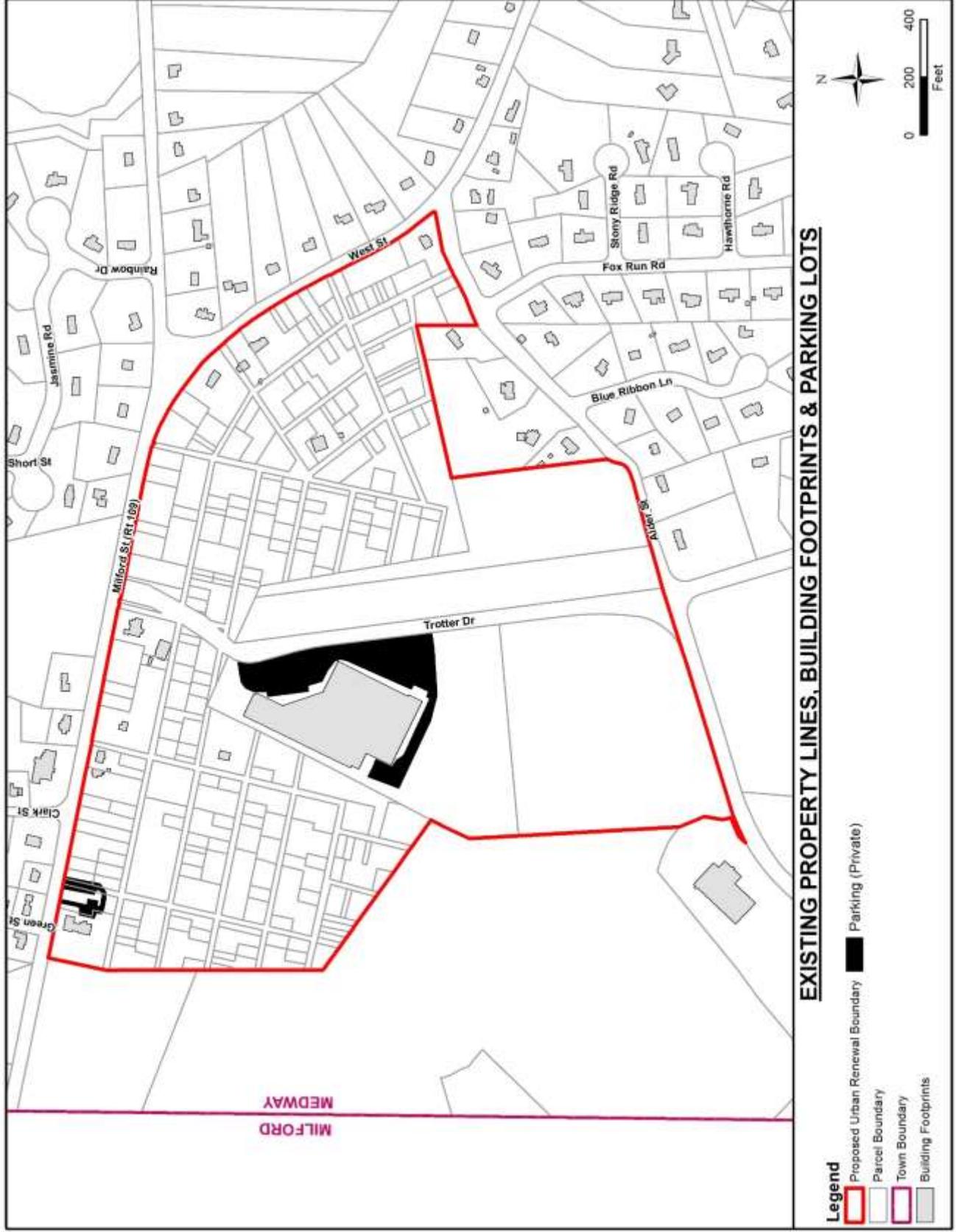


Figure C-2: Proposed Property Lines, Building Footprints and Parking Areas



Figure D-2: Existing Zoning

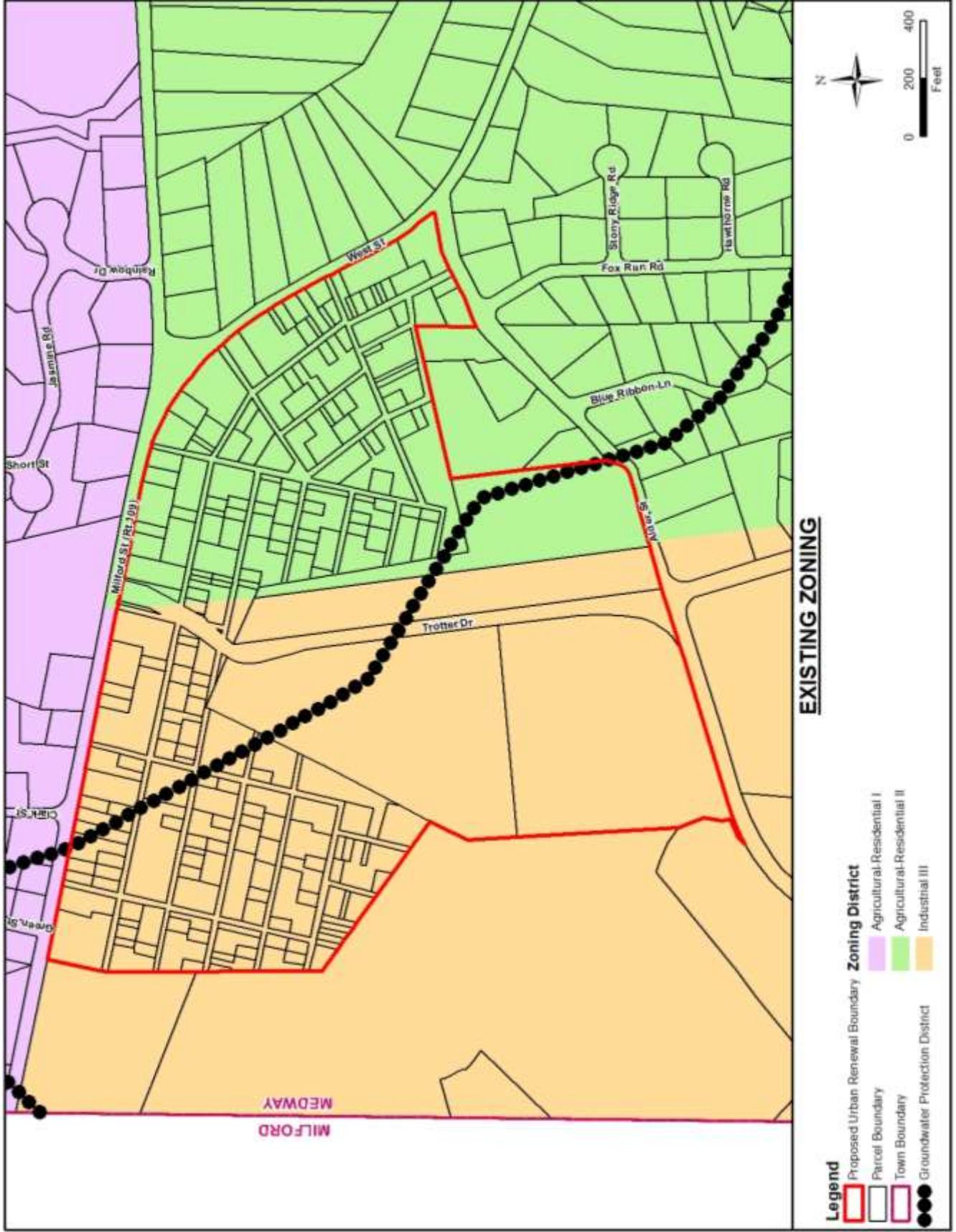


Figure E-1: Proposed Land Use

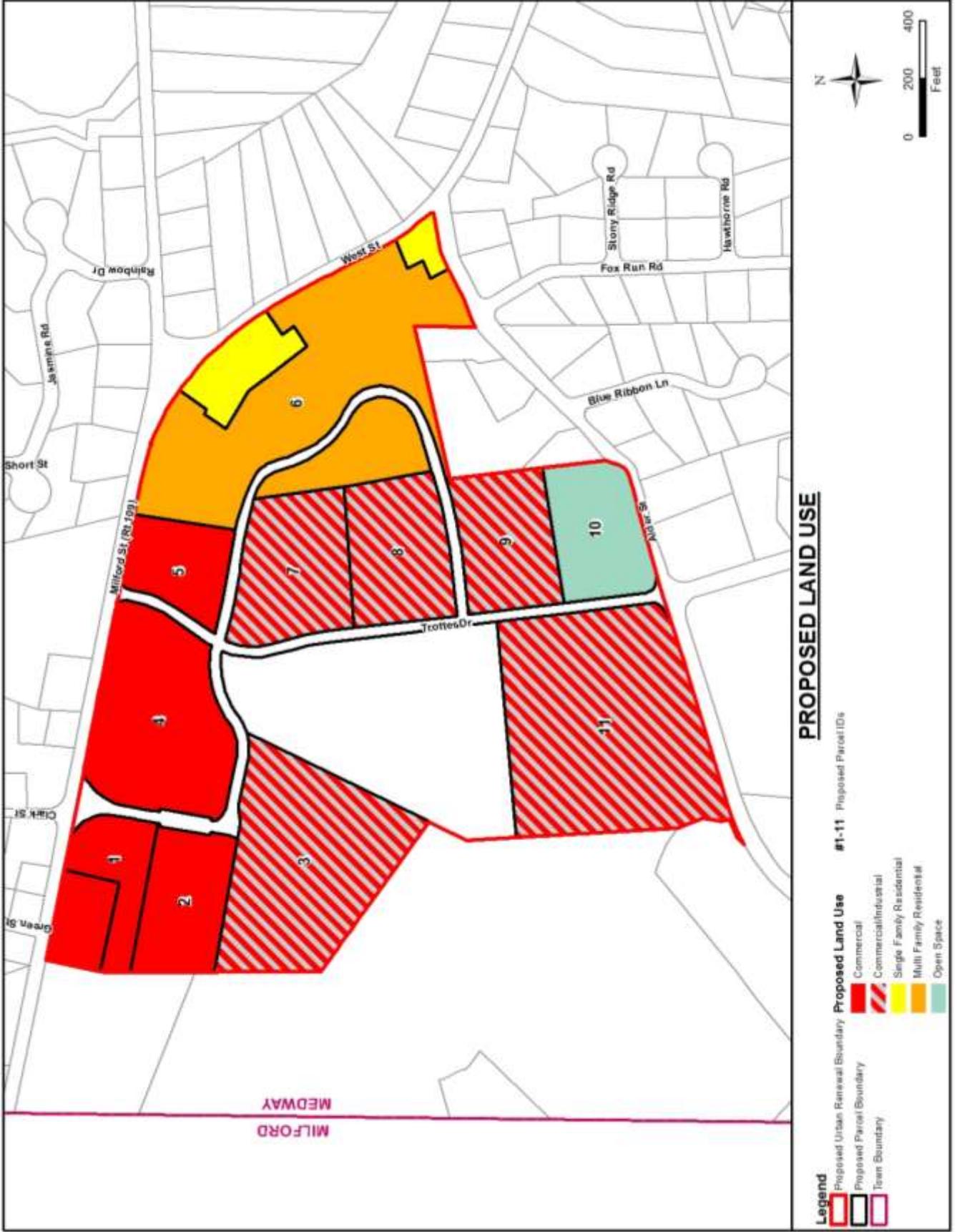


Figure E-2: Proposed Zoning

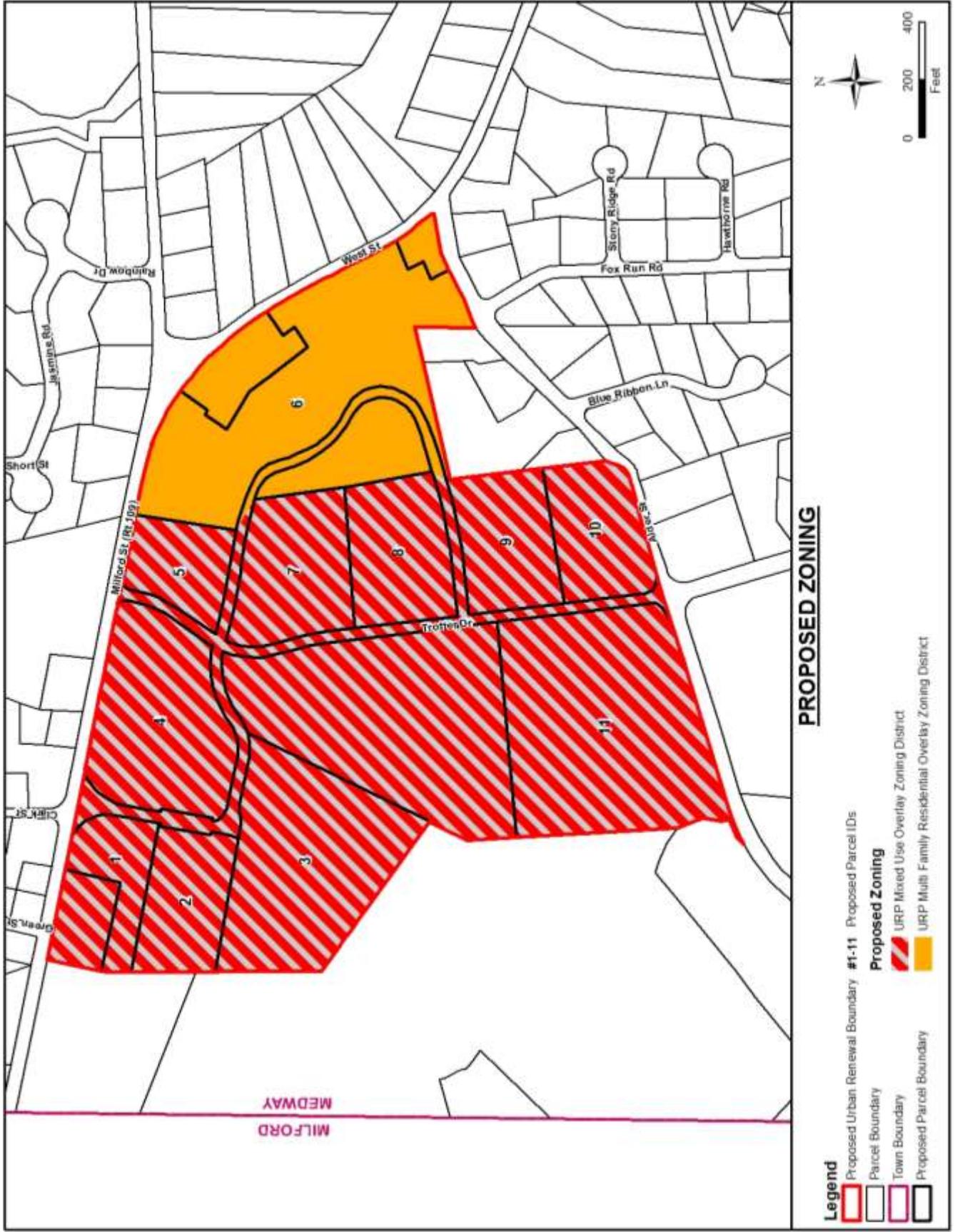


Figure F-1: Existing Roadways, Public Rights-of-Way and Easements

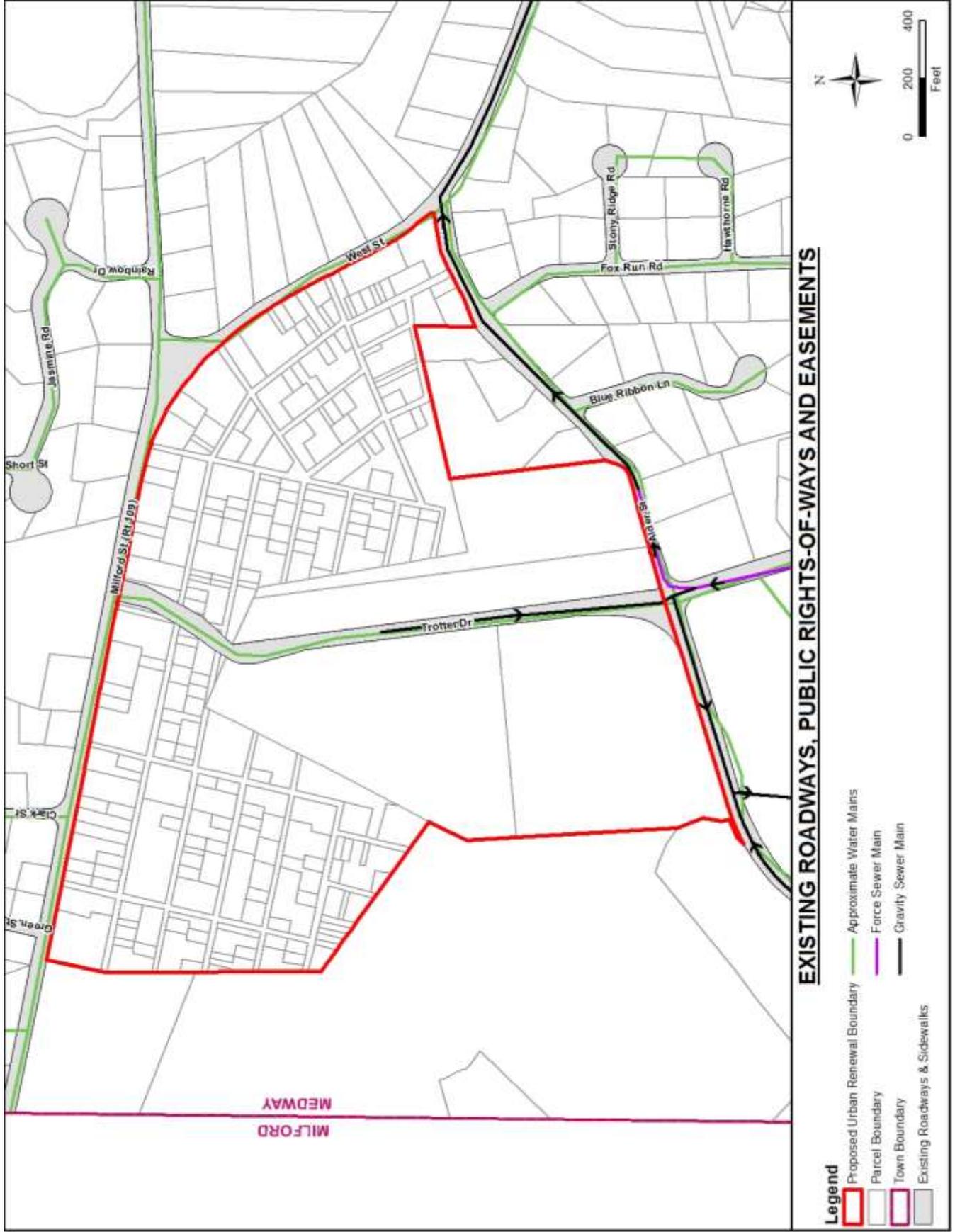


Figure F-2: Proposed Roadways, Public Rights-of-Way and Easements

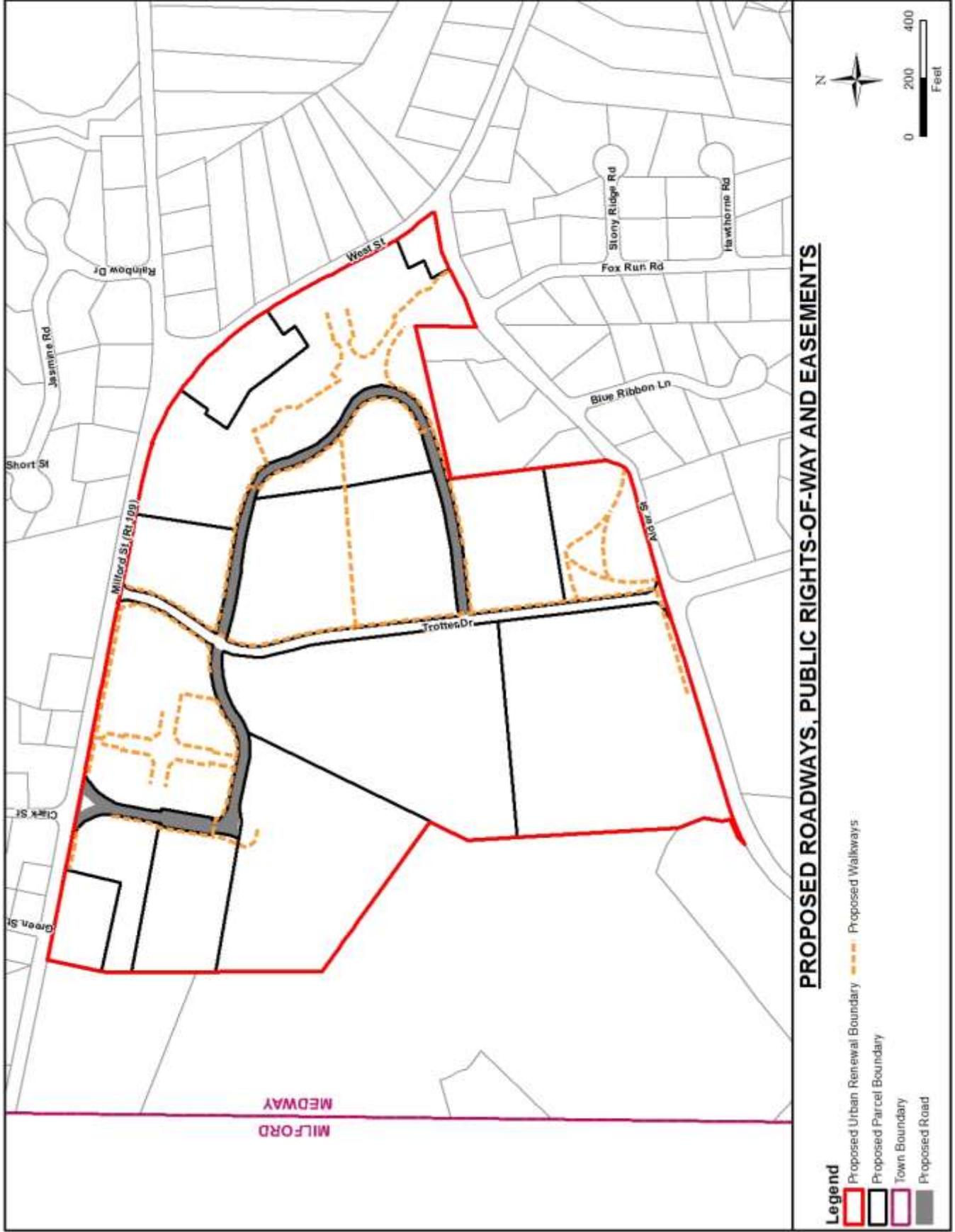


Figure G-1: Parcels to be Acquired

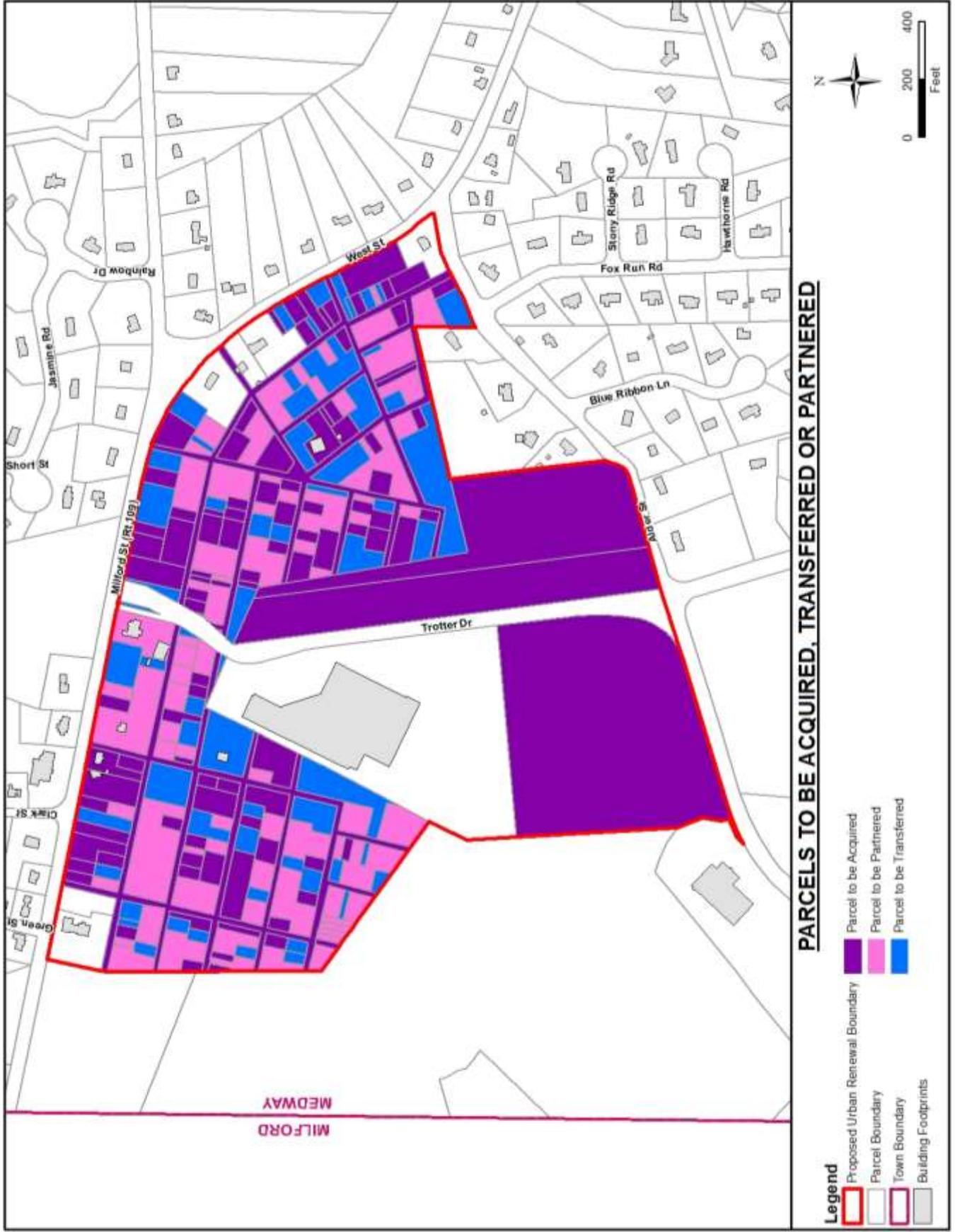


Figure H-1: Lots to be Created for Disposition

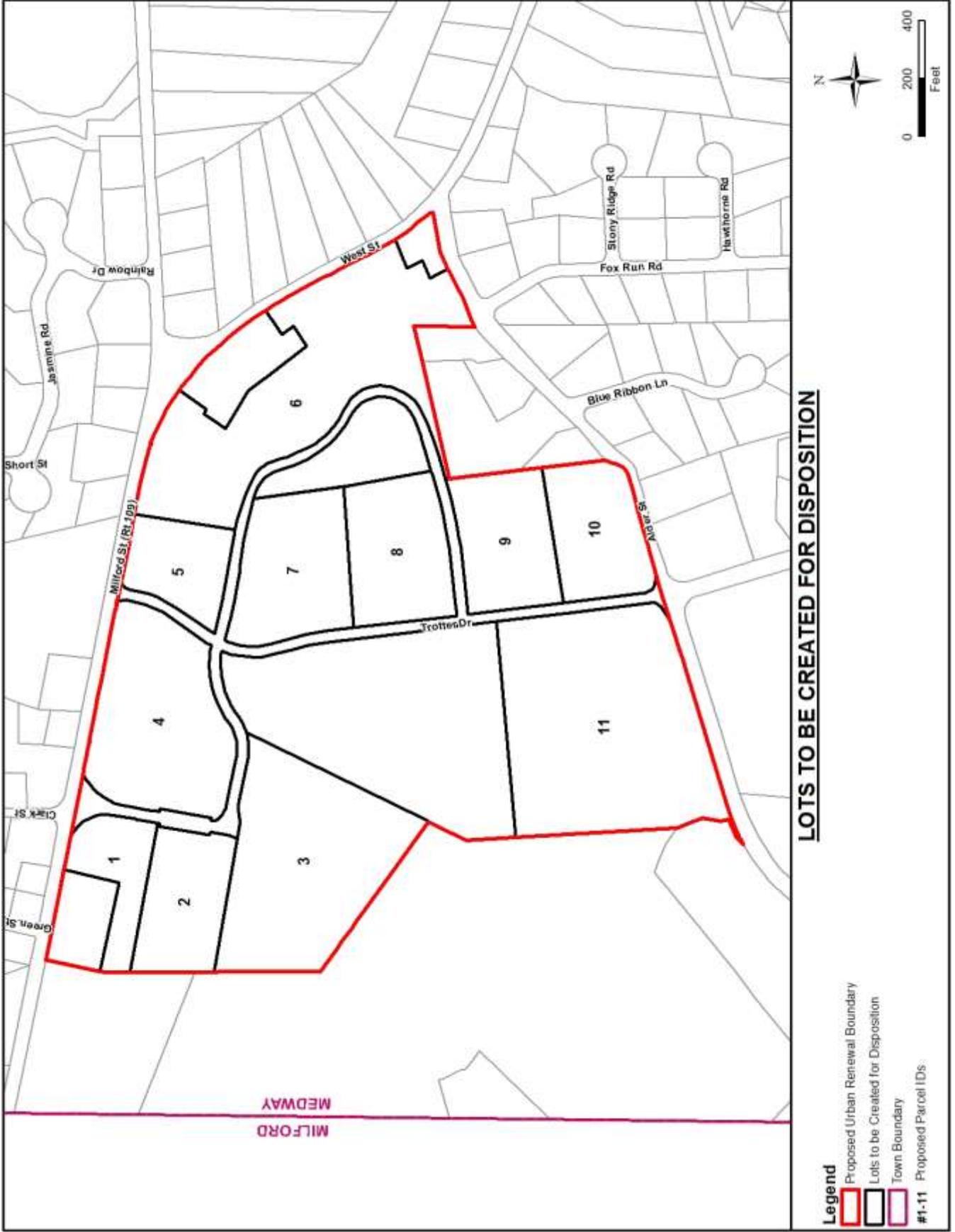


Figure I-1: Buildings to be Demolished

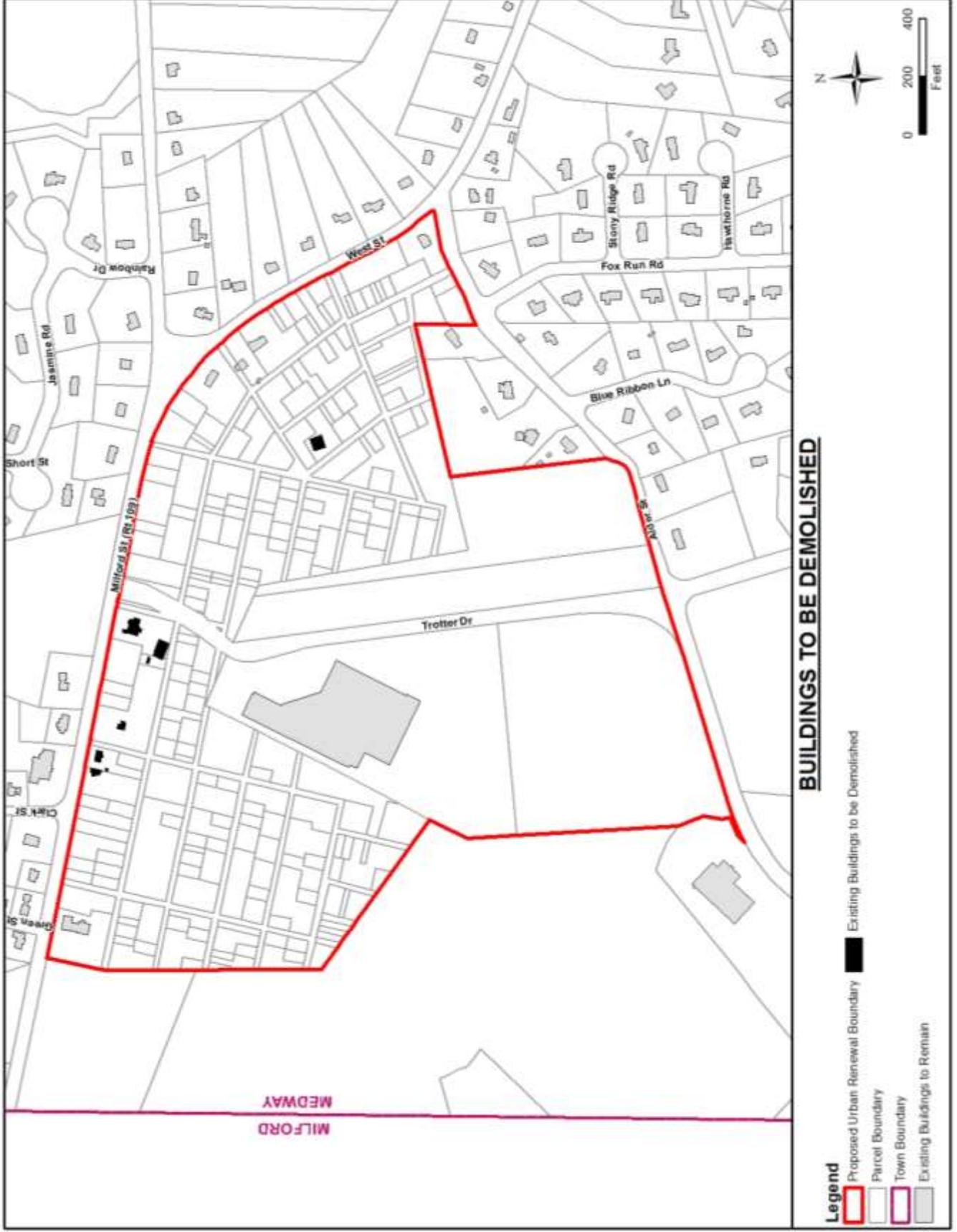


Figure K-1: Buildings to be Constructed

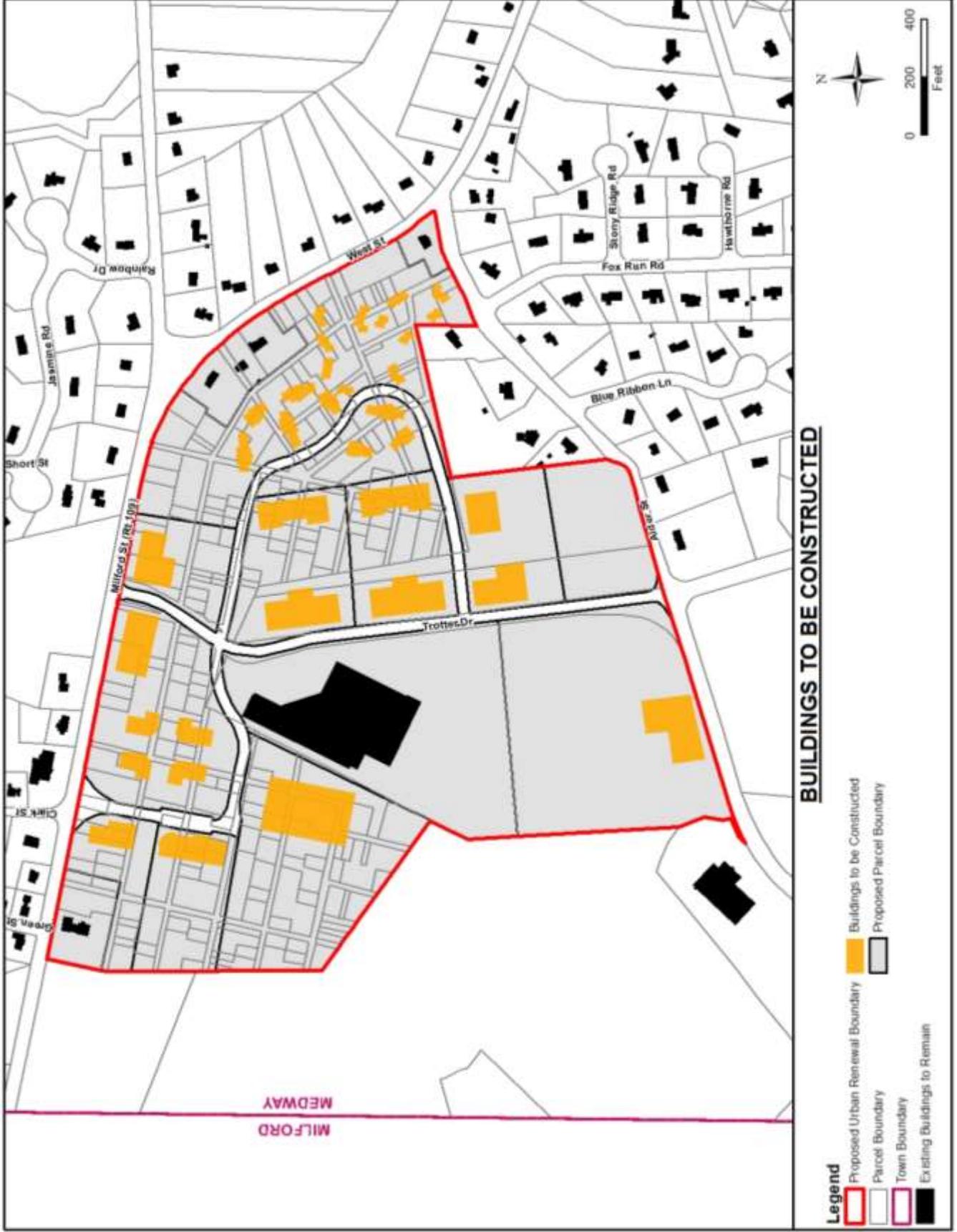


Figure S-1: Study Area Location – USGS Locus

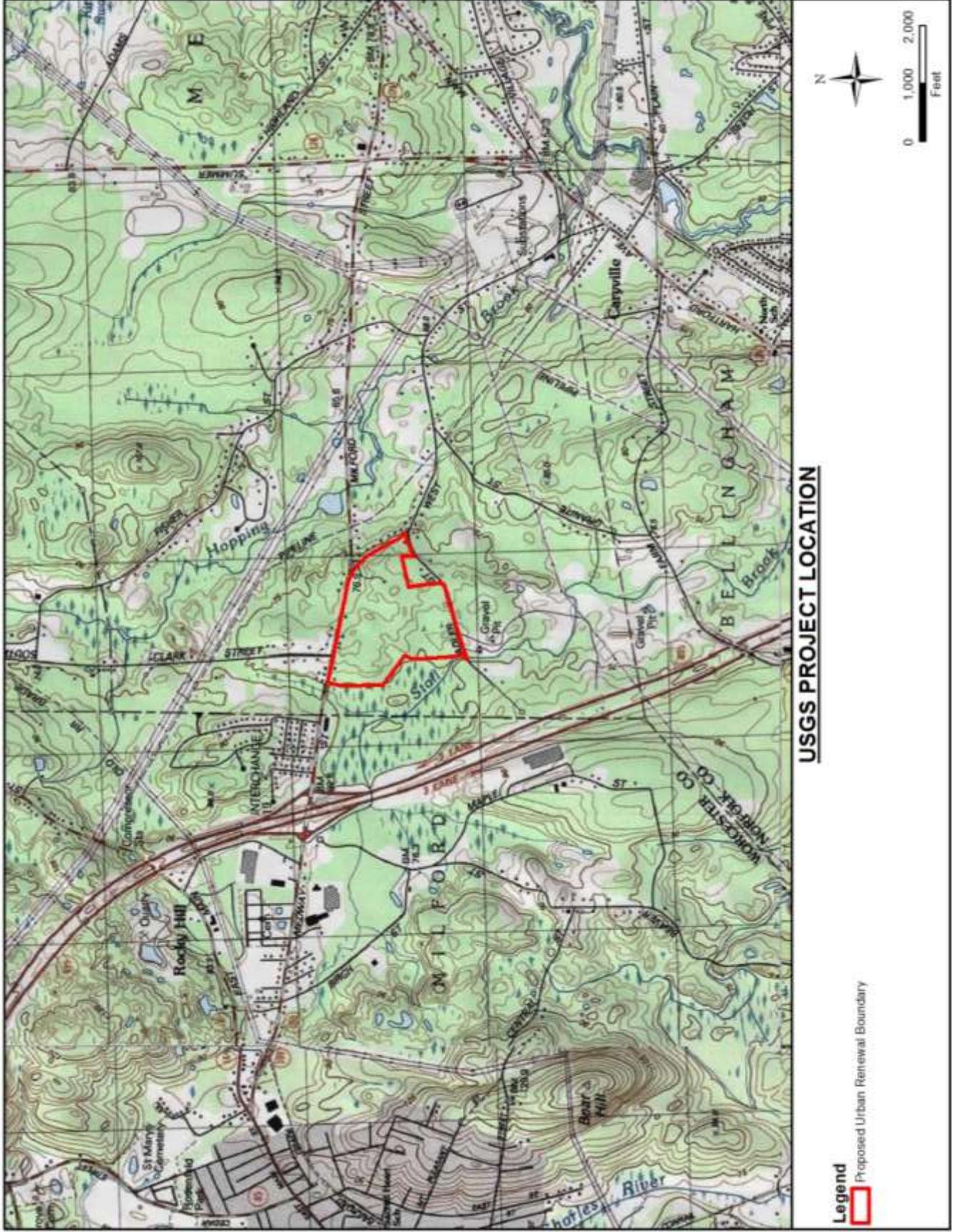


Figure S-2: Environmental Resources



Figure S-3: Parcels to be Acquired/Original Parcel Configuration

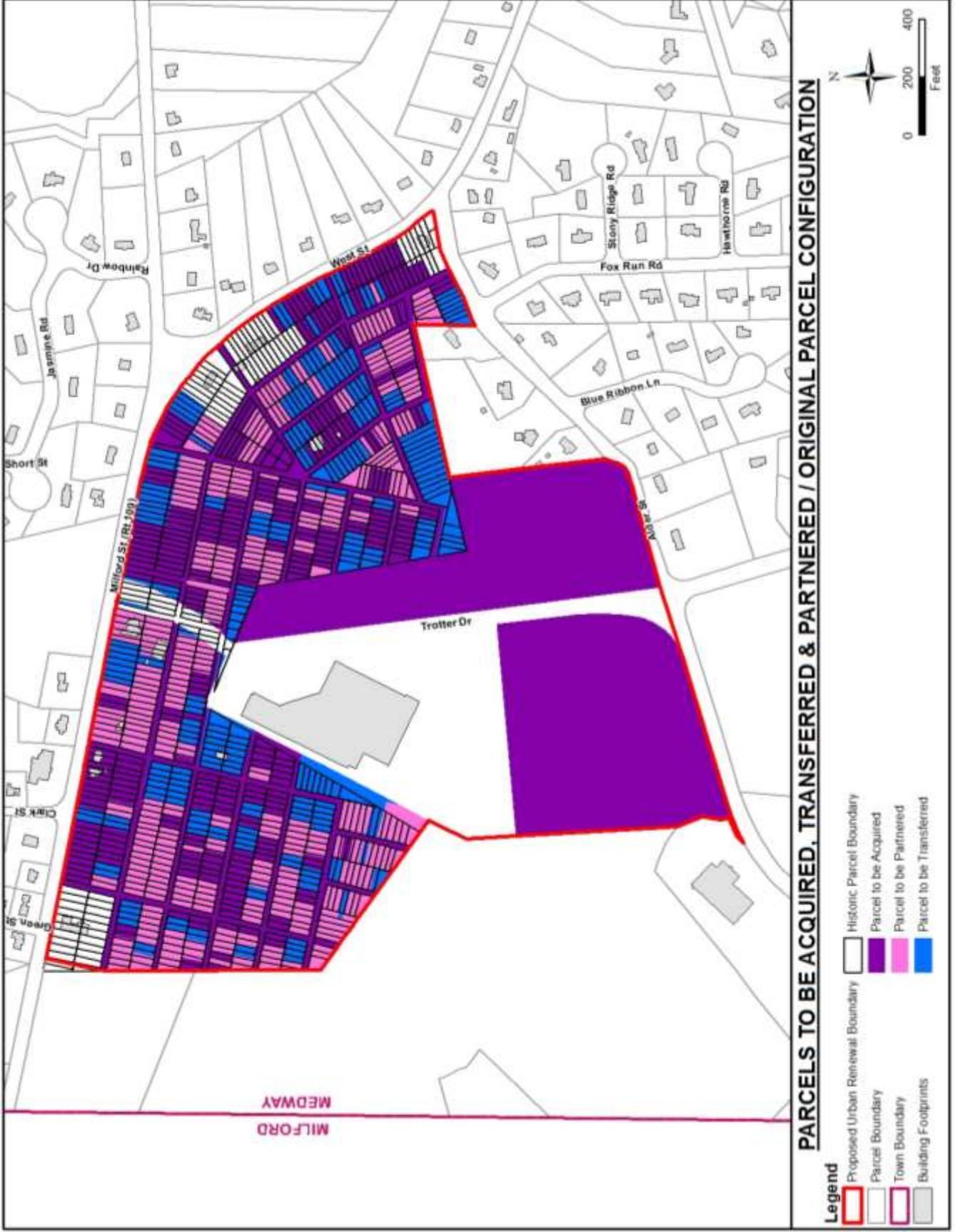


Figure S-4: Distribution of Parcel Ownership

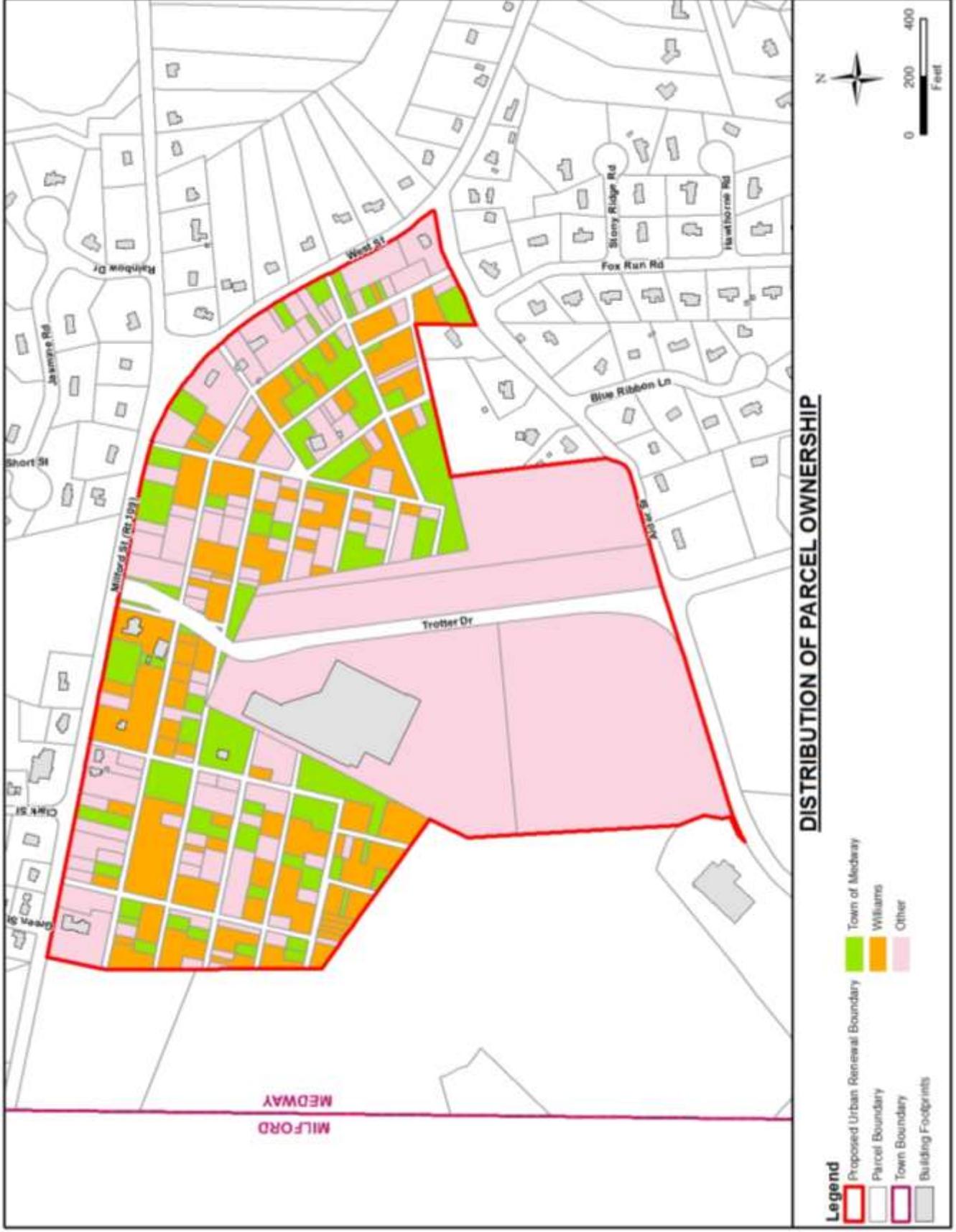


Figure S-5: Public Realm Improvements

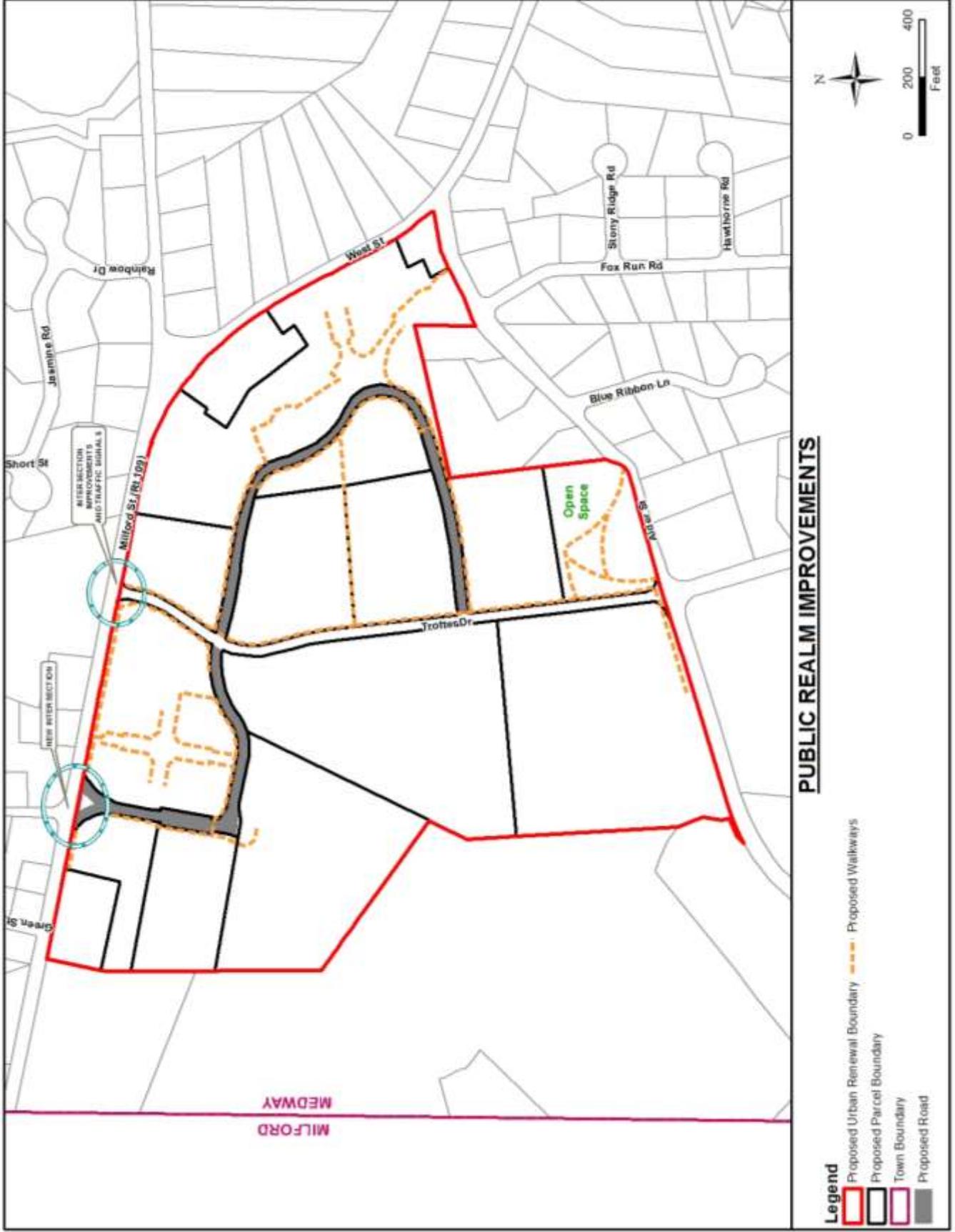


Figure S-6: URP Concept Plan



Figure S-7: Trotter Drive Intersection Improvements



Source: Central Transportation Planning Staff, March 2015

Section 1.2: Characteristics of the Urban Renewal Area

Most of the figures presented in *Section 1.1* are self-explanatory, but some warrant a brief narrative to provide insight into the information provided. This section expands on the information presented in some of the maps, as appropriate, and is supplemented by the material presented in **Chapter 12.02 (2) Eligibility** to support the area eligibility designation.

1.2.1 Figure A-1: Project Location and URA Boundary

Medway is centrally located between three major New England cities. Boston is situated approximately 27 miles to the northeast, Worcester is approximately 27 miles northwest, and Providence, Rhode Island is approximately 25 miles to the south. Medway is bordered by Holliston to the north, Millis to the east, Franklin and Bellingham to the south and Milford to the west. The Charles River forms the boundary between Medway and Franklin.

The Urban Renewal Area (URA), also referred to herein as the Study Area, is located near the western boundary of Medway. The URA is roughly bounded by:

- Route 109 (Milford Street) along the northern edge;
- West Street to the east;
- Alder Street to the south; and
- A wetland area which extends to the Milford municipal boundary along the western edge.

The URA is comprised of approximately 82.2 acres and 238 properties.⁵ The northern portion of the URA consists of a multi-parcel segment known as the “Bottle Cap Lots.” The Bottle Cap Lots derive their name from a 1920’s marketing promotion by Clicquot Club, which awarded over 1,000 small parcels to customers with winning bottle caps.⁶ The Bottle Cap Lots were part of a paper subdivision which predated the Subdivision Control Law (M.G.L. c. 41 §§ 81K-81GG), and streets and utilities were never constructed to serve the properties. The original average size of each Bottle Cap Lot was approximately 1,600 square feet with dimensions of approximately 80 feet by 20 feet. The Bottle Cap Lot portion of the URA is approximately 44.5 acres, including Trotter Drive.

The southern portion of the URA includes four additional parcels which total approximately 37.7 acres, including public roadways. Three of the parcels are undeveloped and one contains an active manufacturing facility. Please refer to **Chapter 12.02 (2), Section 2.1: Background Information**, for additional detail on the Project Area.

1.2.2 Figure A-2: Aerial Photography with URA Boundary

The aerial view depicts the existing conditions of the URA with regard to the type and extent of existing development, roadways, parking areas and vegetation more efficiently than a schematic drawing. Medway’s URA is more characteristic of suburban development than an urban setting, primarily because much of the area is vegetated rather than paved.

⁵ Contiguous parcels in the Bottle Cap Area which are owned by the same party are grouped together and considered to be one property. See the *Property Ownership* figure in **Attachment A**.

⁶ Clicquot Club was a soft drink manufacturer founded in nearby Millis which operated from 1885 to 1980.

1.2.3 Figure A-3: Topography

The URA is relatively flat with a gently undulating topography and an approximately 30-foot differential between elevations 245 and 275 feet above mean sea level. The highest points are in the interior of the Bottle Cap Lots. Topography does not appear to be an obstacle in developing the Study Area, but it is a factor in determining whether proposed development can access public sewer without the need for ejector pumps or a pump station.

1.2.4 Figure B-1: Boundaries of Proposed Clearance Areas

M.G.L. c. 121B, § 1 defines “clearance” as “the demolition and removal of buildings from any substandard, decadent, or blighted open area by an operating agency in accordance with subsection (d) of section 26.” This figure highlights the proposed clearance areas associated and spot clearance areas (discussed further below as part of Figure I-1: Buildings to be Demolished). None of the existing structures within the URA are proposed for rehabilitation.

1.2.5 Figure C-1: Existing Property Lines, Building Footprints and Parking Areas

The property lines shown depict the consolidation of the Bottle Cap Lots that has occurred with the common ownership of contiguous properties. The consolidation occurs when parcels that do not comply with zoning minimum requirements for area and frontage are contiguous parcels under the same ownership are merged. This has resulted in an overall reduction in the total number of Bottle Cap Lots. This has also resulted in oddly configured noncontiguous parcels with the same parcel identification. For example, Parcel 99-999 is comprised of approximately 68 separate Bottle Cap Lots. See the discussion of *Figure S-4: Distribution of Parcel Ownership*, later in this chapter, for additional information.

In terms of existing parking, all parking within the URA is private, and there is no on-street parking. There is one large private parking area associated with the Cybex Corporation at 10 Trotter Drive and a small private lot associated with the D. Francis Murphy Insurance Agency at 133 Milford Street.

1.2.6 Figure C-2: Proposed Property Lines, Building Footprints and Parking Areas

Proposed property lines reflect the assemblage of parcels required to accommodate the development contemplated by the URP. Conceptual building footprints and parking areas are depicted to reflect the general location and massing of potential development. To simplify referencing the new parcels within the URA they have been numbered 1 through 11 on this figure.

1.2.7 Figure D-1: Existing Land Use

Existing land use information was primarily obtained from MassGIS and the Medway Assessor’s Office, and supplemented by field observations. A breakdown of land uses by type is presented in Table 1 (on the following page). This breakdown, along with field knowledge of the general conditions within the Study Area, supports the following observations:

- Unlike most urban renewal areas, which have a more typical urban context, the primary land use in the Medway URA is undeveloped/vegetated;
- The light industrial land use is associated with the existing Cybex International, Inc. 120,000-square-foot corporate headquarters and manufacturing facility along Trotter Drive;
- There are nine single-family homes within the URA, two of which also have small businesses;
- Most of the residences are along Milford Street, but one is in the interior portion of the Study Area and
- The “paper” streets are technically private ways in the Bottle Cap Lot area.

Table 1-1: Existing Land Use

Land Use Classification	Area (acres)	% of Total Property Area	% of Total Property Area Exclusive of Public Roadways
Undeveloped/Vegetated	53.7	65.4%	67.7%
Commercial	1.3	1.6%	1.7%
Industrial	11.3	13.7%	14.2%
Low Density Residential with Commercial	0.8	1.0%	1.0%
Low Density Residential	4.1	4.9%	5.1%
Public Roadways	2.8	3.4%	
“Paper” Streets	6.4	7.8%	8.1%
Disturbed Land	1.8	2.2%	2.2%
Total	82.2	100%	100%

In terms of adjacent land uses, a large undeveloped wetland/swamp area is situated to the west; commercial/industrial development to the south; and residential development to the east and north. The Milford/Medway town boundary is situated just west of the URA. Further to the west in Milford, just on the other side of the Interstate 495/Route 109 interchange, are a number of large scale shopping and commercial/industrial office parks.

1.2.8 Figure D-2: Existing Zoning

Approximately 65% of the URA is zoned Industrial III (I-III), and 35% is zoned Agricultural-Residential District II (AR-II). Information regarding dimensional requirements for these zones is presented in *Table 1-2*. The Medway Groundwater Protection District (GPD) is a zoning overlay district that overlaps the western half of the Study Area.

Table 1-2: Existing Zoning within the URA

Zoning Classification ¹	Detail ²	Area within URA (acres) ³	% of URA
I-III	Minimum lot size: 40,000 sf Minimum Frontage: 100 feet Setbacks f/s/r: 30, 20, 30 feet	47.65	65%
AR-II	Minimum lot size: 22,500 sf Minimum Frontage: 150 feet Setbacks: 35, 15, 15 feet	25.36	35%
Overlay District	Purpose	Total Area within URA (acres)	% of URA
Medway GPD	Intended to protect the MassDEP Zone II recharge areas for municipal water supply wells.	44.6	61%

Notes:

1. Source: Town of Medway Zoning Bylaw and Map as amended through November 14, 2016

2. sf = square feet, f/s/r = front/side/rear

3. The area excludes public roadways.

Examples of uses which are permitted, prohibited, or require a special permit under current zoning are shown in *Table 1-3*.

Table 1-3: Examples of Permitted, Prohibited and Special Permit Uses Under Existing Zoning

Residential and Institutional Uses	Zoning Classification ¹	
	AR-II	I-III
Detached Single Family dwelling	Y	N
Two-family Dwelling with Exterior Appearance of a Single-family Dwelling	SP	N
Open Space Residential Development	PB	N
Assisted Living Residence	PB	N
Adult Retirement Community Planned Unit Development	PB	N
Multi-family Units in Combination with a Commercial Use that is Permitted or Allowed by Special Permit	N	N
Home-based Businesses	Y	N
Business Uses	AR-II	I-III
Retail Sales	N	N
Shopping Center	N	N
Hotel/Motel	N	Y
Restaurant Providing Food within a Building, which May Include Outdoor Seating on an Adjoining Patio	N	N
Restaurant Providing Live Entertainment within a Building	N	N
Accessory Use/Drive-through	N	N
Cultural and Entertainment Uses	N	Y ³
Industrial and Related Uses	AR-II	I-III
Research and Development	N	Y
Research and Development and/or Manufacturing of Renewable or Alternative Energy Products	N	Y
Warehouse and Distribution Facility	N	Y
Wholesale Showroom or Office, Including Warehouse	N	Y
Manufacturing, Processing, Fabrication, Packaging and Assembly, and Storage of Goods Manufactured on the Premises	N	Y

Notes:

1. Source: Town of Medway Zoning Bylaw (through November 14, 2016), Table 1: Schedule of Uses.
2. Y=Permitted by Right, N=Prohibited, SP=Special Permit from Zoning Board of Appeals, PB = Special Permit from Planning and Economic Development Board.
3. Only for Commercial Indoor Amusement under this category.

The GPD overlay district overlaps the western half of the Study Area. It is associated with drinking water supply wells in the adjacent Town of Bellingham. The State mandates that Medway's Bylaw regulate the types of allowable activities in aquifer and water resource districts. The GPD restricts certain uses such as landfills, storage, use, or

disposal of hazardous materials, and earth removal. Such uses are either prohibited outright or require a special permit. Onsite wastewater disposal other than sanitary sewerage is prohibited within the Wellhead Protection Area. Any use rendering more than 15% or 2,500 square feet of any lot whichever is greater requires a Special Permit.

1.2.9 Figure E-1: Proposed Land Use

Based on the Concept Plan (discussed later in this chapter), the breakdown of proposed land use depicted in *Figure E-1* and broken down by land area in *Table 1-4*.

Table 1-4: Proposed Land Use

Land Use Classification	Area (acres)	% of Total Property Area	% of Total Property Area Exclusive of Public Roadways
Commercial ¹	15.7	19.1%	20.3%
Industrial ²	43.2	52.6%	56.0%
Multi-Family Residential ³	12.7	15.4%	16.4%
Public Roadways	5.1	6.2%	
Private Roadways ⁴	0.4	0.4%	0.5%
Low Density Residential	1.9	2.3%	2.5%
Open Space	3.3	4.0%	4.3%
Total	82.2	100%	100%

Notes:

1. Commercial land uses include office space, retail, restaurant, hotel and flexible space.
2. Industrial land uses include research and development and industrial or warehouse development.
3. Multi-Family Residential includes garden flat type units and townhouses.
4. Private roadways are anticipated to be privately developed and maintained.

1.2.10 Figure E-2: Proposed Zoning

The current underlying zoning does not support the URP Concept Plan with regard to allowable uses, development standards, and flexibility. Further, the town's existing zoning regulations do not currently contain categories consistent with the proposed development. To allow for development flexibility that is tailored to the Oak Grove Area Concept Plan, the Town of Medway anticipates implementing a new Oak Grove Overlay District. The overlay district will define standards and a review process which will facilitate development which is consistent with the URP Concept Plan. This mixed use overlay zoning district is expected to allow for and reflect the following principles:

- Avoid strip commercial development with multiple access points;
- Create a sense of place through careful consideration of design and scale;
- Protect natural resource areas, specifically nearby wetland resource areas and the drinking water supply;
- Employ LID techniques to manage stormwater in an effective and aesthetically pleasing manner;
- Explore a mix of uses to integrate a variety of activities and attractions, where appropriate;
- Promote internal pedestrian circulation and recreational opportunities;
- Leverage Route 109 visibility and access to I-495;
- Identify uses that are consistent with market demand;
- Minimize ingress and egress points to manage traffic efficiently and safely;
- Consider the compatibility of different uses, and allow for transitions, as appropriate; and

- Provide adequate parking with landscaped features to avoid the appearance of large, uninterrupted expanses of pavement.

No change to the GPD overlay district is proposed.

1.2.11 Figure F-1: Existing Roadways, Public Rights-of-Way and Easements

Existing roadways which are adjacent to the URA include portions of Milford Street (Route 109), West Street and Alder Street. Trotter Drive is located within the URA. As noted previously, the paper streets within the Bottle Cap Lots were never built and are considered private ways. The location of water and sewer is shown in *Figure F-1* and discussed in detail in *Section 2.1.7 of Chapter 12.02 (2) Eligibility*.

1.2.12 Figure F-2: Proposed Roadways, Public Rights-of-Way and Easements

Figure F-2 highlights the proposed roadways that will support the Concept Plan. All of the roads are two lanes (24 feet wide) with no on-street parking. Most traffic will access the proposed developments via Trotter Drive. The intersection of Trotter Drive and Milford Street will be expanded to safely accommodate left turns into and out of the area. Access off Milford Street will occur at one point in the northwest portion, and this access will be restricted to right turn in and right turn out only. It is anticipated that some of the roads will be privately developed and maintained, in particular the interior roadway serving the residential development in the eastern section.

1.2.13 Figure G-1: Parcels to be Acquired

As shown in *Figure G-1*, the parcels within the URA generally fall into three categories:

1. privately-owned parcels that may be acquired by the MRA;
2. town-owned parcels to be transferred to the MRA (considered to be acquisitions); and
3. privately-owned parcels which are likely to become part of a partnership relationship with the MRA.

The parcels which fall into categories 1 and 2 and listed in *Table 1-5: Parcels to be Acquired or Transferred* on the next page. Regarding the third category, parcels which are likely to become part of a partnership relationship, it is expected that the town will partner with Mr. Williams for most, if not all, of his 364 properties within the URA. It is also possible that any number of parcels currently identified for acquisition listed in *Table 1-5* could ultimately participate in a partnership capacity with the MRA. Some properties owned by Mr. Williams are included in *Table 1-5* to be conservative, but they may also become part of the partnership agreement.

Using “partnering” as part of the urban renewal process is unique, but because the Oak Grove Area URA contains multiple small parcels the approach offers a feasible and cost effective alternative to outright acquisition. For example, an acquisition requires two separate appraisals for each parcel which, given that Mr. Williams owns approximately 364 of the original Bottle Cap lots within the URA, would be cost prohibitive and potentially impede the successful implementation of the Project. Mr. Williams has indicated a willingness to participate in the Project as a partner with the MRA, and it is possible that other private property owners may also be amenable to this approach. No partnership agreements have been formally developed to-date, but any long-term financial agreement is anticipated to incorporate considerations such as investments by the town for infrastructure to support development.

Table 1-5: Parcels to be Acquired or Transferred

Current Assessor Parcel ID	# of Lots	Owner (Now or Formerly)	Original Bottle Cap Parcel Numbers	Address	Lot Size (Acres)	Current Use	Proposed Use
99-280	4	Town of Medway	31-34	Rear Milford Street	0.15	Undeveloped	Commercial
99-280	2	Town of Medway	41, 42	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	1	Town of Medway	51	Rear Milford Street	0.04	Undeveloped	Commercial
99-280	2	Town of Medway	73, 74	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	4	Town of Medway	83-86	Rear Milford Street	0.15	Undeveloped	Commercial
99-280	1	Town of Medway	101	Rear Milford Street	0.04	Undeveloped	Commercial
99-280	1	Town of Medway	105	Rear Milford Street	0.04	Undeveloped	Commercial
99-280	2	Town of Medway	112, 113	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	1	Town of Medway	119	Rear Milford Street	0.04	Undeveloped	Commercial
99-280	19	Town of Medway	130, 131, 137-149, 185-188	Rear Milford Street	0.70	Undeveloped	Commercial
99-280	6	Town of Medway	156-159, 177, 178	Rear Milford Street	0.22	Undeveloped	Commercial
99-280	2	Town of Medway	210, 211	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	4	Town of Medway	227-230	Rear Milford Street	0.15	Undeveloped	Commercial
99-280	2	Town of Medway	233, 234	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	9	Town of Medway	244-250, 297, 298	Rear Milford Street	0.33	Industrial	Commercial
99-280	2	Town of Medway	254, 255	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	2	Town of Medway	259, 260	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	7	Town of Medway	320-322, 324-327	Rear Milford Street	0.26	Undeveloped	Commercial
99-280	10	Town of Medway	331, 332, 335, 336, 369-374	Rear Milford Street	0.37	Undeveloped	Commercial
99-280	2	Town of Medway	396, 397	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	7	Town of Medway	405, 406, 408, 497, 500	Trotter Drive	0.26	Undeveloped	Commercial
99-280	4	Town of Medway	441, 442, 463, 464	Milford Street	0.15	Undeveloped	Commercial
99-280	10	Town of Medway	485-492, 415, 416	Milford Street	0.37	Undeveloped	Commercial
99-280	2	Town of Medway	511, 512	Milford Street	0.07	Undeveloped	Commercial
99-280	2	Town of Medway	514, 515	Milford Street	0.07	Undeveloped	Commercial
99-280	2	Town of Medway	558, 559	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	9	Town of Medway	587, 587 A-G, 588	Rear Milford Street	0.33	Undeveloped	Commercial

Current Assessor Parcel ID	# of Lots	Owner (Now or Formerly)	Original Bottle Cap Parcel Numbers	Address	Lot Size (Acres)	Current Use	Proposed Use
99-280	6	Town of Medway	598-601, 618, 620	Rear Milford Street	0.22	Undeveloped	Commercial
99-280	2	Town of Medway	644, 645	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	1	Town of Medway	652	Rear Milford Street	0.04	Undeveloped	Commercial
99-280	1	Town of Medway	658	Rear Milford Street	0.04	Undeveloped	Commercial
99-280	9	Town of Medway	659 -664, 681-683	Rear Milford Street	0.33	Undeveloped	Commercial
99-280	2	Town of Medway	672, 673	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	6	Town of Medway	697-702	Rear Milford Street	0.22	Undeveloped	Commercial
99-280	19	Town of Medway	703 -707, 950-963	Rear Milford Street	0.70	Undeveloped	Commercial
99-280	2	Town of Medway	751, 752	West Street	0.07	Undeveloped	MF Residential
99-280	1	Town of Medway	796	Rear West Street	0.04	Undeveloped	MF Residential
99-280	2	Town of Medway	799, 800	Rear West Street	0.07	Undeveloped	MF Residential
99-280	1	Town of Medway	803	Rear West Street	0.04	Undeveloped	MF Residential
99-280	1	Town of Medway	840	Rear West Street	0.04	Undeveloped	MF Residential
99-280	3	Town of Medway	845-847	Rear West Street	0.11	Undeveloped	MF Residential
99-280	10	Town of Medway	868-871, 895 -900	Rear West Street	0.37	Undeveloped	MF Residential
99-280	2	Town of Medway	874 -875	Rear West Street	0.07	Undeveloped	MF Residential
99-280	6	Town of Medway	885-890	Rear West Street	0.22	Undeveloped	MF Residential
99-280	9	Town of Medway	901-904, 931-935	Rear West Street	0.33	Undeveloped	MF Residential
UP-31	2	Town of Medway	914-915	Rear West Street	0.07	Undeveloped	MF Residential
99-280	3	Town of Medway	919-921	Rear West Street	0.11	Undeveloped	MF Residential
99-280	9	Town of Medway	941 -949	Rear West Street	0.33	Undeveloped	MF Residential
99-280	5	Town of Medway	971-975	Rear West Street	0.18	Undeveloped	MF Residential
99-280	1	Town of Medway	993	Rear West Street	0.04	Undeveloped	MF Residential
99-280	7	Town of Medway	1004-1010	Alder Street	0.26	Undeveloped	MF Residential
99-119	10	Richard W. Williams	409-414, 493-496	119 Milford Street	0.37	SF Residential	Commercial
99-123	8	Richard W. Williams	427-430, 475-478	123 Milford Street	0.29	SF Residential	Commercial
99-200	4	Bette J. and Jane Armstrong	724-727	Milford Street	0.15	Undeveloped	Open Space
99-200	3	Bette J. and Jane Armstrong	518-520	Milford Street	0.11	Undeveloped	Open Space

Current Assessor Parcel ID	# of Lots	Owner (Now or Formerly)	Original Bottle Cap Parcel Numbers	Address	Lot Size (Acres)	Current Use	Proposed Use
UP-11	1	John E. Chapman	402	Milford Street	0.04	Undeveloped	Commercial
99-215	2	Harold Cronin	167, 168	Rear Milford Street	0.07	Undeveloped	Commercial
99-200	2	Mary L. Dwyer	635, 636	Rear West Street	0.07	Undeveloped	Commercial
99-225	4	George A. Fisher	443, 444, 461, 462	Milford Street	0.15	Undeveloped	Commercial
99-230	11	David J Forni	216-226	Rear Milford Street	0.40	Undeveloped	Commercial
99-230	1	David J Forni	64	Rear Milford Street	0.04	Undeveloped	Commercial
99-240	12	Richard Graham	763-774	West Street	0.44	Undeveloped	Residential
99-250	3	Lily E. Larsen	381-383	Rear Milford Street	0.11	Undeveloped	MF Residential
99-280	4	Manual Freed	728-731	Milford Street	0.15	Undeveloped	Open Space
99-280	3	Manual Freed	521-523	Milford Street	0.11	Undeveloped	Open Space
99-255	7	William M. Leacu	786-792	Rear West Street	0.26	Undeveloped	MF Residential
99-260	1	Robert C. Lindsay	807	Rear West Street	0.04	Undeveloped	MF Residential
99-265	5	Sidney C. Lipton Estate	263-267	Rear Milford Street	0.18	Undeveloped	Commercial
99-270	6	John A. Maccini	535-540	Rear Milford Street	0.22	Undeveloped	Commercial
99-121	8	Robert and Pamela Brown	911-913, 922-926	121 West Street	0.29	SF Residential	MF Residential
99-270	3	John A. Maccini	630-632	Rear Milford Street	0.11	Undeveloped	Commercial
99-275	2	Thomas Mangelly	801, 802	Rear West Street	0.07	Undeveloped	Residential
99-285	2	Carlo A. Molinari, Jr.	251, 252	Rear Milford Street	0.07	Undeveloped	Commercial
99-290	2	John A. Molinari	339, 340	Rear Milford Street	0.07	Undeveloped	Commercial
99-295	4	New England Power Company	571-574	Rear Milford Street	0.15	Undeveloped	Commercial
99-295	12	New England Power Company	501-510, 403, 404	Milford Street	0.44	Undeveloped	Commercial
99-295	4	New England Power Company	614 -617	Rear Milford Street	0.15	Undeveloped	Commercial
99-295	4	New England Power Company	677-680	Rear Milford Street	0.15	Undeveloped	Commercial
99-300	4	Jacqueline A. Niro	52-55	Rear Milford Street	0.15	Undeveloped	Commercial
99-305	2	Estate of Stella C. Paige	61, 62	Rear Milford Street	0.07	Undeveloped	Commercial
99-400	2	Estate of Stella C. Paige	81, 82	Rear Milford Street	0.07	Undeveloped	Commercial
99-310	6	Sammartano Investment Trust	445, 446, 457-460	Milford Street	0.22	Undeveloped	Commercial
99-315	2	Carol Smith	431, 432	Rear Milford Street	0.07	Undeveloped	Commercial

Current Assessor Parcel ID	# of Lots	Owner (Now or Formerly)	Original Bottle Cap Parcel Numbers	Address	Lot Size (Acres)	Current Use	Proposed Use
99-320	6	Sidney Smith	253, 256, 289-292	Rear Milford Street	0.22	Undeveloped	Commercial
99-330	4	Wellesley College	750, 753-755	West Street	0.15	Undeveloped	Open Space
99-323	4	Parish of St. Charles of Borromeo	604-607	Rear Milford Street	0.15	Undeveloped	Commercial
99-325	2	Grace Wagner	455, 456	Milford Street	0.07	Undeveloped	Commercial
99-340	4	George Capes	202-205	Rear Milford Street	0.15	Undeveloped	Commercial
99-350	2	Dorothy E. Parente	400, 401	Rear Milford Street	0.07	Undeveloped	Commercial
99-350	2	Dorothy E. Parente	447, 448	Rear Milford Street	0.07	Undeveloped	Commercial
99-360	2	Linda Legeyrt Executrix	453, 454	Milford Street	0.07	Undeveloped	Commercial
99-370	2	Paul V. and Lloyd S. McCausland	483, 484	Milford Street	0.07	Undeveloped	Commercial
99-380	2	Melinda Kirstein	793, 794	Rear West Street	0.07	Undeveloped	MF Residential
99-280	6	Richard W. Williams	423-426, 479, 480	Milford Street	0.22	Undeveloped	Commercial
UP-38	2	Sarah I. Hernandez	69, 70	Rear Milford Street	0.07	Undeveloped	Commercial
UP-52	1	Manuel Tankle	93	Rear Milford Street	0.04	Undeveloped	Commercial
UP-53	2	Mary A. Browne	115, 116	Rear Milford Street	0.07	Undeveloped	Commercial
UP-49	2	John J. Fleming	154, 155	Rear Milford Street	0.07	Undeveloped	Commercial
UP-48	2	Elizabeth L. Paul	160, 161	Rear Milford Street	0.07	Undeveloped	Commercial
UP-41	5	Arod R. Pelkey	189-193	Rear Milford Street	0.18	Undeveloped	Commercial
UP-40	4	Henry M. Williams	194-197	Rear Milford Street	0.15	Undeveloped	Commercial
UP-39	2	Grace Clifford	231, 232	Rear Milford Street	0.07	Undeveloped	Commercial
UP-40	3	Ida Gotlund	235-237	Rear Milford Street	0.11	Undeveloped	Commercial
UP-41	4	Lena Williams	240-243	Rear Milford Street	0.15	Undeveloped	Commercial
99-99	2	Agata Parrinello Mandozzi	276, 277	Rear Milford Street	0.07	Undeveloped	Commercial
UP-22	2	Howard G. Hartford	278, 279	Rear Milford Street	0.07	Undeveloped	Commercial
99-440	2	Estate of Catherine C. Hartford	280, 281	Rear Milford Street	0.07	Undeveloped	Commercial
UP-24	2	Anne R. Bradford	283, 284	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	4	Eugene and Fred Fortim	285-288	Rear Milford Street	0.15	Undeveloped	Commercial
UP-25	2	Anna E. Luchini	293 -294	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	2	Eileen R. Madigan	295, 296	Rear Milford Street	0.07	Undeveloped	Commercial

Current Assessor Parcel ID	# of Lots	Owner (Now or Formerly)	Original Bottle Cap Parcel Numbers	Address	Lot Size (Acres)	Current Use	Proposed Use
99-280	2	Delia C. Cotter	299, 300	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	2	Catherine Honey	301, 302	Rear Milford Street	0.07	Undeveloped	Commercial
99-390	2	Heirs of Robert C. Raymond	316, 317	Rear Milford Street	0.07	Undeveloped	Commercial
UP-7	2	Margaret M. Mercer	318, 319	Rear Milford Street	0.07	Undeveloped	Commercial
UP-6	1	James F. Carron	330	Rear Milford Street	0.04	Undeveloped	Commercial
UP-9	2	Ludger J. Violette	398, 399	Trotter Drive	0.07	Undeveloped	Commercial
UP-11	2	Caroline E. Lindgren	481, 482	Milford Street	0.07	Undeveloped	Commercial
99-280	1	Frederick W. Hughes	513	Milford Street	0.04	Undeveloped	Commercial
99-280	2	Frederick W. Hughes	516, 517	Milford Street	0.07	Undeveloped	Commercial
99-450	2	Agnes L. White	533, 534	Rear Milford Street	0.07	Undeveloped	Commercial
UP-28	2	Louis Charbonneau	541, 542	Rear Milford Street	0.07	Undeveloped	Commercial
UP-28	2	Louis Charbonneau	584, 585	Rear Milford Street	0.07	Undeveloped	Commercial
UP-11	1	Margaret L. Hebert	621, 622	Rear Milford Street	0.07	Undeveloped	Commercial
UP-12	2	Giovanni and Maria Maccini	545	Rear Milford Street	0.04	Undeveloped	Commercial
UP-51	2	Giovanni and Maria Maccini	546, 547	Rear Milford Street	0.07	Undeveloped	Commercial
99-999	4	Evelyn Audrey Allinson	674, 675	Rear Milford Street	0.07	Undeveloped	Commercial
UP-13 &14	10	Marie Zampino	548-551	Rear Milford Street	0.15	Undeveloped	Commercial
99-999	2	Joseph C. Randall	552-556, 575-579	Rear Milford Street	0.37	Undeveloped	Commercial
UP-27	2	Selina Carney	565, 566A	Rear Milford Street	0.07	Undeveloped	Commercial
UP-30	2	Minnie Bennard	590, 591	Rear Milford Street	0.07	Undeveloped	Commercial
UP-43	2	F. J. Steinman	610, 611	Rear Milford Street	0.07	Undeveloped	Commercial
UP-42	6	Matilda A. Goodsell	640, 641	Rear Milford Street	0.07	Undeveloped	Commercial
UP-50	2	Victor Shur	653-657, 658A	Rear Milford Street	0.22	Undeveloped	Commercial
UP-51	2	Doris E. Creed	665, 666	Rear Milford Street	0.07	Undeveloped	Commercial
UP-54	2	Rebecca Wolf	669, 670	Rear Milford Street	0.07	Undeveloped	Commercial
UP-3	2	Frederici W. Caldwell	695, 696	Rear Milford Street	0.07	Undeveloped	Commercial
UP-4	2	Susan C. Keith	811, 812	Rear West Street	0.07	Undeveloped	MF Residential
			756, 757	West Street	0.07	Undeveloped	MF Residential

Current Assessor Parcel ID	# of Lots	Owner (Now or Formerly)	Original Bottle Cap Parcel Numbers	Address	Lot Size (Acres)	Current Use	Proposed Use
UP-4A	2	Esther I. MacCabe	808, 809	Rear West Street	0.07	Undeveloped	MF Residential
UP-5	2	Helen G. Blanchard	805, 806	Rear West Street	0.07	Undeveloped	MF Residential
UP-16	3	Sylvia O. Levitre	842-844	Rear West Street	0.11	Undeveloped	MF Residential
99-410	2	Albert E. Roberts	850, 852	Rear West Street	0.07	Undeveloped	MF Residential
UP-17	4	Catherine M. Sudbury	855, 857, 859, 861	Rear West Street	0.15	Undeveloped	MF Residential
99-430	2	Estate of Blanche P. Owen	858, 860	Rear West Street	0.07	Undeveloped	MF Residential
UP-19	2	William F. Coye	862, 863	Rear West Street	0.07	Undeveloped	MF Residential
99-280	2	Josephine F. Bird	864, 865	Rear West Street	0.07	Undeveloped	MF Residential
99-999	2	Catherine D. Gordon	891, 892	Rear West Street	0.07	Undeveloped	MF Residential
99-280	2	Walter L. MacGillivray	893, 894	Rear West Street	0.07	Undeveloped	MF Residential
UP-35	2	Themistocles Verdy	908, 909	Rear West Street	0.07	Undeveloped	MF Residential
UP-31	2	Percy A. Horton	916, 917	Rear West Street	0.07	Undeveloped	MF Residential
UP-31	1	Ethel Stroum	918	Rear West Street	0.04	Undeveloped	MF Residential
UP-33	4	Clara Mae Corliss	927-930	Rear West Street	0.15	Undeveloped	MF Residential
UP-46	2	Sarah A. Cunningham	938, 939	Rear West Street	0.07	Undeveloped	MF Residential
99-420	2	Edwin Townley	964, 965	Rear West Street	0.07	Undeveloped	MF Residential
UP-36	2	Adam Langil	978, 979	Rear West Street	0.07	Undeveloped	MF Residential
UP-37	3	Isabel Richards	980-982	Rear West Street	0.11	Undeveloped	MF Residential
UP-20	2	Demetio Anastas	994, 995	Rear West Street	0.07	Undeveloped	MF Residential
UP-21	2	Jennie A. Baldwin	101.1, 1012	Rear West Street	0.07	Undeveloped	MF Residential
43-089	23	133 Milford Street LLC	1-23	133 Milford Street	0.85	Undeveloped	MF Residential
43-089	2	133 Milford Street LLC	29, 30	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	2	Town of Medway	449, 450	Rear Milford Street	0.07	Undeveloped	Commercial
99-999	2	Richard W. Williams	451, 452	Rear Milford Street	0.07	Undeveloped	Commercial
99-127	8	Tommy Chan	435-438, 467-470	127 Milford Street	0.29	SF Residential	Commercial
99-125	6	Cheryl Howe Trust	471-474, 473, 474	125 Milford Street	0.22	SF Res/Dog Grooming	Commercial
99-290	2	John A Molinari	465, 466	Milford Street	0.07	Undeveloped	Commercial
99-250	1	Lily E. Larsen	323	Rear Milford Street	0.04	Undeveloped	Commercial

Current Assessor Parcel ID	# of Lots	Owner (Now or Formerly)	Original Bottle Cap Parcel Numbers	Address	Lot Size (Acres)	Current Use	Proposed Use
99-295	2	New England Power Company	543, 544	Rear Milford Street	0.07	Undeveloped	Commercial
UP-55	2	John Maccini	628A, 629	Rear Milford Street	0.07	Undeveloped	Commercial
UP-56	9	John Maccini	684-692	Rear Milford Street	0.33	Undeveloped	MF Residential
99-999	2	Richard W. Williams	238, 239	Rear Milford Street	0.07	Undeveloped	Commercial
99-999	1	Richard W. Williams	566	Rear Milford Street	0.04	Undeveloped	MF Residential
54-005	1	New England Power	NA	16 Alder Street	5.55	Undeveloped	Commercial
54-001	1	Cybox International	NA	26 Alder Street	10.34	Undeveloped	Commercial

Notes:

Some properties owned by Mr. Williams may be

1.  acquired.
2.  Potential Mr. Williams Ownership
3.  Potential Town of Medway Ownership

While conceptual, it is envisioned that partnering will take the form of a land pooling approach. Land pooling is a “land assembly process that is used for developing and redeveloping real estate.”⁷ This is a potential alternative to land assembly and eminent domain. Typically, property owners work with local government or developers to reconfigure parcels for more optimal development in such a way that increases total land value. Private parcels may be temporarily put into common ownership and later reallocated to a new highest and best use. Development costs associated with land pooling process are paid through creation of new, denser properties that can be sold or leased, and each property owner is compensated in proportion to their original property values. Land pooling allows existing landowners to share the wealth generated from development, while avoiding the process of eminent domain.

As noted previously, the original configuration of the Bottle Cap Lots was over 1,000 small parcels, but adjacent parcels that are owned by the same party have largely been consolidated by the town’s Assessor’s office (refer to *Figure S-4: Distribution of Parcel Ownership*). Some of these parcels are non-contiguous, so to avoid confusion, the acquisition, transfer and partner information is also presented as an overlay on the original parcel configuration in *Figure S-3: Parcels to be Acquired/Original Configuration*. This allows the reviewer to easily reference specific parcels by the original parcel number, and is consistent with the approach to obtaining property appraisals. The parcel information presented in *Table 1-5: Parcels to be Acquired or Transferred* references both the consolidated and original parcel numbers. *Table 1-5* also provides information regarding the address, lot size, owner, present use and the proposed use(s) of each parcel.

1.2.14 Figure I-1: Buildings to be Demolished

Five structures, plus some ancillary buildings on these properties (e.g., sheds, garages), have been identified for demolition. *Table 1-6* lists the buildings to be demolished, as shown in *Figure I-1*.

Table 1-6: Buildings to be Demolished

Current Parcel ID	Original Parcel ID	Address	Building Size (Square Feet)	Owner	Current Use	New Parcel ID & Proposed Use(s)
99-119	493-496 409-414	119 Milford Street	4,695	Richard Williams	Single Family Residence and Business	Parcel 4 Commercial (Retail and Office)
99-123	475-478 427-430	123 Milford Street	1,304	Richard Williams	Single Family Residence	
99-125	472-474 433	125 Milford Street	2,248	Nelson Funding Trust	Single Family Residence and Business	
99-127	467-471 434-438	127 Milford Street	1,655	Tommy Chan	Single Family Residence	
99-121	911-913 922-926	121 West Street	2,604	Robert and Pamela Brown	Single Family Residence	Parcel 6 Residential (Apartments and Townhouse Units)
Total Square Feet to be Demolished			12,506			

⁷ Metropolitan Area Planning Council and Lincoln Institute of Land Policy Presentation, *Land Pooling: A possible Alternative to Eminent Domain and Tool for Equitable Urban Redevelopment*, May 11, 2011, http://www.mapc.org/sites/default/files/FINAL_MAPC%20Presentation%20-%20Land%20Pooling%20Symposium%20-%205%2011%202011.pdf

1.2.15 Figure K-1: Buildings to be Constructed

As shown in *Figure K-1*, a number of new buildings are planned within the URA. The intended use of the new structures is indicated on the figure and noted in *Table 1-7* on the following page. Please note that the actual layout and number of buildings could vary somewhat depending on the needs of the private developer.

Table 1-7: Buildings to be Constructed

New Parcel ID	Estimated # of Buildings	Estimated Size (Square Feet)	Proposed Use(s)
1	1	12,000	Commercial/Restaurant
2	1	60,000	Commercial/Hotel
3	1	55,000	Commercial/Flex Space, Office or Retail
4	5	15,000 15,000 18,000 19,000 24,000	Commercial Retail/Office (2 story) Commercial Retail/Office (2 story) Commercial Retail/Office (2 story) Commercial Retail/Office (2 story) Commercial Retail (1 story)
5	1	20,000	Retail/Childcare (1 story)
7	2	58,000 21,000	Office (2 story) Flex Space (1 story)
8	2	58,000 21,000	Office (2 story) Flex Space (1 story)
9	2	21,000 15,000	Research and Development (1 story) Research and Development (1 story)
11	1	35,000	Industrial
Subtotal	16	467,000	
New Parcel ID	Estimated # of Buildings	# of Dwelling Units	Proposed Use(s)
6	8 11	80 30	Apartment Buildings Townhouses
Subtotal	19	110	
Total	35		

1.2.16 Figure S-2: Environmental Resources

Based on Mass GIS data supplemented by field observations, Stall Brook and a large wetland system are situated immediately to the west and extend into the URA just south of the Cybex facility. A portion of the URA is overlapped by a FEMA 100-year floodplain (primarily Zone A with a small area of Zone AE) and contains two potential vernal pools (PVPs). A Zone II Wellhead Protection Area also overlaps this area, extending across the western portion of the URA. Another wetland resource area is located to the northeast near the intersection of Milford Street (Route 109) and West Street.

Figure S-2 also depicts the 100-foot Buffer Zones for the bordering vegetated wetlands (BVWs) and the 200-foot Riverfront Area (RA) associated with Stall Brook where it crosses Alder Street. These resources are regulated under

the Massachusetts Wetlands Protection Act (WPA). For additional information on Environmental conditions in the URA please refer to the *Summary of Environmental Conditions* presented in **Chapter 12.02 (2)**.

1.2.17 Figure S-3: Parcels to be Acquired, Transferred or Partnered/Original Parcel Configuration

Please see the discussion for *Figure G-1*, above.

1.2.18 Figure S-4: Parcel Ownership

Determining parcel ownership was a significant challenge during the urban renewal process. Research was conducted along with extensive coordination with the Medway Assessor. Over the years, many contiguous Bottle Cap Lots were acquired such that majority ownership is largely divided between the Town of Medway and a single private party, Mr. Richard W. Williams. Where a party owns more than one parcel they are assigned a specific number (e.g., most of the parcels owned by the Town of Medway are designated Parcel 99-280 and parcels owned by Mr. Williams are designated Parcel 99-999). Further, contiguous parcels with the same owner have been grouped together.

This is shown graphically in *Figure S-4*. Town-owned properties are highlighted in green and Williams-owned properties are highlighted in orange. Ownership of the remaining parcels is distributed among a number of private parties. Other large property owners include New England Power and Cybex International. Despite intensive efforts, there are still four Bottle Cap Lots with unknown ownership (highlighted in pink in *Figure S-4*).

Parcel ownership is summarized below in *Table 1-8: Summary of Land Ownership*. As shown in *Figure S-4: Distribution of Parcel Ownership*, ownership of the Bottle Cap Lots is extremely fragmented. For example, the Town of Medway owns a total of 59 parcels which total approximately 10.41 acres. However, these town-owned parcels are not all contiguous, resulting in a scattered pattern across the URA. The same is true of the Williams-owned parcels. The town and Mr. Williams combined control approximately 31% of the URA.

Table 1-8: Summary of Land Ownership

Land Distribution	# of Parcels	Area (acres) ¹	% of Total Study Area
Town of Medway	59	10.41	13%
Richard W. Williams	72	14.4	18%
National Grid (formerly New England Power)	7	0.83	1%
Other Bottle Cap Lot Owners	96	14.26	18%
Paper Roads ²	0	6.42	8%
<i>Subtotal of Bottle Caps Lots</i>	234	46.32	58%
Cybex International, Inc.	2	22.63	28%
National Grid	1	5.55	7%
Mele	1	4.94	6%
<i>Subtotal for Other URA Parcels</i>	4	33.12	42%
<i>Total</i>	238	79.44	100%

Notes:

1. Town roadways are not included in these acreages.
2. The paper roads are not considered to be parcels; they are owned by adjacent property owners to the midpoint of the way.

Figure S-4 also clearly shows that parcel sizes vary widely throughout the URA, particularly in the Bottle Cap Lots. Within the URA, the smallest parcel is 0.00018 acres and the largest approximately 11.3 acres. Overall, within the URA approximately 56.5% of the parcels are 1/8-acre or less, and approximately 77.4% are 1/4-acre or less. Please refer to **Attachment A: URA Parcel Owner Information and Map**, for a list of all known property owners.

1.2.18 Figure S-5: Public Realm Improvements

The public realm improvements within the URP are shown in *Figure S-5*. These actions will support the anticipated private development shown in the URP Concept Plan (discussed below and throughout this URP). These include the following:

- Development of parcels which are currently vacant or occupied by obsolete structures;
- Improved open space;
- Streetscape and intersection improvements for improved pedestrian and traffic connectivity; and
- Façade Rehabilitation Programs to improve storefront aesthetics.

The Concept Plan reflects the Feasibility Study and public input provided during the URP process during Steering Committee Meetings and Public Forums, and the priorities established by the town for future development. Please refer to the discussion of the overall redevelopment strategy in **Chapter 12.02 (3) Project Objectives** for additional information, and the overview of public realm improvements in **Chapter 12.02 (7) Public Improvements**.

1.2.19 Figure S-6: URP Concept Plan

The proposed Concept Plan presents the conceptual vision for the long-term development of the URA. It includes the public realm improvements along with anticipated private development, as discussed throughout this URP. The Concept Plan reflects the results of the Feasibility Study and other relevant plans and studies, public input provided during the URP process during Steering Committee meetings and Public Forums, and the priorities established by the town for future development. Please refer to the discussion of the overall development strategy in **Chapter 12.02 (3) Project Objectives** for additional information, and the overview of public realm improvements in **Chapter 12.02 (7) Public Improvements**.

12.02 (2) ELIGIBILITY

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

- 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 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 chapter focuses on presenting data which support the finding that the Study Area is a decadent, substandard, or blighted open 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 Medway and its history, followed by a description of the trends and conditions that are relative to the physical and economic conditions in the Study Area. The data and other descriptive material presented herein supplements information presented in **Chapter 12.01 (1) Characteristics**, and collectively demonstrates that the Study Area meets the eligibility criteria to be categorized as decadent, substandard, and blighted open within the definitions of M.G.L. c. 121B, § 1.

Section 2.1: Background Information

2.1.1 URA Location

Medway is centrally located between three major New England cities. Boston is situated approximately 27 miles to the northeast, Worcester is approximately 27 miles northwest, and Providence, Rhode Island is approximately 25 miles to the south. Medway has a land area of 11.5 square miles and is bordered by Holliston to the north, Millis to the east, Franklin and Bellingham to the south and Milford to the west. The Charles River forms the boundary between Medway and Franklin. Medway is part of Norfolk County and as of 2015 is home to approximately 13,200 residents with a population density of approximately 1,150 people per square mile.⁸

The town's main highway connection on the western side is Interstate 495 (I-495), which is a major regional north/south highway linking the outer belt of Boston's suburbs and extending south towards Cape Cod. Approximately 10 miles north of Medway, I-495 intersects with the Massachusetts Turnpike (I-90) for travel either east towards I-95/Route 128 in the Lexington/Waltham area or continuing to Boston, or west toward Worcester and New York. I-495 connects to Interstate 95 (I-95) about 15 miles southeast of Medway, allowing travel south toward Providence or northeast toward Boston. To the east of Medway, via local roadways through neighboring towns, is I-95/Route 128 in the Dedham area. Thus, the town has excellent access to major regional and national highways.

The main roadway running west to east through Medway is Route 109 (Milford Street and Main Street), which is locally owned and maintained. Route 126 (Summer Street), also a state numbered local roadway, runs north to south through town. West Street is a local arterial road which provides access to Medway Center and the Town of

⁸ Town of Medway, Massachusetts 2015 Annual Town Report, http://www.townofmedway.org/sites/medwayma/files/uploads/annual-town-report_2015.pdf, p. 4.

Bellingham. Trotter Drive bisects the Study Area and is the main access to the Medway I-495 Business Park. Alder Street is an arterial street which connects West Street to Trotter Drive and proceeds southwesterly, servicing businesses in the Business Park.

The Urban Renewal Area (URA), also referred to as the Study Area, is located near the western boundary of Medway, not far from I-495. The URA is roughly bounded by the following:

- Route 109 (Milford Street) along the northern edge;
- West Street to the east;
- Alder Street to the south; and
- A wetland area which extends to the Milford municipal boundary along the western edge.

2.1.2 Local History

Medway was settled as a part of Medfield in 1657, and was incorporated as a separate town in 1713. Medway also included the land that is now Millis until about the 1880s. The first settlements in Medway began as an agricultural community and the economy evolved by the early 1800s into cottage and light industry, then throughout the 1800s expanded rapidly into manufacturing using the power of the Charles River. Items produced in Medway included cotton and woolen goods, paper, boots, awls and needles, and straw goods. The mills were primarily in an area historically known as Factory Village, which is located along the Charles River in the southeast corner of town. This area is now part of the Medway Village National Historic District. Another historic district, notable for buildings associated with a 19th-century village, is the Rabbit Hill National Historic District, which is roughly bounded by Highland, Main, Franklin, and Milford Streets.

2.1.3 Area History

The URA is located in the western part of Medway, well away from the Charles River and associated mill development. While there are no historic districts in the vicinity of the URA, Milford Street dates to approximately 1835, and a historic map dated 1876 shows that Milford Street, West Street and Alder Street were all established by 1876. No structures were mapped in the vicinity of the URA on historic maps.⁹ As noted previously, the Bottle Caps Lots derive their name from a 1920's marketing promotion by Clicquot Club, a now defunct soft drink manufacturer. This occurred approximately 30 years before I-495 was constructed. The Bottle Cap Lots were awarded to customers with winning bottle caps as part of a paper subdivision which predated the Subdivision Control Law (M.G.L. c. 41 §§ 81K-81GG). Streets and utilities were never constructed to serve the properties. The original area containing the Bottle Cap Lots was larger than the Study Area currently under review, and reportedly consisted of over 1000 individual parcels, each approximately 1,600 square feet with dimensions of approximately 80' x 20'.

Trotter Drive, which separates the Study Area at its midpoint, was constructed off Milford Street through the original Bottle Cap Lots. Trotter Drive provides access to the adjacent Medway I-495 Business Park, including a large Cybex office and manufacturing facility located south of the Study Area on the west side of Trotter Drive.

Opposite the Cybex property on the easterly side of Trotter Drive, there are two long narrow parcels situated between the Study Area and the road frontage. One of the parcels is owned by National Grid (formerly New England Power) and was originally acquired for a transmission line right of way. The transmission line has since been constructed off-

⁹ <http://www.historicmapworks.com/Map/US/47293/>

site to the east and the National Grid parcel remains undeveloped. The second large parcel is a panhandle strip of land which has most of its land area on Alder Street to the south.

Along Milford Street/Route 109, there are approximately eight structures with street-front access and approximately two small additional areas of development which are set back from the road. Aside from one onsite structure along Trotter Drive, the Study Area is predominantly undeveloped with forested sections. See Figure 1-1 Site Locus and Figure 1-2: Aerial Overview.

In terms of adjacent land uses, a large wetland/swamp is situated to the west; commercial/industrial development to the south; and residential development to the east and north. Milford/Medway town boundary is situated just west of the URA. Further to the west in Milford, on the other side of the Interstate 495/Route 109 interchange, are a number of large scale shopping plazas and commercial/industrial office parks.

2.1.4 Parcel Size and Condition

The figures presented in **Chapter 12.02 (1) Characteristics** clearly show that parcel sizes vary widely throughout the URA. The average size of the original Bottle Cap Lots was approximately 1,600 square feet with dimensions of approximately 80 feet by 20 feet, but these have been consolidated more on the lines of property ownership.

Based on the current ownership distribution within the URA, the smallest parcel is 0.00018 acres and the largest approximately 11.3 acres. Overall, within the URA approximately 56.5% of the parcels are 1/8-acre or less, and approximately 77.4% are 1/4-acre or less. Most of the parcels are undeveloped, but some contain structures. The Cybex facility is in excellent condition. The homes (two of which also contain businesses) are in fair to good condition based on external visual surveys.

2.1.5 Vehicular and Pedestrian Access

As noted previously, vehicle access is provided on Milford Street, Trotter Drive, West Street, and Alder Street. Milford and West Streets are both two-lane roads with soft shoulders and no sidewalks. Trotter Drive is a two-lane road with a curb on the east side and a sidewalk on the west side. Alder Street is a two lane road with a sidewalk on the east side of the street between West Street and Fox Run Road, beyond which it narrows and is lined on both sides with soft shoulders and, occasionally, stone walls or guardrails. Due to the limited sidewalks throughout most of the URA, particularly along busy Milford Street, safe pedestrian access and connectivity with nearby areas is limited.

2.1.6 Transportation and Access

The Study Area is strategically located at the southeast quadrant of the intersections of Interstate 495 and State Highway 109 (Milford Street). Access to the Massachusetts Turnpike (Interstate 90) is situated just over 10 miles to the north. Interstate 95, the major interstate corridor along the eastern seaboard, is located approximately 15 miles east via Interstate 495. Thus the URA has excellent access to major regional and national highways.

Milford Street (Route 109) is categorized as a two-lane Principal Arterial roadway. Although it is a state numbered roadway, Milford Street is locally owned and maintained. According to a traffic study performed in 2015 by MassDOT, the annual average daily traffic (AADT) flow on Milford Road in Medway was approximately 16,502 vehicles.¹⁰ The

¹⁰ <http://mhd.ms2soft.com/tcds/tsearch.asp?loc=Mhd&mod=>

Study Area's close proximity to Interstate 495 and the high daily traffic volumes are attractive site attributes for economic development.

West Street is a local arterial road which provides access to Medway Center and the Town of Bellingham. Trotter Drive bisects the Study Area and is the main access to the Medway Business Park. Alder Street is an arterial street which connects West Street to Trotter Drive and proceeds southwesterly servicing businesses in the Business Park. With frontage on multiple streets, the Study Area has excellent access and flexibility for ingress and egress.

Rail transit to Boston's South Station is available via MBTA Franklin Line at stations in nearby Franklin and Norfolk. The Franklin Commuter Rail Station is located at 75 Depot Street, which is approximately 8 miles south of the URA via either Interstate 495 or Pond Street. This station has 173 parking spaces, 3 accessible spaces and 7 bike spaces. The average weekday parking availability is less than 16% at this station. The Norfolk Commuter Rail Station is located at 9 Rockwood Road, which is approximately 9.5 miles southeast of the URA via Route 109 and Route 115. This station accommodates 532 parking spaces, 11 accessible spaces and 8 bike spaces. The average weekday parking availability is less than 42%, which indicates that parking is typically available.

Medway is part of the Greater Attleboro Taunton Regional Transit Authority (GATRA). GATRA provides demand response services (Dial-A-Ride) for people with disabilities and seniors in all 28 member communities. GATRA also operates the Medway T Shuttle, which transports passengers between Medway and the Norfolk MBTA commuter rail station. The Medway stops are located at the Medway Middle School at 45 Holliston Street and the Village Street Post Office. These locations are approximately 4.2 miles and 4.3 miles, respectively, from Trotter Drive. There is no other public bus service in the Town of Medway.¹¹

2.1.7 Utilities

Water Supply: Public water is available to the URA from water mains located in Milford Street, Trotter Drive, West Street and Alder Street. There is a 12-inch concrete lined ductile iron (CLDI) main in Milford Street that continues on into West Street. Alder Street has an 8-inch PVC main running from West Street which changes to an 8-inch CLDI line and changes again to a 12-inch CLDI line at Trotter Drive. A 10-inch ductile iron (DI) main is located on Trotter Drive between Milford Street and Alder Street.

Medway's water supply issues relate to both overall system capacity and the relationship of demand to permitted withdrawal limits. The public water system in Medway is supplied by four local groundwater supply wells installed in sand and gravel aquifer deposits. The town can pump from these wells in any combination to meet system demands, provided the following requirements are met, per the Mass Department of Environmental Protection (MassDEP) Water Management Act Withdrawal (WMA) Permit:

1. Average daily withdrawal from all four wells combined is less than or equal to 0.92 million gallons per day (MGD) over the course of a calendar year; and
2. No groundwater sources are pumped above their individual safe yields for maximum daily withdrawal.¹²

¹¹ <http://www.gatra.org/index.php/medway-t-shuttle/>

¹² Town of Medway, MA Department of Public Services. *Water Supply & Demand Assessment in Relation to Exelon Power 'West Medway II' Project for Town of Medway, MA* (Kleinfelder, October 2015). p. 2-1.

A water supply and demand assessment completed in 2015 indicates that there is a projected near term supply deficit of 0.06 MGD and a future supply deficit of 0.15 to meet average daily demand (ADD). In addition, Medway is unable to meet maximum day demand (MDD) when its largest water source is offline.

There are a number of potential approaches that could increase the town's supply capacity. First is to reduce unaccounted for water through increased leak detection and repair. These efforts are expected to result in comparatively lower daily production demand (ADD and MDD). Another way the town could increase supply is to construct treatment to remove iron and manganese for the Oakland Well to increase supply and allow the town to meet MDD with their largest source offline. Finally, Medway may also pursue the options of adding an additional well and/or contracting with Milford for additional capacity by extending their existing pipe along Route 109 into Medway.

In terms of Medway's permitted withdrawal limits, the report notes that the town has pumped above their MassDEP maximum withdrawal volume of 0.92 MGD on an average daily basis in the past.¹³ Withdrawal limits will increase to 0.94 in 2019 and 0.95/1.00 in 2024, but these increases may not be adequate to incorporate potential future development. The report also explored the new requirements that Medway will need to meet in order to obtain an increase in its Permit limit of ADD. Development of a mitigation plan which incorporates direct and indirect mitigation measures would be required.¹⁴ At a minimum, any new development will need to incorporate LID techniques to maximize ground water recharge as well as water efficient design strategies to minimize water consumption. Medway has indicated that they plan to file an application with MassDEP to increase the permitted withdrawal limits.

Sewer: As with water, Medway's sewer issues pertain both to service and capacity. In terms of service, only a portion of the URA has wastewater collection. A sewer extension completed in 2008 brought sewer service to the Cybex facility on Trotter Drive. A 12-inch PVC main extends service from Village Street to West Street. At Alder Street, the line changes to an 8-inch main and runs to a point east of the intersection with Trotter Drive. At that point the sewer line connects to a force main, which is serviced by a sewage pump station located at the southern end of the Business Park. The pump station is fed by 8-inch PVC mains which serve portions of Alder Street and Trotter Drive terminating at the Cybex building south of the Study Area. The invert elevation of the sewer main stub at its terminus on Trotter Drive is 257.48 feet with the surface elevation at 266.93. With over nine feet of cover it may be feasible to extend the sewer service north on Trotter Drive to service at least a portion, if not all of the URA without the need for a pump station.

Regarding treatment capacity, Medway is a member community of the Charles River Pollution Control District (CRPCD) which provides regional wastewater treatment and residuals disposal for the communities of Franklin, Medway, Millis, Norfolk, Sherborn, Dover and Wrentham. The CRPCD operates a wastewater treatment facility in Medway which treats and discharges effluent into the Charles River. The plant has an average daily flow of 4.5 MGD from July 1 to September 30, and 5.7 MGD from October 1 to June 30.

As of 2007, Medway was allocated 0.895 MGD of flow, or 15% of the facility's authorized capacity. The Town's 2007 average use was 0.720 MGD, which left an excess capacity of approximately 0.175 MGD. The 2008 sewer extension serves two existing businesses and 111 existing residences with a design flow of 86,630 gallons per day or 0.087 MGD. The addition of this sewer extension effectively reduced the remaining excess sewer capacity to approximately 0.088 MGD, or 88,000 gallons per day.

¹³ Ibid, p. 1-2.

¹⁴ Ibid, B-4 to B-5.

Capacity at the wastewater treatment facility is not expected to expand in the foreseeable future. The Town of Medway has initiated efforts to reduce inflow and infiltration (I/I) to prevent extraneous water entering the sewer system. Certain areas with I/I were identified and corrected in 2001 and 2004, but additional I/I reduction measures will be necessary in order to free up additional capacity. Medway may also have the ability to purchase additional sewer capacity from other communities that are also members of CRPCD.

Currently there is limited onsite stormwater collection within the Study Area. Catch basins are located along Trotter Drive, at the intersection of Milford Street and West Street, and the intersection of Alder Street and Trotter Drive. Electric service to the Town of Medway in the vicinity of the Study Area is provided by Eversource via overhead lines on Route 109/Milford Street. Trotter Drive also has overhead electric transmission lines. Columbia Gas of Massachusetts (formerly Bay State Gas) provides natural gas service to portions of the Town of Medway. Comcast Broadband Cable and Verizon FIOS are the providers of high speed internet and voice service in Medway.

2.1.8 Environmental Conditions

Based on Mass GIS data, supplemented by field observations, we note the following environmental resources located in or adjacent to the Project Area (please refer to *Figure S-2: Environmental Resources* in the previous chapter):

- A large wetland system and Stall Brook are situated west of the URA. The wetland system overlaps the URA just south of the existing Cybex facility.
- This area also contains two potential vernal pools (PVPs) and a FEMA 100-year floodplain.
- The northern portion of Stall Brook (near Milford Street) is categorized as intermittent, but the southern portion (which crosses Alder Street at the southwest corner of the URA) is a perennial stream thus is subject to the Riverfront Protection Act.
- A Zone II Wellhead Protection Area extends over much of the western half of the URA. This Zone II is associated with water supply wells situated in the adjacent Town of Bellingham.
- A small wetland resource area is situated in the northeast portion of the Study Area at the intersection of Milford Street (Route 109) and West Street.

There are no known endangered species, outstanding resource waters, Areas of Critical Environmental Concern (ACECs), 21E or other reportable waste sites or any other regulated resource areas within the URA.

2.1.9 Cultural Resources

Although the Town of Medway contains a number of historic districts and architectural resources, a review of the MHC Inventory of Historic and Archaeological Assets of the Commonwealth did not identify any known historic resources or districts within the URA.

There are two historic structures near the Study Area. Inventory # MDW.88 is a Federal style single family dwelling located across from the Study Area at 108 Milford Street. The house is believed to have been built in the mid-19th century and occupied by Alvin Wight. The Massachusetts Cultural Resource Information System (MACRIS) notes that the house may be associated with the opening of Milford Street in 1835 but no documentary evidence for the building occurs until the 1858 county map.¹⁵ This building has been converted into two condominiums.

The second historic structure is Inventory # MDW.89 located at 90 Milford Street, which is east of the Study Area (and just outside the mapped Study Area) at the corner of Milford Street and Gray Squirrel Drive. This single-family dwelling

¹⁵ <http://mhc-macris.net/Details.aspx?Mhclid=MDW.88>

is in the Greek Revival Style and constructed around 1839. The house is known as the Elias T. Fisher House, and is a rare example of an early 19th century brick residence in a rural setting. The brick may have been locally produced by the owner.¹⁶

Regarding the presence of Native American sites, the MHC Reconnaissance Survey Town Report for Medway (1980) does not identify any inland settlement sites near the Study Area, but notes that hunting and gathering were possible in both dry uplands and bog areas. The report also notes that Native trails remain as the basic network within the town, particularly near the Charles River (which is not near the URA), and that likely settlement locations include well drained terraces and knolls overlooking the Charles River, especially at confluent points and along Chicken Brook.¹⁷

2.1.10 Market Considerations

As noted throughout this URP, fragmented and disparate ownership has been a major barrier to development, and the private sector alone has been unable to overcome this in a significant way. The URP, implemented through the MRA, can serve as the catalyst to break the bottle cap lot bottleneck in site assemblage through:

- Partnerships;
- Land Pooling; or
- Strategic Acquisitions.

This section considers the market conditions that may impact the types of development in the URA that are reasonable given the location, area demographics and overall current trends and economic conditions on a local, regional and national level. A marketing analysis completed as part of the *2012 Feasibility Study* concluded that the development opportunities listed below should be considered for the URA:

- Approximately 70 to 110 multi-family and townhouse units, possibly more depending upon footprint.
- A 150 to 200-bed hotel with 10,000 to 20,000 square feet of conference space.
- Commercial Mixed Use (e.g., first floor retail with office space above) aimed at the local market.
- Building footprints of approximately 20,000 to 30,000 square feet with space that is easily subdivided.
- Industrial lot design which allows for expansion of footprint to accommodate on-site expansions (e.g., potential tech business increasing from 50,000 to 100,000 square feet) for maximum flexibility.

It is important to note that locally-focused retail may require subsidy and perhaps be tied to an incentive program involving the housing. This is due to the current difficulties in the retail market due to the competition from online vendors.

2.1.11 Municipal Demographic Data

Some basic demographic data for Medway is presented in *Table 2-1*. The data supports the following conclusions:

- A high percentage of housing is owner-occupied;
- Relative to the county, Medway has a low population density;
- Medway's median income is significantly higher than the county and the state;
- Medway's residents have achieved a high level of education;

¹⁶ <http://mhc-macris.net/Details.aspx?Mhclid=MDW.89>

¹⁷ <https://www.sec.state.ma.us/mhc/mhcpdf/townreports/Eastern/mdw.pdf>, p. 2

- The relatively longer mean travel time indicates that many residents commute to Boston, other business centers along the I-495 corridor, or business centers in Rhode Island (e.g., Providence or North Smithfield);
- The community has a very high rate of home ownership;
- Rents appear to be very reasonable compared to the county and state, but given the high rate of home ownership, rental units are more likely to be smaller units that are occupied by non-families; and Medway has higher employment rates than the state and county.

Table 2-1: Medway Demographic Data

Demographic Parameter	Town of Medway ¹	Norfolk County	Massachusetts
Population			
Population Estimates, July 1, 2015	13,253	696,023	6,794,422
Population per square mile, 2010	1047.7	1,693.6	839.4
Median Age (years)	41.7	40.8	39
White alone, not Hispanic or Latino, percent, April 1, 2010	93.5%	80.3%	76.1%
Housing			
Housing Units, April 1, 2010	4,613	270,359	2,808,254
Number of Households, 2010-2014	4,530	258,675	2,538,485
Median value of owner-occupied housing units, 2010-2014	\$368,000	\$393,500	\$329,900
Owner Occupied Housing Rate, 2010-2014	84%	69%	62%
Median gross rent, 2010-2014	\$827	\$1,305	\$1,088
Income			
Median Household Income, in 2014 dollars, 2010-2014	\$109,841	\$86,469	\$67,846
Per capita income in past 12 months in 2014 dollars, 2010-2014	\$45,617	\$45,375	\$36,441
Persons in Poverty (%)	3.1%	6.5%	11.6%
Educational Attainment Level			
High school graduate or higher, percent of persons age 25 years+, 2010-2014	96.8%	93.7%	89.5%
Bachelor's degree or higher, percent of persons age 25 years+, 2010-2014	52.4%	49.9%	40.0%
Employment			
In civilian labor force, total, percent of population age 16 years+, 2010-2014	75.8%	69.1%	67.5%
Mean travel time to work (minutes), workers age 16 years+, 2010-2014	35.5	31.9	28.3

Notes:

1. Source: US Census Bureau American, American Community Survey, 2014.
<https://www.census.gov/quickfacts/table/PST045215/25,25021,2502139975,00>

Section 2.2: Area Eligibility Designation

To undertake the actions proposed in this URP, the Study Area must be designated as an URA. The MRA, Board of Selectmen and DHCD must each officially determine that the area meets the standards of a decadent, substandard and/or blighted open area in accordance with the state's Urban Renewal regulations (M.G.L. c. 121B). This section integrates the information presented above with the elements of the regulatory definitions to demonstrate that the area meets these requirements.

The Bottle Cap Lots pose unique challenges for development, particularly the extensive number of small lots, the diversity of ownership across non-contiguous parcels, and the difficulty of ascertaining some ownership records and deeds. The paper subdivision predates the Subdivision Control Law (M.G.L. c. 41 §§ 81K-81GG), and streets were never constructed. It is possible that the lots were intended to be used for camping, offering an opportunity to get away from manufacturing centers where most people lived and worked, because development of residential housing at the density suggested by the original layout in an area that at that time was without water or sewer service would not be feasible.

The parcels were predominately long and narrow, most with frontage (on paper streets) no wider than 20 feet. Over time, groups or blocks of the Bottle Cap Lots have been assembled privately, and some now contain single-family homes or small businesses. However, constraints associated with small and irregularly shaped lots with fragmented ownership still prevail. Sound development of appropriately assembled parcels through private enterprise is highly unlikely to occur without public involvement to resolve these constraints.

After extensive and thoughtful review of available data, in conjunction with input from stakeholders and town officials, the most appropriate findings for the URA are "decadent" and "blighted open." The regulatory definition of each was presented in the Executive Summary, *ES.III Statement of Need*, and is summarized below.

Decadent – An area which is detrimental to the sound growth by reason of any combination of the following conditions:

- the buildings are out of repair, physically deteriorated, unfit for human habitation, obsolete, or in need of major maintenance or repair;
- the real estate in recent years has been sold, or taken for nonpayment of taxes upon foreclosure of mortgages;
- buildings have been torn down and not replaced and under existing conditions it is improbable that the buildings will be replaced;
- there has been a substantial change in business or economic conditions;
- there is inadequate light, air, or open space;
- there is excessive land coverage; or
- there is diversity of ownership, irregular lot sizes or obsolete street patterns which make it improbable that the area will be redeveloped by the ordinary operations of private enterprise.

Blighted Open – A predominantly open area which is detrimental to the safety, health, morals, welfare or sound growth of a community by reason of any combination of the following conditions:

- the area is unduly costly to develop soundly through the ordinary operations of private enterprise by reason of the existence of ledge, rock, unsuitable soil, or other physical conditions;
- the necessity for unduly expensive excavation, fill or grading, foundations, retaining walls or measures for waterproofing structures or for draining the area or for the prevention of the flooding thereof or for the protection of adjacent properties and the water table therein;
- the necessity for unduly expensive measures incident to building around or over rights-of-way through the area, or for otherwise making the area appropriate for sound development;
- the presence of obsolete, inappropriate or otherwise faulty platting or subdivision;
- deterioration of site improvements or facilities,
- division of the area by rights-of-way;
- diversity of ownership of plots;
- inadequacy of transportation facilities or other utilities;
- tax and special assessment delinquencies;
- because there has been a substantial change in business or economic conditions or practices, or an abandonment or cessation of a previous use or of work on improvements begun but not feasible to complete without the aids provided by urban renewal; or
- a predominantly open area which by reason of any condition or combination of conditions which are not being remedied by the ordinary operations of private enterprise is of such a character that in essence it is detrimental to the safety, health, morals, welfare or sound growth of the community in which it is situated.

2.2.2 Area Eligibility Findings

As noted, the definitions require that one or more specific conditions be present for each category. To that end, the above-listed conditions which are applicable in the consideration of eligibility are outlined. Given the unique characteristics of the Bottle Cap Lots, the most prominent decadent condition is “diversity of ownership, irregular lot sizes or obsolete street patterns,” but several blighted open conditions are also relevant to the discussion of eligibility. The remainder of this section focuses on relating the above definitions to the existing conditions of the URA.

Decadent

Condition: *Diversity of ownership, irregular lot sizes or obsolete street patterns which make it improbable that the area will be redeveloped by the ordinary operations of private enterprise.*

Finding: The Study Area contains all of the characteristics noted in this decadent condition, and as a result redevelopment by private enterprise has been severely impeded. The Bottle Cap lots are small and irregularly-shaped, ownership is extremely diverse, and many parcels have no access to or frontage along legal streets. The layout of the paper streets is infeasible for development. Although Mr. Williams and the Town of Medway have acquired a number of the parcels over time, many of these properties are not contiguous. Others also own multiple non-contiguous properties. In addition to the Bottle Cap Lots, Parcels 54-004 and 54-005 are irregularly shaped and, if developed separately, may not optimize their potential to contribute to economic development. Within the URA, approximately 56.5% of the parcels are 1/8-acre or less, and approximately 77.4% are 1/4-acre or less.

Blighted Open

Condition: *The presence of obsolete, Inappropriate or Otherwise Faulty Platting or Subdivision*

Finding: The layout of the Bottle Cap Lots and associated paper streets is inappropriate and faulty, and does not support development prioritized by the Town of Medway in the Master Plan and Feasibility Study, as well as this URP.

Condition: *Diversity of Ownership of Plots*

Finding: The issue of fragmented ownership was addressed above in the discussion of the decadent condition, and a full discussion of ownership is presented earlier in this chapter (refer to *Section 2.1.4.*). Fragmented ownership of plots is probably the most significant impediment to the development of the Oak Grove Area.

Condition: *Inadequacy of Transportation Facilities or Other Utilities*

Finding: There is currently no public transportation to the URA. Proposed development, as described in the Concept Plan, includes a bus stop for shuttle buses either directly to nearby MBTA Commuter Rail stations or to existing shuttle stops. This service could bring residents of the apartments and townhouses to commuter trains for access into Boston, as well as bring commuters from the Boston area to employment centers such as the hotel, industrial, or research and development offices. The bus stop could also be utilized for local bus service to nearby shopping centers, for example, to bring residents of the multi-family units to local supermarkets.

The flow of traffic in the URA is currently beleaguered by backups at the intersection of Trotter Drive and Milford Street (Route 109), particularly during peak hours, as well as the use of Alder Street as a way to avoid Trotter Drive. A new traffic signal and dedicated left turn lanes are proposed to reduce the wait times and increase safety at the Trotter Drive intersection (see *Figure S-7*). The improved flow at Trotter Drive should reduce the appeal of using Alder Street as an alternative route, but traffic calming methods along Alder Street (e.g., speed bumps) will also be considered as part of the implementation of the URP.

In terms of other utilities, as noted in *Section 2.1.7*, water and sewer service may adversely impact the potential for future development. For both, limitations pertain to overall system capacity as well as the relationship of demand to existing permitted thresholds. Medway plans to pursue options for increasing water capacity and extending the existing sewer service area, as well as increasing water withdrawal limits and sewer discharge capacity.

Condition: *Abandonment or Cessation of a Previous Use*

Finding: The use originally planned for this site is inappropriate in scale and has never been developed. The URA is currently not being used to its full potential. It has been identified by the town as a priority development site for development. The location has excellent proximity to major transportation corridors and nearby commercial development. Parcel assemblage is the only feasible approach to comprehensive development. The area can become an employment center and generate taxable revenue for the town.

Condition: *A Predominately Open Area with Conditions which are Not Being Remedied by the Ordinary Operations of Private Enterprise of such a Character that it is Detrimental to the Sound Growth of the Community in which it is Situated*

Finding: The primary conditions preventing development by the ordinary operations of private enterprise revolve around irregular parcel size, shape and diversity of ownership. Assembling the lots into developable parcels will provide a cohesive and contemporary property framework from which to begin the redevelopment process. Without this step, Medway's economic development strategy cannot be implemented.

Section 2.3: Area Eligibility Acquisition, Clearance and Disposition

Parcels to be acquired are shown in Figure G-1, and the buildings to be demolished are shown in Figure I-1. Table 1-1 presents the list of acquisition, clearance, and disposition parcels. Clearance is necessary and justified for the assemblage of disposition parcels and the provision of suitable access and improvements for the proposed redevelopment.

DHCD requires justification for clearance as well as and spot clearance areas. A building meets the clearance criteria if more than 50% of the floor area is functionally obsolete, structurally substandard, or is not reasonably capable of being rehabilitated for productive use. If conditions warranting clearance do not exist, the appropriate treatment may be spot clearance to remove substandard buildings and blighting influences. Spot clearance may involve buildings that are in good condition, but whose demolition is necessary to achieve the Plan objectives within the URA.

Section 2.4: URP Conformity with Local Comprehensive Plan

The 2009 Medway Master Plan is the official document which outlines the town's land use and development policy. It helps guide the Planning and Economic Development Board and other town boards in their decision making. Medway's Master Plan was last updated during 2008 and was approved by Town Meeting in 2009. The effort was undertaken by a committee of residents and representatives of various Town boards and committees. Goals and implementing actions were established for land use, open space and recreation, housing, public facilities, economic development, and transportation.

The Master Plan's discussion of economic development notes that the Oak Grove Bottle Cap Area is largely underutilized, primarily because of the small size of the lots. One of the goals for economic development is to "Facilitate smart development of the Oak Grove area" to assist in the growth and diversification of the town's tax base".¹⁸

In addition to the Master Plan, the town, working in partnership with MassDevelopment, commissioned the Oak Grove Park Mixed Use Feasibility Study (the Feasibility Study) in 2012. This study evaluated the existing characteristics of the Bottle Cap Lots, and estimated the area's development potential. Market conditions were evaluated to identify potential development opportunities. Three concept plans were developed, all of which incorporated a number of design principles, such as create a sense of place, avoid strip mall development, protect natural resources, emphasize LID techniques, promote internal pedestrian circulation, and appropriate transitional or compatible adjacent uses. While the current Study Area is slightly expanded to the south, the same basic concepts are inherent in this URP. Therefore, the activities proposed as part of this URP are completely consistent with both the 2009 Master Plan and the 2012 Feasibility Study.

Also relevant to consider is the current regional policy plan of the Metropolitan Area Planning Council (MAPC), *Metrofuture: Making a Greater Boston Region*, dated May 2008 (referred to herein as "Metrofuture"). Medway is categorized by MAPC as a Mature New England Town. These communities are characterized by a mixed-use town center surrounded by compact neighborhoods, with conventional single family subdivisions elsewhere. They have a large amount of vacant developable land, and new growth comes in the form of new subdivisions; a few towns have experienced revitalization of their town center. The western edge of Milford is within or very close to an area

¹⁸ <http://www.townofmedway.org/sites/medwayma/files/uploads/masterplan.pdf>, p. 40.

designated as a “regional hub” and targeted growth area, which involves focused growth in major suburban economic centers. Likely this hub is associated with the large commercial developments in Milford just west of Interstate 495.

12.02 (3) PROJECT OBJECTIVES

This chapter presents detailed information regarding the topics listed below.

- URA Goals and Objectives
- Overall Redevelopment Strategy
- Implementation Schedule
- Economic Benefit

The discussion relies on the maps and characteristics presented in **Chapter 12.02 (1) Characteristics**. This URP is an outgrowth of recent studies and recommendations, in particular the 2007 UMass Study, the 2009 Medway Master Plan, and the 2012 Feasibility Study.

Section 3.1: Urban Renewal Goals and Objectives

Citizen participation has been an integral component of the URP process. **Chapter 12.02 (11) Citizen Participation**, supplemented by:

- Incorporate the priorities and goals of previous studies and master plans, as appropriate, to identify and prioritize development projects.
- Facilitate land assembly and disposition to advance the vision of the URP, which reflects the town's priorities for sound development.
- Encourage private sector investment and utilize public funds judiciously and strategically as a catalyst for private investment.
- Foster an environment for business to thrive and create sustainable jobs.
- Increase real estate tax income generating properties.
- Provide opportunities which encourage and preserve economic diversity and quality of life.
- Facilitate the thoughtful integration of the URA with adjacent land uses and transportation networks.
- Develop incentives to promote sustainable development.
- Encourage alternative transportation opportunities.
- Improve infrastructure systems to support modern development needs.
- Provide necessary public services efficiently and effectively.
- Seek opportunities to promote healthful living amenities (e.g., walking paths, bike lanes, links to other recreational trails).

Section 3.2: Overall Redevelopment Strategy

The overall goal for the Project is to create an environment that has a strong identity and sense of place within Medway, and to identify sites that provide primary transformation opportunities for housing, commercial, and entertainment, and the infrastructure improvements needed to support those uses. The plan embraces a mix of uses to facilitate economic development, as well as provides opportunities for passive recreation. The following objectives were established in order to achieve this goal:

- Incorporate the priorities and goals of previous studies and master plans, as appropriate, to identify and prioritize development projects.
- Foster a flexible and supportive environment for businesses to thrive and create sustainable jobs.

- Facilitate land assembly and disposition to advance the goals, objectives and activities of the URP by identifying parcels that have high potential for development.
- Increase real estate tax income-generating properties in the URA.
- Encourage private sector investment and utilize public funds judiciously and strategically as a catalyst for private investment.
- Improve wayfinding, circulation and pedestrian connections within the URA as well as with key destinations throughout the region to promote the integration of residential and commercial uses.
- Improve access to modern and efficient public transportation options in order to make the URA more accessible, with consideration to intermodal transportation networks.
- Develop features (e.g., restaurants and shopping) which attract regional residents to the URA.
- Provide necessary public services efficiently and effectively.
- Create connections (including wayfinding) between the Oak Grove Area and other landmarks that safely facilitate all modes of transportation and are aesthetically appealing.
- Increase stock of market-rate multi-family housing.
- Manage and increase the parking supply with appropriate thought given to shared usage and proximity to high demand areas.
- Improve roadways and sidewalks, as well as traffic circulation, as appropriate.
- Improve infrastructure systems to support modern development needs.
- Consider future programming opportunities for live, work, study and play.

Section 3.3: Implementation

The Concept Plan presented in *Figure S-6* depicts a viable alternative for development within the URA. The overall summary of square footage by type of development is as follows:

Table 3-1: Summary of Development by Type of Use

Proposed Use	Square Footage	# of Parking Spaces	Lot Size (Acres)
Commercial/Restaurant	12,000	40	2.04
Commercial/Hotel	60,000	250	3.24
Commercial Office and/or Retail	207,000	647	6.41
Commercial/Day Care	20,000	66	2.31
Flex Space/Office/Retail	97,000	370	8.3
Research and Development	36,000	135	3.55
Industrial	35,000	120	11.7
Multi-family Residential ¹	110 DU	240	9.63
Total	467,000	1,868	47.18

1. Multi-family Residential is expressed in terms of Dwelling Units (DU) rather than square footage.

As noted in Table 3-2 (on the following page), implementation of the URP is expected to be undertaken in phases. Overall, the URP has a 20-year implementation phase to accommodate the projects that require long-range planning.

The URP is a reflection of current conditions and the MRA's development priorities, which are dynamic and subject to change. The town also seeks to remain flexible and open to feasible opportunities which further the goals of this URP.

Any major changes to the URP will be subject to Board of Selectmen approval as well as submitted to DHCD for approval. Information submitted will include a detailed description of the change, the purpose and effect of the plan change on project activities, and pertinent revision to the original application to reflect the change.¹⁹

Section 3.4 Regulatory Requirements

Regulatory considerations for URP implementation include obtaining the necessary permits and approvals for the URP. As noted below, additional approvals may be required for individual projects, but these will be obtained by proponents for those developments, as appropriate.

The URP requires DHCD approval along with submittal of an Environmental Notification Form (ENF) to the Executive Office of Energy and Environmental Affairs (EEA) in accordance with the Massachusetts Environmental Policy Act (MEPA) (301 CMR 11.0). Coordination with MHC is also required. At the local level, the URP requires approvals by the Medway Board of Selectmen, Town Administrator, and consistency reviews by the MRA, Planning Board and Town Counsel (refer to **Attachment B: Declaration of Necessity** and **Attachment C: Approval Documents**).

Implementation of projects within the URA by proponents of individual projects may include filing with MEPA, as necessary, and obtaining MassDEP approval under the MCP for the site remediation work to address unanticipated contamination. Coordination with MHC may also be required. At the local level, proponents would need to obtain any necessary approvals from the Planning Board, and the respective proponent for projects that are within regulated wetland resource areas will be required to file a Notice of Intent (NOI) with the Medway Conservation Commission under the Massachusetts Wetlands Protection Act (WPA) (310 CMR 10.00). Any project with site disturbance of greater than one acre will also be required to file a National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges and Construction Dewatering Activities/Stormwater Pollution Prevention Plan (SWPPP) with the US Environmental Protection Agency (EPA).

¹⁹ <http://www.mass.gov/hed/economic/eohed/dhcd/legal/regs/760-cmr-12.html>

Table 3-2: URP Project Implementation by Phase

Activity ID	Activity Description
Phase 1 – Short-term (0 to 5 Years)	
1.1	Acquire, transfer or partner to assemble parcels in the western area of the URA (Parcels 1 and 2) for development as a new restaurant and hotel.
1.2	Acquire, transfer, or partner to assemble parcels in the eastern section and seek a qualified developer for apartments and townhouses residential development on Parcel 6. <ul style="list-style-type: none"> <li data-bbox="467 730 495 1795">• Minimize the visual impact of the structure through the strategic use of screenings and vegetative buffers <li data-bbox="511 1570 539 1795">• Provide a bus stop <li data-bbox="555 1371 583 1795">• Emphasize connectivity within the URA
1.3	Install a new traffic signal and widen the left turn lanes at the intersection of Trotter Drive and Milford Street (Route 109).
1.4	Consult with property owners of parcels that are currently for sale (e.g., Parcel 11 owned by Cybex) so all parties are informed of the URP status.
1.5	Actively coordinate with potential developers, marketing the URA, as appropriate.
1.6	Actively coordinate with property owners in order to continue the process of property acquisition and partnerships.
1.7	Actively coordinate with Medway’s Board of Selectmen and other town officials to facilitate the process of property transfers.
1.8	Consult with MassDEP and the CRPCD regarding water and wastewater service and capacity issues, as appropriate.
1.9	Coordinate with Medway Department of Public Services regarding traffic calming measures for Alder Street.
Phase 2 – Medium term (0 to 10 years)	
2.1	Acquire, transfer, or partner to assemble parcels on the east side of Trotter Drive at Milford Street (Parcel 5) and seek a qualified developer for retail or a child care facility.
2.2	Acquire, transfer, or partner to assemble parcels on the west side of Trotter Drive at Milford Street (Parcel 4) and seek a qualified developer for commercial retail and office.
2.3	Acquire, transfer, or partner to assemble Parcel 3 for development as flexible space, office or retail and Parcel 11 for industrial use.
2.3.A	Consider the feasibility of a land swap (Parcel 11 for Parcel 3) to allow flexibility for future expansion of existing manufacturing facilities.
Phase 3 – Long-term (0 to 20 years)	
3.1	Acquire, transfer, or partner to assemble parcels on the east side of Trotter Drive (Parcels 7, 8 and 9) for development that includes office, flexible space and research and development facilities.
3.2	Set aside a portion of the properties acquired for parcels 7, 8 and 9 for use as a 3.3-acre open space parcel. Develop walking paths with connectivity within the URA.

Section 3.5: Economic Benefits

Redevelopment of the URA will return property that is currently underutilized into places of commerce and productivity, which increases employment opportunities for the local and regional 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 employment opportunities during construction, then sustainable and permanent jobs in a wide variety of fields.
- Provide a wide range of leasable space options for new and existing local businesses.
- Provide new residential opportunities, in particular provide residential alternatives to the town's more typical single family home and opportunities for market-rate housing.
- Provide an environment with a mix of uses.
- Return vacant and underutilized land to the town's tax rolls.
- Provide adequate and strategically located parking.

Redevelopment within the URA will create temporary employment opportunities upon completion. Construction may create up to approximately 660 temporary jobs over the course of the implementation phases. The redevelopment is expected to create approximately 1360 new permanent positions.

12.02 (4) FINANCIAL PLAN

The financial plan for the Medway URP is based on financial cost estimates of the programs and projects which have been designed to fulfill the previously stated goals and objectives. *Table 4-1* (on the following page) presents the cost estimates of implementing the URP, and notes the potential sources of funding, as described later in this section. Additional detail for each cost category is also presented below.

Section 4.1: Land Assembly

It is anticipated that a number of parcels will be transferred to or acquired by the MRA to facilitate assemblage (please refer to *Table 1-5: Parcels to be Acquired or Transferred*). Alternatively, an owner may decide to retain ownership and participate in the URA development as a partner, which means they will share in a predetermined portion of the proceeds from the sale of the assembled parcels to a third party. Mr. Williams, who owns a significant number of the Bottle Cap Lots, is presumed to follow this approach for most of his properties within the URA. The preliminary cost estimates presented in *Table 4-1* conservatively assume that only Mr. Williams will participate in a partnership capacity, but the MRA reserves the right to be flexible in this regard. To be conservative and retain flexibility during implementation, some properties owned by Mr. Williams have been identified as parcels to be acquired. These parcels include those with buildings, in the event relocation assistance is required, and other strategic properties. The designation of these parcels for acquisition allows for flexibility should the parties mutually agree that acquisition is preferable to partnering.

The estimated acquisition costs are based on information from multiple sources, including preliminary appraisals conducted as part of this URP and the Town of Medway Assessor. A professional, licensed appraiser will evaluate subject properties and prepare an up-to-date appraised value prior to any actual acquisitions by the MRA.

Section 4.2: Relocation Expenses

Relocation expenses are anticipated for the five structures slated for demolition. All five of these buildings are single-family homes, two of which also contain small businesses. Cost estimates reflect the size and type of businesses to be relocated. The need for special equipment and zoning compliance is also considered. To estimate relocation expenses, a general cost of \$25,000 per housing unit was applied, and an additional \$12,500 was applied where the home also contains a licensed business. Please refer to **Chapter 12.02 (8)** for additional information on relocation requirements.

Section 4.3: Demolition and Site Preparation Costs

The preliminary costs for the structures to be demolished are conservatively assumed to be approximately \$50 per square foot. The estimate includes the following buildings:

- 119 Milford Street (Parcel 99-119)
- 123 Milford Street (Parcel 99-123)
- 125 Milford Street (Parcel 99-125)
- 127 Milford Street Parcel 99-127)
- 121 West Street (Parcel 99-121)

Site preparation costs include building demolition, foundation removal, fence removal, soil erosion control and grading of parcels. Site remediation to meet MassDEP requirements for future industrial and commercial 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 of any building and parcel being considered for acquisition. Thus, it is important to note that estimated remediation costs have not yet been determined.

Section 4.4: Public Realm Improvements

As described in **Chapter 12.02 (7): Public Improvements**, public improvements proposed as part of the URP implementation include streetscape and roadway improvements, a new signal at the intersection of Milford Street and Trotter Drive, a bus stop, an open space parcel, sidewalks and walking paths to promote passive recreation, lighting, signage, and associated improvements in the public realm. Water and sewer service and capacity issues will also be addressed. Estimates for these actions consider design and engineering costs.

Section 4.5: Preliminary Cost Estimate

The preliminary cost estimate for implementing the URP is presented in *Table 4-1* on the next page. The budget includes costs associated with public improvements, land assembly, site preparation and demolition, relocation, and anticipated administrative and legal costs. A 20% contingency is also incorporated into the budget.

Table 4-1: URP Cost Estimate

URP Public Action	Estimated Cost	Funding/ Resources in Place	Funding Source
Land Acquisition			
Land Acquisition	\$1,810,000	\$138,000	A, B, F, G, N.2, Q, R
Appraisals	\$100,000		A, B, F, Q, R,
Legal Costs	\$500,000		A, B, P
Relocation Costs			
Relocation Plan	\$25,000		A, B, R,
Relocation Consultant	\$50,000		A, B, R,
Relocation Payments (Estimated)	\$150,000		A, B, R,
Rehabilitation Costs			
Rehabilitation Costs	N/A	N/A	
Demolition and Site Preparation			
Demolition	\$50,000		B, O, R,
Site Preparation	\$850,000		A, K, O P, R
Remediation	TBD		H, N.1
Public Realm Improvements			
Streetscape Improvements	\$500,000		C, D, N.3, P
Traffic Improvements (including new signal at Trotter Drive)	\$500,000		C, D, E, K, P, Q, R
Walking Path	\$325,000		D, F, O
Wayfinding	\$100,000		B, D
Consultants			
Site Engineering	\$500,000		A, O, P, Q, R
Environmental Assessments	\$10,000		A, O
Administrative			
Administrative Legal	\$100,000	\$100,000	A, B
Administration/Staff	\$200,000	\$200,000	A, B
Fees (Bond Fees, Misc. Fees)	\$100,000		A, Q, R
Contingency 20%	\$1,174,000		A, Q, R
Total Estimated Project Costs	\$7,044,000		
Income from Sale or Lease (Estimated)	\$2,155,000		
Net Project Cost	\$4, 889,000		
Funding/Resources in Place	\$438,000	\$438,000	
Grants (Estimated)	TBD	TBD	
Estimated Funding Required	\$4,451,000		

Section 4.6: Sources of Funding

The MRA intends to rely on a mix of funding sources, including federal, state and local funding opportunities, to spur private investments to implement the URP. Below are descriptions of typical sources of funding. The last column in *Table 4-1* references the source that the MRA believes could be appropriate for that particular activity.

- A. MRA Proceeds
- B. Town Funding/In-kind Support
- C. MassWorks Infrastructure Funding
- D. Transportation Enhancement Program
- E. Chapter 90 Funding
- F. Massachusetts Parkland Acquisition and Renovations for Communities (PARC) and Massachusetts Local Acquisitions for Natural Diversity (LAND) Grant Programs
- G. Land and Water Conservation Fund (LWCF)
- H. MassDEP/EPA Brownfields Funds
- I. Economic Development Incentive Program (EDIP), including Tax Increment Financing (TIF)
- J. Urban Center Housing Tax Increment Financing (UCH-TIF)
- K. State Transportation Improvement Program (STIP)
- L. Funding from Massachusetts General Law Chapter 40R
- M. The New Markets Tax Credits Program
- N. MassDevelopment
 - 1. Brownfields Redevelopment Fund (BRF)
 - 2. Mass Site Readiness Program
 - 3. Commonwealth Places Program
- O. Private Developer
- P. Urban Revitalization Development Grant (URDG)
- Q. District Improvement Financing (DIF)
- R. Bonds

Each funding option is briefly described below.

- A. MRA Proceeds: The MRA does not currently have a budget for any of the recommended actions in the plan. However, according to M.G.L. c. 121B, Redevelopment Authorities such as the MRA, have the power to issue bonds, borrow money, invest funds, receive grants and accept gifts. As the MRA acquires and disposes of property, they will be able to generate income that can be reinvested into the Study Area.
- B. Town Funding/In-kind Support: Town funding or in-kind support from town staff may be the best resource for some of the identified URP actions. Funding could come from bonding or the annual town budget process. “Seed” funds will need to be identified in order to create a self-sustaining budget for future actions. The following funding sources are potential mechanisms to generate revenue for the MRA to perform actions throughout the life of the plan and beyond:
 - 1. Property transfers: The plan identifies town-owned parcel to be transferred to the MRA. This would be considered a MRA acquisition. The process for the MRA to acquire this property would be done so by a vote of the Board of Selectmen to transfer ownership from the town to the MRA. Once acquired, the MRA would then own this asset which could be sold and generate revenue.
 - 2. Grants and Gifts: An allocation of funds from the Town Selectmen to the MRA would enable the MRA to begin taking on projects, such as land acquisitions, site preparation, and parcel assemblage.

Funding these initial actions would allow the MRA to use revenue from initial actions to fund future projects.

- C. MassWorks Infrastructure Funding: A state program that promotes economic development and job creation through improvements to streets, sidewalks, and other specified infrastructure. Eligible activities include design, construction and/or reconstruction of existing and or newly relocated streets, sidewalks and related infrastructure. This program is a potential source of funds for URP projects involving roadway, streetscape, infrastructure and bridge improvements.
- D. Transportation Enhancement Program: A federal program that provides funding for a wide range of non-traditional surface transportation projects. Examples include development and improvement of pedestrian and bicycle facilities and safety education programs, acquisition or improvements of scenic or historic sites, preservation of abandoned railway corridors, alleviation of environmental impacts on water quality or wildlife, and other projects. Streetscape and bikeway improvements along major streets in the Study Area may be eligible for funding from this program.
- E. Chapter 90 Funding: A 100% reimbursable state funding program provided to each municipality for local roadway improvements. Funds must be allocated to roadway projects, such as resurfacing and related work and other work incidental to the above such as preliminary engineering. Potential funding for project design costs associated with roadway improvements.
- F. Massachusetts Parkland Acquisition and Renovations for Communities (PARC) and Massachusetts Local Acquisitions for Natural Diversity (LAND) Grant Programs: The PARC and LAND Grants provide financial assistance to municipalities to acquire critical open space. The open space must be used for conservation or passive recreation purposes. PARC Grants aid cities and towns in acquiring, developing, and renovating park and outdoor recreation facilities. LAND Grants assist municipal conservation commissions acquiring land for natural resource and passive outdoor recreation purposes.
- G. Land and Water Conservation Fund (LWCF): Provided to the States, and through the States to local governmental jurisdictions, on a matching basis for up to fifty percent (50%) of the total project-related allowable costs for the acquisition of land and the development of facilities for public outdoor recreation. Appropriations from the LWCF may be made annually by Congress to the Secretary of the Interior who apportions the funds to the States. Payments for all projects are made to the state organization that is authorized to accept and administer funds paid for approved projects. Local units of government participate in the program as subgrantees of the State with the State retaining primary grant compliance responsibility.
- H. EPA/MassDEP Brownfields Funds: The federal program provides funds to inventory, characterize, assess, and conduct planning (including cleanup planning) and community involvement related to brownfield sites. If contamination is discovered there are a number of federal and state grant programs to carry out clean-up activities, including the U.S. Environmental Protection Agency's (EPA) Brownfields Cleanup Grant, which provides funds for site clean-up for brownfield sites owned by the applicant; HUD Brownfields Economic Development Initiative, which provides financial assistance to public entities in the redevelopment of brownfield sites; MassDEP Brownfields Site Assessment/Cleanup Grant of Service, which through the EPA provides funding for site assessment and clean-up of brownfields on behalf of municipal and non-profit entities by using state contractors (rather than granting funding directly to the applicant).
- I. Economic Development Incentive Program (EDIP): A tax incentive program administered through the Massachusetts Executive Office of Housing and Economic Development (EOHED) designed to foster job creation and stimulate business growth throughout the Commonwealth. Participating companies may receive state and local tax incentives in exchange for job creation, manufacturing job retention and private investment commitments. Designated as an Economic Target Area (ETA), Medway is eligible to offer incentives which includes a local tax exemption and requires approval by the municipality.

1. Tax Increment Financing (TIF): EDIP tool that promotes redevelopment by use of public/private partnerships by offering tax breaks to developers. TIF is authorized by M.G.L. c. 40 section 59 and its implementing regulations 760 CMR 22.01. Under this legislation, landowners may be granted property tax exemptions of up to 100% of the tax increment. A municipality may enter into a TIF Agreement with a landowner for a maximum term of 20 years. M.G.L. c. 40 section 60 also authorizes TIF's for housing in urban centers as part of the Urban Center Housing Tax Increment Financing Program (see below). A TIF Zone must be in an area approved by the Economic Assistance Coordinating Council (EACC) as an Economic Opportunity Area (EOA) or found to be an area "*presenting exceptional opportunities for economic development*" by the Director of Economic Development. Certification of the TIF Plan is issued by the EACC after the plan is accepted by municipal vote.
- J. Urban Center Housing Tax Increment Financing (UCH-TIF): The Urban Center Housing Tax Increment Financing (UCH-TIF) Program is a statutory program authorizing cities and towns to promote housing and commercial development, including affordable housing, in commercial centers through tax increment financing. The UCH-TIF Program provides real estate exemptions on all or part of the increased value (the "Increment") of improved real estate. Such development must be primarily residential. Tax increment financing may be combined with grants and loans from local, state and federal development programs.
- K. State Transportation Improvement Program (STIP): The Commonwealth of Massachusetts' State Transportation Improvement Program (STIP) is a federally-mandated, prioritized listing of highway, bridge, intermodal, and transit investments planned to be undertaken during the next four federal fiscal years (FFY): FFY 2016 through FFY 2019. The document is a compilation of state, regional and local transportation priorities that will be implemented with funding provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), along with investments that impact air quality regardless of the type of funding.
- L. Funding from Massachusetts General Law Chapter 40R: Housing production within the Commonwealth has not kept pace with the growing number of households looking for an affordable place to live. To help meet this demand, the Commonwealth adopted Chapter 40R within the General Laws allowing municipalities to encourage housing production that is aligned with the principles of "*smart growth*." Eligible municipalities, upon approval, will receive zoning incentive payments for housing creation based on number of units of new construction. Each new housing unit that meets the statutory requirements will allow the town to collect \$3,000 per building permit.
- M. The New Markets Tax Credits Program: The New Markets Tax Credit Program (NMTC Program) was established by Congress in 2000 to spur new or increased investments into operating businesses and real estate projects located in low-income communities. The NMTC Program attracts investment capital to low-income communities by permitting individual and corporate investors to receive a tax credit against their Federal income tax return in exchange for making equity investments in specialized financial institutions called Community Development Entities (CDE's). The credit totals 39 percent of the original investment amount and is claimed over a period of seven years (five percent for each of the first three years, and six percent for each of the remaining four years). The investment in the CDE cannot be redeemed before the end of the seven-year period.
- N. MassDevelopment: As the Commonwealth's economic development and finance agency, MassDevelopment works with businesses, nonprofits, and local, state, and federal officials and agencies to strengthen the Massachusetts economy. Through these collaborations, they facilitate the creation of jobs and housing, the elimination of blight, and address factors limiting economic growth including transportation, energy and infrastructure deficiencies. Offering a wide range of finance programs and real estate development services, MassDevelopment supports economic growth, development, and investment across all sectors of the

Massachusetts economy: public and private, commercial, industrial, and residential; and nonprofit, including healthcare, educational, cultural, and human service providers. They work in collaboration with private and public sector developers, businesses, and banks to identify investors and leverage public and private funds to support economic growth.

1. *Brownfields Redevelopment Fund (BRF)*: The BRF is administered by MassDevelopment, the state's economic development and financing agency, which works with private businesses and nonprofits to create housing and economic growth in blighted areas. It provides technical assistance and money, in the form of both loans and grants, to worthwhile projects around the state.
 2. *Mass Site Readiness Program (MSRP)*: The 2016 Economic Development Bill authorizes \$15M for the Commonwealth Site Readiness Fund, to be administered by MassDevelopment, for the purpose of funding site assembly, site assessment, predevelopment permitting and other predevelopment and marketing activities that enhance a site's readiness for commercial, industrial or mixed-use development; provided, that a portion of the funds shall be used to facilitate the expansion or replication of successful industrial parks; and provided further, that a portion of the funds shall be used to support the revitalization of downtown centers.
 3. *Commonwealth Places*: Commonwealth Places provides a creative funding mechanism to advance community placemaking projects throughout Massachusetts. The statewide program will help fund place-based, community-driven projects (e.g., art installations, parks, bike trails, markets) which have the potential to revitalize downtowns and neighborhood commercial districts. Successful projects must activate a new or underused public or community space and the program will give preference to permanent physical projects. Commonwealth Places aims to engage and mobilize community members to make individual contributions through a crowdfunding platform Patronicity with the incentive of a dollar-for-dollar funding match (up to \$50,000) from MassDevelopment if the crowdfunding goal is reached within 60 days.
- O. Private Developer(s): The Plan contemplates certain portions of roadways and utilities will be financed and constructed by private developers as part of the overall site improvements associated with their respective development. Some portion of this work may be undertaken in partnership with the MRA.
- P. Urban Revitalization Development Grant (URDG): As authorized by M.G.L. c. 121B, sections 45 through 57 the Department may provide an Urban Revitalization Development Grant (URDG) to a municipality in an amount equal to half of the net project cost of a project, as determined by the Department. All grants are subject to a prior appropriation by the Legislature sufficient to fund the grant. Approval of an Urban Renewal Plan by the Department shall be a necessary condition of such a grant, but such approval shall not guarantee that the Department will make a grant. Such URDG projects will require detailed information regarding the redeveloper and redevelopment proposal, including the financing of the redevelopment, and the operating agency's management plan for the project site, to the extent known. An URDG request may be submitted in conjunction with an application for approval of an Urban Renewal Plan or as a separate grant application for a project under an approved plan. Any applicant for a grant shall provide all information requested by the Department for use in its determination of the grant request.
- Q. District Improvement Financing (DIF): Channels tax dollars into targeted redevelopment districts. DIF is authorized by M.G.L. c. 40Q and its implementing regulations 402 CMR 3.00 et seq. New to Massachusetts, DIF has been implemented in other states with considerable success. A city or town wishing to utilize DIF must first designate a development district and a corresponding development program. The district and program must then be certified by the EACC. A development district may be as small as one parcel or may comprise up to 25% of a town or city's land. A district can be in effect for a maximum of 30 years. Each district must have a unique development program.

- R. Bonds: Municipal bonds are debt securities issued by a government entity to fund day-to-day obligations and to finance capital projects. Because of the significant cost of many of the actions, loans or bonds will need to be applied for. The payback of these bonds will require a business model that will generate revenue from projects in the Plan.

12.02 (5) REQUISITE MUNICIPAL APPROVALS

As required by M.G.L. c. 121B, Section 48, evidence of each required municipal approval is to be included in the Attachment for the final URP, as listed below.

Attachment B Declaration of Necessity from the MRA

Attachment C Evidence of a Public Hearing (w/Massachusetts Historical Commission Notification)

Attachment D Approval of the Plan by Local Boards and Officials (i.e., Board of Selectmen, Town Administrator, Planning Board)

Attachment E Opinion of Legal Counsel

The Massachusetts Environmental Policy Act (MEPA) Environmental Notification Form (ENF) for the URP has not yet been filed by the MRA, but a copy will be sent to DHCD when the document is submitted for review by the Secretary of Energy and Environmental Affairs (EEA). The MRA understands that any DHCD approval issued prior to receipt of the Secretary's Certificate will be conditional upon completing the MEPA process.

12.02 (6) SITE PREPARATION

Site preparation activities will address the existing conditions on the sites that will be developed for public use as well as sites that will be prepared for disposition and private development. This chapter provides a summary of the activities planned as part of the site preparation process, as required by 760 CMR 12.02 (6). Most of the URA will be affected by site preparation activities to accommodate the Concept Plan presented in Figure S-5. Site preparations will include the action items described below.

Section 6.1: Site and Building Assessment for Contamination Issues

Based on known information about the past uses within the Study Area in conjunction with observed conditions, there is a low potential of encountering hazardous materials within the URA. A small amount of asbestos-containing tiles or siding and/or lead paint may be present within the buildings to be demolished (refer to Figure I-1). 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, if necessary, can be estimated.

Section 6.2: Demolition to Support Redevelopment

Structural demolition is proposed at the following locations:

- 119 Milford Street
- 123 Milford Street
- 125 Milford Street
- 127 Milford Street
- 121 West Street

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 graded. Public access to demolition sites will be restricted, as appropriate.

12.02 (7) PUBLIC IMPROVEMENTS

As required by 760 CMR 12.02 (7), this chapter describes proposed public improvements in the Study Area, and notes how the improvements will foster one or more of the URP objectives. These improvements are intended to support or enhance private redevelopment initiatives or recommendations, as well as enrich the URA. Public improvements proposed as part of the URP implementation include streetscape and roadway improvements, a new signal at the intersection of Milford Street and Trotter Drive, a bus stop, an open space area, sidewalks and walking paths to promote passive recreation, lighting, signage, and associated improvements in the public realm. Water and sewer service and capacity issues will also be addressed.

It should be noted that while no specific stormwater improvement projects are noted, the collection and treatment of stormwater must be addressed in the redevelopment plan for any parcel, and will be a significant consideration in the redevelopment of the URA.

Section 7.1: Roadways and Circulation

The intersection of Trotter Drive and Milford Street (Route 109) will be improved, and a new traffic signal will be installed. In addition, traffic calming measures will be implemented along Alder Street to discourage its use as a shortcut to and from Trotter Drive. The goal is to make it safer, easier, and faster to exit Trotter Drive via the new signalized intersection. As shown in *Figure S-7*, the westbound lane of Milford Street will be widened to accommodate a dedicated lane for left turns onto Trotter Drive, and the northbound lane of Trotter Drive will be expanded to two lanes to accommodate left-turn and right-turn lanes. Crosswalks and other appropriate pedestrian safety measures will also be incorporated, as appropriate.

A single new access point will be situated along Milford Street for access to the hotel, restaurant and commercial businesses. This is consistent with the goals of minimizing new curb cuts and avoiding the fragmented appearance of strip malls along Milford Street. The new access point will allow only right turns into and out of the development. Any left turns will be completed via the Trotter Drive signalized intersection. This approach takes into account site distances and speed limits along Milford Street, and is designed to maximize the safety of oncoming and merging traffic.

The Concept Plan also shows three new roadways off Trotter Drive to accommodate development on the new parcels. On the west side of Trotter Drive (just north of the existing Cybex facility) a new road will connect to the above-mentioned access drive off Milford Street. On the east side, two new roads will provide access to the multi-family residential development, as well as to the new office, flex space and research and development buildings along Trotter Drive.

Section 7.2: Infrastructure Improvements

The town plans to pursue opportunities to expand existing infrastructure to accommodate projected future growth. For example, they may pursue some combination of the following actions:

- decrease I/I in their existing wastewater system;
- increase water supply capacity;
- increase MassDEP water withdrawal allowance;

- expand the sewer service area to include all the URA; and/or
- increase sewer treatment capacity at the CRPCD.

The town is optimistic that some combination of the above-listed actions will be undertaken in partnership with one or more private developers to attain full build-out of the Oak Grove Area URA as the projects unfold.

Section 7.3: Pedestrian Circulation and Open Space

As shown in the Concept Plan, pedestrian circulation will be encouraged by a network of sidewalks within the URA. This will facilitate interaction between the commercial businesses and area employees and residents. It will also improve outdoor passive recreational opportunities throughout the developed areas.

A parcel located at the intersection of Trotter Drive and Alder Street has been identified as designated open space. This approximately 3.3-acre site will be comprised of a native vegetation with gravel walking paths. It is anticipated that this outdoor space will be utilized by town residents and area workers.

12.02 (8) RELOCATION

In accordance with the CMR 27.02 and 27.03, the Town of Medway and the MRA intend to provide fair and equitable treatment to parties displaced due to public actions associated with the URP. Businesses and residents displaced by public action are entitled to receive relocation assistance and payment under M.G.L. c. 79A, as overseen by the Massachusetts Bureau of Relocation (BOR).

The MRA will request a relocation advisory agency designation prior to any relocation activities. The MRA will prepare and submit a detailed relocation plan to the BOR for review and approval before relocation activities commence for any property involving public acquisition for redevelopment pursuant to M.G.L. c. 79A and 760 CMR 27.00. The MRA anticipates engaging the services of an experienced relocation consultant to provide assistance, e.g., finding alternative sites, identifying relevant zoning issues, and reviewing moving cost estimates.

The town 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 town will consult with the BOR in advance of property acquisition to ensure that 760 CMR, M.G.L. c. 79a and 49 Code of Federal Regulations (CFR) Part 24 are met.

Site occupant surveys have not been undertaken due to the fact that site occupants may change between now and the point in the future when acquisition of property and relocation of occupants may occur. When appropriate, the relocation plan will consider factors such as the size of the existing home and/or business, the need for visibility, customer access, and any necessary special equipment.

Table 8-1 presents a list of residences and businesses that are known to currently occupy parcels to be acquired.

Table 8-1: Residential/Business Relocation Requirements

Parcel	Owner	Type of Relocation	Address	Type of Business (if applicable)
99-119	Richard Williams	Single Family Residence and Business	119 Milford Street	Superior Sandblasting Williams Car Restoration
99-123	Richard W. and Margaret Williams	Single Family Residence	123 Milford Street	N/A
99-125	Cheryl Howe House Trust	Single Family Residence and Business	125 Milford Street	The Doggie Shoppe Grooming
99-127	Tommy Chan	Single Family Residence	127 Milford Street	N/A
99-121	Robert E. and Pamela J Brown	Single Family Residence	121 West Street	N/A

12.02 (9) REDEVELOPER'S OBLIGATION

To the maximum extent possible, the town seeks to stimulate and leverage private investment and activities within the URA. After approval of the URA, the MRA will be responsible for the disposition of properties requiring public acquisition for redevelopment. The MRA, in consultation with the town, will outline the desired uses for the parcels in accordance with this URP. For each public acquisition and disposition event, potential redevelopers 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;
- Past experience and references; and
- Partners or development team.

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

- Job creation and retention;
- Acquisition cost of MRA parcels;
- Commitment to add new industrial, commercial and/or retail activity;
- Advancement of URP goals and objectives, including job creation; a clean safe, physical and natural environment; and access and circulation;
- Adherence to applicable zoning and design principles that reflect energy efficiency; and
- Representation that the developer shares the MRA's vision for the revitalization of the URA.

After evaluations are completed, the MRA will identify a preferred developer. The selected developer and the MRA 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, applicable zoning regulations, and with Design Guidelines as may be promulgated by the town of Medway.

12.02 (10) DISPOSITION

Under M.G.L. c. 121B and c. 30B, the sale or lease of industrial or commercial real property by redevelopment authorities or their successors, engaged in the development and disposition of the real state in accordance with an approved plan, is exempt from public disposition procedures required of all other local entities. The MRA, vested with the powers of an urban renewal agency, will exercise this authority and negotiate directly with any business within the Study Area who wishes to relocate onto one of the designated redevelopment parcels, provided they meet the requirements of this Plan. Following negotiations, the MRA will move forward with a process that will solicit proposals from outside entities to facilitate the redevelopment of the remaining disposition sites.

The proposed building, parking and service area improvements shown for each new lot on the URP Concept Plan (see Figure S-5 in **Chapter 12.02 (1) Characteristics**) are conceptual in nature and are intended to depict an option which maximizes development potential and is consistent with the goals of the URP and previous planning studies. The disposition parcels for redevelopment by the private sector (see Figure H-1) provide the maximum opportunity to facilitate private redevelopment of this area. 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/MRA and applicable law. All development proposals will be reviewed by the MRA 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.

12.02 (11) CITIZEN PARTICIPATION

This URP incorporates input received from public outreach efforts undertaken during the planning process, as well as the recommendations that were developed for the 2012 Feasibility Study and the 2009 Master Plan, which incorporated extensive public outreach. The main components of the town's overall approach to citizen participation throughout the URP process has included:

- URP Steering Committee;
- Two Public Forums;
- Online availability of the draft Urban Renewal Plan; and
- Media outreach (e.g. recording the forums for broadcast on local cable channel television, newspaper).

The citizen involvement process was initiated in late 2015. A URP Steering Committee was formed in early 2016, comprised of a dedicated group of stakeholders that included local residents, business owners and municipal officials who are committed to the development and implementation of the URP (see member list in Attachment F: Public Participation). The committee has approved the URA boundary and defined the framework of this URP. The MRA is grateful for the commitment of the Steering Committee, and plans to meet with the group on a regular basis during URP implementation. In addition, if amendments to the URP are proposed, they will be presented by the MRA to the Steering Committee for review and comment.

The first of two public forums was held on March 23, 2016 to discuss the URA, define issues of concern, and collect information relative to the URP and its objectives. The second meeting was held on September 20, 2016. This meeting focused primarily on the types of development considered in the Concept Plan. Information presented at meetings has included site conditions, redevelopment options, elements of this URP, proposed infrastructure improvements, and implementation strategies and funding initiatives. Discussions, question and answer periods, and future planning steps rounded out the forums.

Forum attendees have included local residents, business owners, steering committee members, public officials, institutional representatives and elected officials. Comments and concerns expressed at public forums regarding such matters as traffic volume and circulation, public infrastructure improvements, and private property physical improvements. Comments and concerns are reflected in the goals and objectives, defined in **Chapter 12.02 (3) Project Objectives**.

ATTACHMENTS

Attachment A: URA Parcel Ownership Table and Map

Attachment B: Local Approvals and Documentation

Attachment C: Legal Counsel Opinion

Attachment D: Public Participation

Attachment E: Market and Economic Analysis

Attachment A: URA Parcel Ownership Table and Map

**Attachment A: List and Map of Parcels
Oak Grove Urban Renewal Area, Medway, MA**

Current Assessor Parcel ID	# of Lots	Owner (Now or Formerly)	Original Bottle Cap Parcel Numbers	Address	Lot Size (Acres)	Current Use	Proposed Use
99-280	4	Town of Medway	31-34	Rear Milford Street	0.15	Undeveloped	Commercial
99-280	2	Town of Medway	41, 42	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	1	Town of Medway	51	Rear Milford Street	0.04	Undeveloped	Commercial
99-280	2	Town of Medway	73, 74	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	4	Town of Medway	83-86	Rear Milford Street	0.15	Undeveloped	Commercial
99-280	1	Town of Medway	101	Rear Milford Street	0.04	Undeveloped	Commercial
99-280	1	Town of Medway	105	Rear Milford Street	0.04	Undeveloped	Commercial
99-280	2	Town of Medway	112, 113	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	1	Town of Medway	119	Rear Milford Street	0.04	Undeveloped	Commercial
99-280	19	Town of Medway	130,131, 137-149, 185-188	Rear Milford Street	0.70	Undeveloped	Commercial
99-280	6	Town of Medway	156-159, 177, 178	Rear Milford Street	0.22	Undeveloped	Commercial
99-280	2	Town of Medway	210, 211	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	4	Town of Medway	227-230	Rear Milford Street	0.15	Undeveloped	Commercial
99-280	2	Town of Medway	233, 234	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	9	Town of Medway	244-250, 297, 298	Rear Milford Street	0.33	Industrial	Commercial
99-280	2	Town of Medway	254, 255	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	2	Town of Medway	259, 260	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	7	Town of Medway	320-322, 324-327	Rear Milford Street	0.26	Undeveloped	Commercial
99-280	10	Town of Medway	331, 332, 335, 336, 369-374	Rear Milford Street	0.37	Undeveloped	Commercial
99-280	2	Town of Medway	396, 397	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	7	Town of Medway	405, 406, 408, 497, 500	Trotter Drive	0.26	Undeveloped	Commercial
99-280	4	Town of Medway	441, 442, 463, 464	Milford Street	0.15	Undeveloped	Commercial
99-280	10	Town of Medway	485-492, 415, 416	Milford Street	0.37	Undeveloped	Commercial
99-280	2	Town of Medway	511, 512	Milford Street	0.07	Undeveloped	Commercial
99-280	2	Town of Medway	514, 515	Milford Street	0.07	Undeveloped	Commercial
99-280	2	Town of Medway	558, 559	Rear Milford Street	0.07	Undeveloped	Commercial

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Oak Grove Urban Renewal Area, Medway, MA**

Current Assessor Parcel ID	# of Lots	Owner (Now or Formerly)	Original Bottle Cap Parcel Numbers	Address	Lot Size (Acres)	Current Use	Proposed Use
99-280	10	Town of Medway	587, 587 A-H, 588	Rear Milford Street	0.37	Undeveloped	Commercial
99-280	6	Town of Medway	598-601, 618, 620	Rear Milford Street	0.22	Undeveloped	Commercial
99-280	2	Town of Medway	644, 645	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	1	Town of Medway	652	Rear Milford Street	0.04	Undeveloped	Commercial
99-280	1	Town of Medway	658	Rear Milford Street	0.04	Undeveloped	Commercial
99-280	9	Town of Medway	659-664, 681-683	Rear Milford Street	0.33	Undeveloped	Commercial
99-280	2	Town of Medway	672, 673	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	6	Town of Medway	697-702	Rear Milford Street	0.22	Undeveloped	Commercial
99-280	19	Town of Medway	703-707, 950-963	Rear Milford Street	0.70	Undeveloped	Commercial
99-280	2	Town of Medway	751, 752	West Street	0.07	Undeveloped	MF Residential
99-280	1	Town of Medway	796	Rear West Street	0.04	Undeveloped	MF Residential
99-280	2	Town of Medway	799, 800	Rear West Street	0.07	Undeveloped	MF Residential
99-280	1	Town of Medway	803	Rear West Street	0.04	Undeveloped	MF Residential
99-280	1	Town of Medway	840	Rear West Street	0.04	Undeveloped	MF Residential
99-280	3	Town of Medway	845-847	Rear West Street	0.11	Undeveloped	MF Residential
99-280	10	Town of Medway	868-871, 895-900	Rear West Street	0.37	Undeveloped	MF Residential
99-280	2	Town of Medway	874-875	Rear West Street	0.07	Undeveloped	MF Residential
99-280	6	Town of Medway	885-890	Rear West Street	0.22	Undeveloped	MF Residential
99-280	9	Town of Medway	901-904, 931-935	Rear West Street	0.33	Undeveloped	MF Residential
UP-31	2	Town of Medway	914-915	Rear West Street	0.07	Undeveloped	MF Residential
99-280	3	Town of Medway	919-921	Rear West Street	0.11	Undeveloped	MF Residential
99-280	9	Town of Medway	941-949	Rear West Street	0.33	Undeveloped	MF Residential
99-280	5	Town of Medway	971-975	Rear West Street	0.18	Undeveloped	MF Residential
99-280	1	Town of Medway	993	Rear West Street	0.04	Undeveloped	MF Residential
99-280	7	Town of Medway	1004-1010	Alder Street	0.26	Undeveloped	MF Residential
99-119	10	Richard W. Williams	409-414, 493-496	119 Milford Street	0.37	SF Residential	Commercial

**Attachment A: List and Map of Parcels
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99-123	8	Richard W. Williams	427-430, 475-478	123 Milford Street	0.29	SF Residential	Commercial
99-200	4	Bette J. and Jane Armstrong	724-727,	Milford Street	0.15	Undeveloped	Open Space
99-200	3	Bette J. and Jane Armstrong	518-520	Milford Street	0.11	Undeveloped	Open Space
UP-11	1	John E. Chapman	402	Milford Street	0.04	Undeveloped	Commercial
99-215	2	Harold Cronin	167, 168	Rear Milford Street	0.07	Undeveloped	Commercial
99-200	2	Mary L. Dwyer	635, 636	Rear West Street	0.07	Undeveloped	Commercial
99-225	4	George A. Fisher	443, 444, 461, 462	Milford Street	0.15	Undeveloped	Commercial
99-230	11	David J Forni	216-226	Rear Milford Street	0.40	Undeveloped	Commercial
99-230	1	David J Forni	64	Rear Milford Street	0.04	Undeveloped	Commercial
99-240	12	Richard Graham	763-774	West Street	0.44	Undeveloped	Residential
99-250	3	Lily E. Larsen	381-383	Rear Milford Street	0.11	Undeveloped	MF Residential
99-280	4	Manual Freed	728-731	Milford Street	0.15	Undeveloped	Open Space
99-280	3	Manual Freed	521-523	Milford Street	0.11	Undeveloped	Open Space
99-255	7	William M. Leacu	786-792	Rear West Street	0.26	Undeveloped	MF Residential
99-260	1	Robert C. Lindsay	807	Rear West Street	0.04	Undeveloped	MF Residential
99-265	5	Sidney C. Lipton Estate	263-267	Rear Milford Street	0.18	Undeveloped	Commercial
99-270	6	John A. Maccini	535-540	Rear Milford Street	0.22	Undeveloped	Commercial
99-270	3	John A. Maccini	630-632	Rear Milford Street	0.11	Undeveloped	Commercial
99-275	2	Thomas Mangelly	801, 802	Rear West Street	0.07	Undeveloped	Residential
99-285	2	Carlo A. Molinari, Jr.	251, 252	Rear Milford Street	0.07	Undeveloped	Commercial
99-290	2	John A. Molinari	339, 340	Rear Milford Street	0.07	Undeveloped	Commercial
99-295	4	New England Power Company	571-574	Rear Milford Street	0.15	Undeveloped	Commercial
99-295	12	New England Power Company	501-510, 403, 404	Milford Street	0.44	Undeveloped	Commercial

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Current Assessor Parcel ID	# of Lots	Owner (Now or Formerly)	Original Bottle Cap Parcel Numbers	Address	Lot Size (Acres)	Current Use	Proposed Use
99-295	4	New England Power Company	614-617	Rear Milford Street	0.15	Undeveloped	Commercial
99-295	4	New England Power Company	677-680	Rear Milford Street	0.15	Undeveloped	Commercial
99-300	4	Jacqueline A. Niro	52-55	Rear Milford Street	0.15	Undeveloped	Commercial
99-305	2	Estate of Stella C. Paige	61, 62	Rear Milford Street	0.07	Undeveloped	Commercial
99-400	2	Estate of Stella C. Paige	81, 82	Rear Milford Street	0.07	Undeveloped	Commercial
99-310	6	Sammartano Investment Trust	445, 446, 457-460	Milford Street	0.22	Undeveloped	Commercial
99-315	2	Carol Smith	431, 432	Rear Milford Street	0.07	Undeveloped	Commercial
99-320	6	Sidney Smith	253, 256, 289-292	Rear Milford Street	0.22	Undeveloped	Commercial
99-330	4	Wellesley College	750, 753-755	West Street	0.15	Undeveloped	Open Space
99-323	4	Parish of St. Charles of Borromeo	604-607	Rear Milford Street	0.15	Undeveloped	Commercial
99-325	2	Grace Wagner	455, 456	Milford Street	0.07	Undeveloped	Commercial
99-340	4	George Capes	202-205	Rear Milford Street	0.15	Undeveloped	Commercial
99-350	2	Dorothy E. Parente	400, 401	Rear Milford Street	0.07	Undeveloped	Commercial
99-350	2	Dorothy E. Parente	447, 448	Rear Milford Street	0.07	Undeveloped	Commercial
99-360	2	Linda Legeyt Executrix	453, 454	Milford Street	0.07	Undeveloped	Commercial
99-370	2	Paul V. and Lloyd S. McCausland	483, 484	Milford Street	0.07	Undeveloped	Commercial
99-380	2	Melinda Kirstein	793, 794	Rear West Street	0.07	Undeveloped	MF Residential
99-280	6	Richard W. Williams	423-426, 479, 480	Milford Street	0.22	Undeveloped	Commercial
UP-38	2	Sarah I. Hernandez	69, 70	Rear Milford Street	0.07	Undeveloped	Commercial
UP-52	1	Manuel Tankle	93	Rear Milford Street	0.04	Undeveloped	Commercial
UP-53	2	Mary A. Browne	115, 116	Rear Milford Street	0.07	Undeveloped	Commercial
UP-49	2	John J. Fleming	154, 155	Rear Milford Street	0.07	Undeveloped	Commercial
UP-48	2	Elizabeth L. Paul	160, 161	Rear Milford Street	0.07	Undeveloped	Commercial

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UP-41	5	Arod R. Pelkey	189-193	Rear Milford Street	0.18	Undeveloped	Commercial
UP-40	4	Henry M. Williams	194-197	Rear Milford Street	0.15	Undeveloped	Commercial
UP-39	2	Grace Clifford	231, 232	Rear Milford Street	0.07	Undeveloped	Commercial
UP-40	3	Ida Gotlund	235-237	Rear Milford Street	0.11	Undeveloped	Commercial
UP-41	4	Lena Williams	240-243	Rear Milford Street	0.15	Undeveloped	Commercial
99-99	2	Agata Parrinello Mandozzi	276, 277	Rear Milford Street	0.07	Undeveloped	Commercial
UP-22	2	Howard G. Hartford	278, 279	Rear Milford Street	0.07	Undeveloped	Commercial
99-440	2	Estate of Catherine C. Hartford	280, 281	Rear Milford Street	0.07	Undeveloped	Commercial
UP-24	2	Anne R. Bradford	283, 284	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	4	Eugene and Fred Fortim	285-288	Rear Milford Street	0.15	Undeveloped	Commercial
UP-25	2	Anna E. Luchini	293-294	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	2	Ellen R. Madigan	295, 296	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	2	Delia C. Cotter	299, 300	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	2	Catherine Honey	301, 302	Rear Milford Street	0.07	Undeveloped	Commercial
99-390	2	Heirs of Robert C. Raymond	316, 317	Rear Milford Street	0.07	Undeveloped	Commercial
UP-7	2	Margaret M. Mercer	318, 319	Rear Milford Street	0.07	Undeveloped	Commercial
UP-6	1	James F. Carron	330	Rear Milford Street	0.04	Undeveloped	Commercial
UP-9	2	Ludger J. Violette	398, 399	Trotter Drive	0.07	Undeveloped	Commercial
UP-11	2	Caroline E. Lindgren	481, 482	Milford Street	0.07	Undeveloped	Commercial
99-280	1	Frederick W. Hughes	513	Milford Street	0.04	Undeveloped	Commercial
99-280	2	Frederick W. Hughes	516, 517	Milford Street	0.07	Undeveloped	Commercial
99-450	2	Estate of Agnes L. White	533, 534	Rear Milford Street	0.07	Undeveloped	Commercial
UP-28	2	Louis Charbonneau	541, 542	Rear Milford Street	0.07	Undeveloped	Commercial
UP-28	2	Louis Charbonneau	584, 585	Rear Milford Street	0.07	Undeveloped	Commercial
UP-28	2	Louis Charbonneau	621, 622	Rear Milford Street	0.07	Undeveloped	Commercial

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Oak Grove Urban Renewal Area, Medway, MA**

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UP-11	1	Margaret L. Hebert	545	Rear Milford Street	0.04	Undeveloped	Commercial
UP-12	2	Giovanni and Maria Maccini	546, 547	Rear Milford Street	0.07	Undeveloped	Commercial
UP-51	2	Giovanni and Maria Maccini	674, 675	Rear Milford Street	0.07	Undeveloped	Commercial
99-999	4	Evelyn Audrey Allinson	548-551	Rear Milford Street	0.15	Undeveloped	Commercial
UP-13 & 14	10	Marie Zampino	552-556, 575-579	Rear Milford Street	0.37	Undeveloped	Commercial
99-999	2	Joseph C. Randall	565, 566A	Rear Milford Street	0.07	Undeveloped	Commercial
UP-27	2	Selina Carney	590, 591	Rear Milford Street	0.07	Undeveloped	Commercial
UP-30	2	Minnie Bennard	610, 611	Rear Milford Street	0.07	Undeveloped	Commercial
UP-43	2	F. J. Steinman	640, 641	Rear Milford Street	0.07	Undeveloped	Commercial
UP-42	6	Matilda A. Goodsell	653-657, 658A	Rear Milford Street	0.22	Undeveloped	Commercial
UP-50	2	Victor Shur	665, 666	Rear Milford Street	0.07	Undeveloped	Commercial
UP-51	2	Doris E. Creed	669, 670	Rear Milford Street	0.07	Undeveloped	Commercial
UP-54	2	Rebecca Wolf	695, 696	Rear Milford Street	0.07	Undeveloped	Commercial
UP-4	2	Susan C. Keith	756, 757	West Street	0.07	Undeveloped	MF Residential
UP-5	2	Helen G. Blanchard	805, 806	Rear West Street	0.07	Undeveloped	MF Residential
UP-4A	2	Esther I. MacCabe	808, 809	Rear West Street	0.07	Undeveloped	MF Residential
UP-3	2	Frederici W. Caldwell	811, 812	Rear West Street	0.07	Undeveloped	MF Residential
UP-16	3	Sylvia O. Levitre	842-844	Rear West Street	0.11	Undeveloped	MF Residential
99-410	2	Estate of Albert E. Roberts	850, 852	Rear West Street	0.07	Undeveloped	MF Residential
UP-17	4	Catherine M. Sudbury	855, 857, 859, 861	Rear West Street	0.15	Undeveloped	MF Residential
99-430	2	Estate of Blanche P. Owen	858, 860	Rear West Street	0.07	Undeveloped	MF Residential
UP-19	2	William F. Coye	862, 863	Rear West Street	0.07	Undeveloped	MF Residential
99-280	2	Josephine F. Bird	864, 865	Rear West Street	0.07	Undeveloped	MF Residential
99-999	2	Catherine D. Gordon	891, 892	Rear West Street	0.07	Undeveloped	MF Residential

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BSC Group

**Attachment A: List and Map of Parcels
Oak Grove Urban Renewal Area, Medway, MA**

Current Assessor Parcel ID	# of Lots	Owner (Now or Formerly)	Original Bottle Cap Parcel Numbers	Address	Lot Size (Acres)	Current Use	Proposed Use
99-280	2	Walter L. MacGillivray	893, 894	Rear West Street	0.07	Undeveloped	MF Residential
UP-35	2	Themistocles Verdy	908, 909	Rear West Street	0.07	Undeveloped	MF Residential
UP-31	2	Percy A. Horton	916, 917	Rear West Street	0.07	Undeveloped	MF Residential
UP-31	1	Ethel Stroum	918	Rear West Street	0.04	Undeveloped	MF Residential
UP-33	4	Clara Mae Corliss	927-930	Rear West Street	0.15	Undeveloped	MF Residential
UP-46	2	Sarah A. Cunningham	938, 939	Rear West Street	0.07	Undeveloped	MF Residential
99-420	2	Estate of Edwin Townley	964, 965	Rear West Street	0.07	Undeveloped	MF Residential
UP-36	2	Adam Langil	978, 979	Rear West Street	0.07	Undeveloped	MF Residential
UP-37	3	Isabel Richards	980-982	Rear West Street	0.11	Undeveloped	MF Residential
UP-20	2	Demetio Anastas	994, 995	Rear West Street	0.07	Undeveloped	MF Residential
UP-21	2	Jennie A. Baldwin	1011, 1012	Rear West Street	0.07	Undeveloped	MF Residential
43-089	23	133 Milford Street LLC	1-23	133 Milford Street	0.85	Undeveloped	Office
43-089	2	133 Milford Street LLC	29, 30	Rear Milford Street	0.07	Undeveloped	Commercial
99-280	2	Town of Medway	449, 450	Rear Milford Street	0.07	Undeveloped	Commercial
99-999	2	Richard W. Williams	451, 452	Rear Milford Street	0.07	Undeveloped	Commercial
99-127	8	Tommy Chan	435-438, 467-470	127 Milford Street	0.29	SF Residential	Commercial
99-125	6	Cheryl Howe Trust	471-474, 473, 474	125 Milford Street	0.22	SF Res/Dog Grooming	Commercial
99-290	2	John A. Molinari	465, 466	Milford Street	0.07	Undeveloped	Commercial
99-250	1	Lily E. Larsen	323	Rear Milford Street	0.04	Undeveloped	Commercial
99-295	2	New England Power Company	543, 544	Rear Milford Street	0.07	Undeveloped	Commercial
UP-55	2	John Maccini	628A, 629	Rear Milford Street	0.07	Undeveloped	Commercial
UP-56	9	John Maccini	684-692	Rear Milford Street	0.33	Undeveloped	MF Residential
UP-45	4	Unknown	712-715	Rear Milford Street	0.15	Undeveloped	MF Residential
99-121	8	Robert and Pamela Brown	911-913, 922-926	121 West Street	0.29	SF Residential	MF Residential
99-117	16	Michael R. Acquafresca	827-834, 732-739	117 West Street	0.59	SF Residential	SF Residential

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Oak Grove Urban Renewal Area, Medway, MA**

Current Assessor Parcel ID	# of Lots	Owner (Now or Formerly)	Original Bottle Cap Parcel Numbers	Address	Lot Size (Acres)	Current Use	Proposed Use
99-113	17	Matt and Farah Aghgolain	813-825, 740-749	113A West Street	0.63	SF Residential	SF Residential
99-115	6	Trevor A. Francis, Susan M. Glennon	740-741, 823-825	115 West Street	0.22	SF Residential	SF Residential
99-02	11	Miguel Ramos	775-785	2 Alder Street	0.40	SF Residential	SF Residential
99-999	2	Richard W. Williams	238, 239	Rear Milford Street	0.07	Undeveloped	Commercial
99-999	1	Richard W. Williams	566	Rear Milford Street	0.04		MF Residential
99-999	262	Richard W. Williams	24-28, 35, 36-40, 43-50, 56-60, 63, 65-68, 71, 72, 75, 77-80, 87-92, 94-100, 102-104, 106-111, 114, 117, 118, 120-129, 132-136, 150-153, 162-166, 198-176, 179-184, 198-201, 206-209, 212-215, 257, 258, 261, 262, 268-275, 282, 303-308, 311-315, 328, 329, 333, 334, 337, 338, 341-368, 375-380, 384-395, 402, 417-422, 439, 440, 524-532, 557, 560-564, 567-570, 580-583, 596, 589, 592-597, 602, 603, 608, 612, 613, 619, 623-628, 633, 634, 637-639, 642, 643, 646-651, 667, 668, 671, 693, 694, 708-711, 716-723	Rear Milford Street	9.64	Undeveloped	Commercial

**Attachment A: List and Map of Parcels
Oak Grove Urban Renewal Area, Medway, MA**

Current Assessor Parcel ID	# of Lots	Owner (Now or Formerly)	Original Bottle Cap Parcel Numbers	Address	Lot Size (Acres)	Current Use	Proposed Use
99-999	5	Richard W. Williams	758-762	West Street	0.18	Undeveloped	Residential
99-999, UP-34	68	Richard W. Williams	796, 804, 810, 835-839, 841, 848, 849, 851, 853, 854, 856, 866, 867, 872, 873, 876-884, 905-907, 910, 936, 937, 940, 966-970, 972, 974, 976, 977, 983-992, 996-1003, 1013-1018	Rear West Street	2.50	vacant	Residential
54-005	1	New England Power	NA	16 Alder Street	5.55	Undeveloped	Commercial

**Attachment A: List and Map of Parcels
Oak Grove Urban Renewal Area, Medway, MA**

Current Assessor Parcel ID	# of Lots	Owner (Now or Formerly)	Original Bottle Cap Parcel Numbers	Address	Lot Size (Acres)	Current Use	Proposed Use
54-004	1	Anthony Mele	NA	18 Alder Street	5.00	Undeveloped	Commercial
54-002	1	Cybex International	NA	10 Trotter Drive	11.30	Industrial	Commercial
54-001	1	Cybex International	NA	26 Alder Street	10.34	Undeveloped	Commercial

Potential Town of Medway ownership

Potential Williams ownership

Unassessed Parcel

NOTE: The Ownership Map on the following page uses the Original Bottle Cap Lot Parcel Numbers

Attachment A: List and Map of Parcels
 Oak Grove Urban Renewal Area, Medway, MA



THIS DOCUMENT IS INTENDED FOR GENERAL PLANNING & INFORMATION PURPOSES ONLY. ALL MEASUREMENTS & LOCATIONS ARE APPROXIMATE.

Attachment B: Local Approvals and Documentation

**Medway Redevelopment Authority
155 Village Street
Medway, MA 02053**

*Andy Rodenhiser, Chairman
Michael Griffin, Vice-Chairman
Douglas Downing, Treasurer
Ray Himmel, Asst. Treasurer
Paul Yorkis, State Appointee*

Medway Redevelopment Authority

March 20, 2017

Whereas, the Medway Redevelopment Authority determined that an urban renewal project should be undertaken in the Town pursuant to M.G.L. c.121B and established a Steering Committee for the purposes of providing public participation in the creation of a Urban Renewal Plan;

Whereas, the Medway Redevelopment Authority authorized the preparation of an Oak Grove Area Urban Renewal Plan;

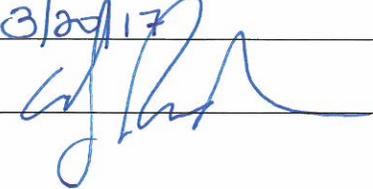
Now Therefore, Be it Voted, that Medway Redevelopment Authority does hereby accept and approve the Urban Renewal Plan entitled "Oak Grove Area Urban Renewal Plan, Medway, Massachusetts," dated March 2017, prepared by BSC Group (the "Plan"), for the proposed Oak Grove Area, consisting of 82.2 acres.

And Be it Voted Further, that the Medway Redevelopment Authority, based upon the evidence set forth in the Plan and its own knowledge of the area, finds that the Oak Grove Urban Renewal Area, as shown on the Plan, to be a decadent area and a blighted open area as those terms are defined in M.G.L. c.121B, §1 and is in need of revitalization.

And Be it Voted Further, that the Medway Redevelopment Authority hereby authorizes its chair to file a copy of the Plan along with the minutes of this meeting and to refer the Plan, as approved, to the Medway Board of Selectmen and Medway Planning and Economic Development Board in accordance with M.G.L. c.121B, §48.

VOTED: AYES 5 NAYES 0

DATE: 3/29/17

SIGNED : 



TOWN OF MEDWAY
Planning & Economic Development Board
155 Village Street
Medway, Massachusetts 02053

Andy Rodenhiser, Chairman
Robert K. Tucker, Vice-Chairman
Thomas A. Gay, Clerk
Matthew J. Hayes, P.E.
Richard Di Iulio

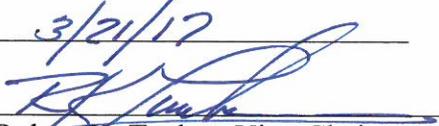
**MEDWAY PLANNING AND ECONOMIC DEVELOPMENT
BOARD RESOLUTION**

BE IT RESOLVED BY THE MEDWAY PLANNING AND ECONOMIC DEVELOPMENT BOARD:

The Medway Planning and Economic Development Board has reviewed the Town of Medway Oak Grove Area Urban Renewal Plan dated March 2017 (as prepared by BSC Group and Ninigret Partners) and believes the Plan is consistent with the Town of Medway Master Plan, dated May 2009 and the Oak Grove Park Mixed Use Feasibility Study, dated June 2012. The Planning and Economic Development Board also finds that the Oak Grove Urban Renewal Area, as depicted on the map titled Figure A-1: Project Location and URA Boundaries, is based on a local survey and conforms to the comprehensive plan for the Town of Medway as a whole in accordance with M.G.L. c. 121B, §48.

VOTED: AYES 4 NAYES 0

DATE: 3/21/17

SIGNED: 
Robert K. Tucker, Vice-Chairman

Board of Selectmen

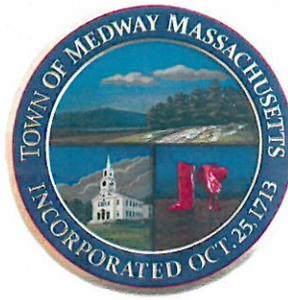
Glenn D. Trindade, Chair

Maryjane White, Vice-Chair

Richard A. D'Innocenzo, Clerk

John A. Foresto

Dennis P. Crowley



Medway Town Hall
155 Village Street
Medway, MA 02053
Phone (508) 533-3264
Fax (508) 321-4988

TOWN OF MEDWAY
COMMONWEALTH OF MASSACHUSETTS

RESOLUTION
MEDWAY BOARD OF SELECTMEN
APPROVING THE TOWN OF MEDWAY OAK GROVE AREA
URBAN RENEWAL PLAN

VOTED: WHEREAS, the Town of Medway and Medway Redevelopment Authority have been investigating the use of urban renewal to revitalize the Oak Grove Area which has suffered from fragmented ownership; substandard lot sizes; and lack of infrastructure;

WHEREAS, the Town of Medway and Medway Redevelopment Authority have undertaken a multi-phase planning process with public informational meetings and, providing citizens and property owners an opportunity to comment since February 2011;

WHEREAS, the Medway Planning Board determined the Oak Grove Area Urban Renewal Plan is based on a local survey and is consistent with Medway's Master Plan, and approved said Oak Grove Area Urban Renewal Plan on March 21, 2017;

WHEREAS, the Medway Redevelopment Authority determined the area contained within the Oak Grove Area Project Boundary is decadent as defined by M.G.L. c. 121B, and is in need of revitalization and redevelopment, and approved the Oak Grove Area Plan on March 20 2017;

WHEREAS, the Medway Board of Selectmen seeks to further the goals and objectives contained in Oak Grove Area Urban Renewal Plan dated March 2017, to promote revitalization opportunities within the Oak Grove Area Urban Renewal Plan as defined in the plan.

NOW, THEREFORE, BE IT RESOLVED that the Town of Medway Board of Selectmen:

1. Finds that there is a clear need and necessity for an urban renewal plan for the Oak Grove Area;
2. Approves the boundaries of the Oak Grove Area Urban Renewal Plan, as depicted in the Figure A-1: Project Location and URA Boundary, attached hereto;

3. Finds that the area contained within the Oak Grove Area Urban Renewal Plan Project Boundary is decadent as defined by M.G.L. c. 121B, and is in need of revitalization and redevelopment;
4. Approves the Oak Grove Area Urban Renewal Plan dated March 2017 prepared by BSC Group and Ninigret Partners;
5. Requests Board of Selectmen Chairman Glenn Trindade to submit the Oak Grove Area Urban Renewal Plan dated March 2017 to the Massachusetts Department of Housing and Community Development for final approval; and
6. Authorizes the Medway Redevelopment Authority to approve minor changes to the Oak Grove Area Urban Renewal Plan if such changes are recommended by the Massachusetts Department of Housing and Community Development.

VOTED: AYES 5 NAYES 0

DATE: April 3, 2017

SIGNED: 
Glenn Trindade, Chairman

Attachment C: Legal Counsel Opinion

June 19, 2017

Barbara J. Saint André
bsaintandre@k-plaw.com

OPINION OF COUNSEL CONCERNING
THE TOWN OF MEDWAY OAK GROVE AREA URBAN RENEWAL PLAN

To Whom It May Concern:

KP Law, P.C. is Town Counsel to the Town of Medway and the Medway Redevelopment Authority (collectively, the “Town”). In connection with the Town’s submission of the Town of Medway Oak Grove Area Urban Renewal Plan dated March, 2017 (the “URP”) to the Department of Housing and Community Development (“DHCD”) for its approval, we provide this opinion of counsel as required by 760 CMR 12.02 (5).

For this opinion, we have reviewed the URP together with its appendices along with the provisions of G.L. c. 121B and 760 CMR 12. We have assumed, without independent verification, that all required signatures are authentic; all plans, studies and other similar documents and materials were prepared by licensed professionals where required; all notices were provided and published in accordance with applicable law; and that all meetings took place at the place and time stated in the notices thereof.

In our opinion, and based upon the information provided to us by the Town subject to the assumptions described above, the URP is reasonably clear, definite, and unambiguous, does not provide for any illegal or discriminatory action or illegal preferential action or treatment and is in compliance with applicable laws, and includes all provisions, drawings, maps, documents and other items required to be included pursuant to state and local law and applicable requirements.

In our opinion, the URP includes appropriate provisions describing the real property upon which the Medway Redevelopment Authority has proposed to take action including acquisition, relocation (including required relocation assistance), spot clearance, rehabilitation, modification, re-zoning, and improvement and includes appropriate provision for imposition of controls and other requirements of the URP upon such real property.

In our opinion, the URP reflects definite local objectives respecting appropriate zoning, land use restrictions, design control, improved traffic, improved infrastructure, and improved development and growth potential in the Town of Medway, and sufficient provisions regarding the duration of the controls and proper mechanisms to make amendments to the approved URP and all such provisions are legally adequate.

OPINION OF COUNSEL CONCERNING
THE TOWN OF MEDWAY OAK GROVE AREA URBAN RENEWAL PLAN

As required by G.L. c. 121B, §48, in our opinion, based upon the assumptions set forth in Paragraph 2, of this opinion, the following requirements have been met:

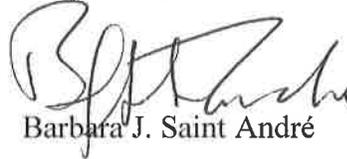
1. The Medway Redevelopment Authority determined that an urban renewal project should be undertaken and it applied to the Board of Selectmen for approval of the URP. The Redevelopment Authority provided the URP to the Board of Selectmen along with a statement of the proposed method for financing the project and such other information as it deemed advisable.
2. At a duly noticed public meeting held on March 20, 2017, the Medway Redevelopment Authority voted to approve the URP.
3. The Medway Board of Selectmen held a duly noticed public hearing on the URP on April 3, 2017.
4. At a duly noticed public meeting held on April 3, 2017, the Medway Board of Selectmen voted to approve the URP.
5. At a duly noticed public meeting held on March 21, 2017, the Medway Planning and Economic Development Board made findings that the URP is (1) based on a local survey and (2) conforms to the comprehensive plan for the Town as a whole. The Planning and Economic Development Board believes the Plan is consistent with the Town of Medway Master Plan, dated May 2009 and the Oak Grove Park Mixed Use Feasibility Study, dated June 2012.
6. Notice of the public hearing on the URP on March 20, 2017 was sent to the Massachusetts Historical Commission together with a map indicating the area to be renewed.
7. An Expanded Environmental Notification Form (“ENF”) for the project was filed with the Executive Office of Energy and Environmental Affairs in accordance with the Massachusetts Environmental Policy Act on June 12, 2017.
8. To the best of my knowledge there is no pending or threatened litigation of any kind concerning the Plan.

In our further opinion, the territorial areas covered by the URP are within the territorial jurisdiction of the Town of Medway and conform to the legal requirements pertaining to the

OPINION OF COUNSEL CONCERNING
THE TOWN OF MEDWAY OAK GROVE AREA URBAN RENEWAL PLAN

eligibility of such areas for the URP and the URP includes all information, drawings, plans, maps, documents and other materials required in order to be considered for acceptance by DHCD.

Very truly yours,



Barbara J. Saint André

584105/MEDW/0007

Attachment D: Public Participation

Oak Grove Area Urban Renewal Plan
Town of Medway
Public Participation



Public Forum #1, March 23, 2016



Public Forum #2, September 20, 2016

1st Public Forum on the Oak Grove Urban Renewal Plan

Sponsored by the Medway Redevelopment Authority



Wednesday, March 23, 2016 – 7:00pm
Thayer Homestead – 2B Oak Street, Medway

Urban Renewal is designed to assist communities to revitalize decadent, substandard or blighted open areas and to encourage sound growth in designated areas. The development of an Urban Renewal Plan is a key planning process intended to identify specific actions needed to encourage redevelopment in certain areas. The Medway Redevelopment Authority is working with BSC Group, Inc. on the preparation of the Urban Renewal Plan for the Oak Grove area. Come learn about the Urban Renewal Plan process and about this area.

Your attendance, participation and feedback are strongly encouraged.

The mission of the Medway Redevelopment Authority is to encourage reinvestment by means of development of underutilized areas that will lead to job creation, added housing opportunities, a mix of commercial and industrial uses, an improved tax base and a better quality of life for all residents of Medway.

For additional information and to RSVP, please contact Stephanie Mercandetti, Director Community & Economic Development at 508-321-4918 or smercandetti@townofmedway.org.

Medway Redevelopment Authority
March 23, 2016
Thayer Homestead
2B Oak Street
Medway, MA 02053

Members	Andy Rodenhiser	Ray Himmel	Michael Griffin	Doug Downing	Paul Yorkis
Attendance	X	X	Remote Participation	X	X

ALSO PRESENT:

Stephanie Mercandetti, Director, Community & Economic Development
 Amy Sutherland, Recording Secretary

The Chairman called the meeting of the Medway Redevelopment Authority to order at 6:30 pm.

Member Griffin called in to participate remotely due to geographic distance.

BSC Invoice:

The Medway Redevelopment Authority is in receipt of an invoice from BSC group in the amount of \$15,297.73.

On a motion made by Doug Downing and seconded by Andy Rodenhiser, the MRA voted by roll call vote to pay the invoice for BSC in the amount of \$15,297.73.

Roll Call Vote:

Doug Downing aye
 Andy Rodenhiser aye
 Mike Griffin aye
 Ray Himmell aye

Approval of Minutes:

February 17, 2016

On a motion made by Mike Griffin and seconded by Ray Himmel, the MRA voted by roll call vote to accept the minutes from February 17, 2016.

Roll call Vote:

Doug Downing	aye
Andy Rodenhiser	aye
Mike Griffin	aye
Ray Himmell	aye

On a motion made by Doug Downing and seconded by Ray Himmel, the MRA recessed their meeting at 6:46 pm to attend the Oak Grove Public Forum set to start at 7:00 pm.

Roll Call Vote:

Doug Downing	aye
Andy Rodenhiser	aye
Mike Griffin	aye
Ray Himmell	aye

Member Griffin did not participate in the Oak Grove public forum.

Member Yorkis arrived at 7:00pm and attended the Oak Grove public forum.

Public Forum Presentation on the Development of the Oak Grove Urban Renewal Plan:

Chairman Rodenhiser gave brief opening remarks and welcomed members of the public. He explained that this will be one of four public forums on the Oak Grove Urban Renewal Plan.

The presenter from the BSC Group, Russ Burke was introduced, along with Mary Ellen Radovanic.

Russ Burke began the presentation by explaining that in the back of the room there is a map. Yellow post-it notes have been provided for anyone to write down comments and concerns and place accordingly around the map.

The public was made aware of the previous planning efforts for the Oak Grove Area. In 2007, there was a Density by Design completed by the UMASS Studio Project. The Town Master Plan also included reference to this area in 2009. In 2013, the BSC Group completed an Oak Grove Mixed Use Feasibility Study. The creation of the Medway Redevelopment Authority was approved at Town Meeting in 2013 and was established in 2014. Funding for the Urban Renewal Plan was approved at the 2014 Fall Town Meeting. It was explained that this plan is a powerful tool for development. The feasibility study focused on the “Bottle Cap” lots off Route 109. The study identified developable areas along with any regulatory constraints. This report also established goals for the site. Some of these included expanded economic development opportunities, increase local tax revenues, create sustainable jobs while maintaining the historic character. The Urban Renewal Plan builds on these previous efforts. One of the requirements of the plan was to gather public input. The results of the economic and market analysis will be included. From here, there will be conceptual plans, a fiscal analysis and implementation strategies developed.

The Urban Renewal Plan needs to be submitted and reference the statement of need. The URP boundaries need to be delineated. There also needs to be a project area eligibility designation. The plan will include both goals and objectives along with noting specific parcels for acquisition and assemblage. It will also include potential targeted public improvements (water, sewer, and drainage).

It is important to note that without the plan and participation by the public sector, development would not occur. The bottle cap lots have been sitting vacant. The private sector has not been able to develop in the oak grove area. Some of the funding programs were noted to secure outside funding for the development of the area.

Can the town use Chapter 90 funding for the Urban Renewal Plan?

The consultant responded that this type of money is typically not used for this purpose.

What happened with the deeds?

The Consultant responded that there are some parcels with title issues. In some situations, people were deeded lots, and some residents died without a will and this has created some title issues. The town has cleared many of the titles. The Urban Renewal Plan can assist with this for those properties with unknown owners. The town can inquire through eminent domain. The title will then be cleared. If a parcel is acquired, it must be fair market value. For some of the unknown titles, some money needs to be set aside for escrow if an owner comes through.

One resident commented that she has paperwork which has been gathered through the years about these parcels. The problem is that the town did not place liens on these parcels over the years. The town also did not clear these titles through the years. This issue was brought up years ago. The only ones to benefit from this will be the town and Mr. Williams. There is a question if all of that land is actually Mr. Williams.

The consultant responded that he is very interested in seeing those records in terms of clearing the titles, but in respect to their role, town has authorized BSC to proceed through the URP. Town has the desire to see what development opportunities may exist.

How the fair market value is established?

The Consultant responded that there have been appraisals completed on some but not all properties. In the URP, it requires inspections on all parcels to determine their conditions and market value. If acquisition is going to occur the property must have two appraisal reports.

Are there any Brownfields with these parcels?

The Consultant responded not that he is aware of.

What can the town negotiate without money?

The Consultant responded that the established plan will show funding and sources. There was money allocated at the last town meeting to fund the development of the URP.

Will the project require sewage?

There is currently no public sewer on the site, but the 2008 sewer extension project brought sewer service to the outer parts of the site.

There was discussion that some of the lots over time have merged together. The ownership pattern is 1/3 owned by Williams, 1/3 owned by the Town and 1/3 owned by various owners. The problem with many of these parcels is that there is no access, so many of the parcels are landlocked. Under the Urban Renewal Plan regulations, this area could meet the criteria as property that is blighted open.

One of the residents expressed concern that Mr. Williams owns land which he has not been taxed on. This information was gathered from the Board of Assessors. There is a question about how many other parcels might be misrepresented. The Consultant responded that due to the fragmented ownership, the record keeping in the town was not what it should have been. We want to get this resolved to move forward.

Site Environmental consideration:

The site is about 47 acres. This is located off of I-495. This is a desirable area for developers. It is also very close to Interstate Route 95 and the MA Turnpike. The area has frontage on Rt. 109 and is also bordered by West Street and Alder Street. The site is also adjacent to Medway Business Park. The site is relatively flat. The ownerships of these lots are divided between the town, a single private owner, and multiple property owners. The resource map was shown. This was created as part of the feasibility study. The wetland areas and buffers were marked. The potential vernal pools were noted. The 47 acres does not include the Cybex properties but they would like to be included.

Land Use:

The land use is mostly forested, and adjacent to areas of residential, commercial and industrial. The current zoning is split between industrial and residential. This area is within the Medway Groundwater Protection Overlay District.

Zoning:

The site is currently zoned Industrial III on the West Side and Agricultural Residential II on the east side.

Will there be rezoning of the area?

There will need to be a plan and will make recommendations for what type of zoning would be necessary. This type of change would need a vote at town meeting. This change would be required to follow the same procedures as with other zoning changes. It requires a 2/3 vote of Town Meeting to be adopted.

Utilities:

There is water service available on site. The DEP will need to decide about any increase of withdrawal limits. There will be availability to tie into sewer. The town is allocated .895 MGD of flow.

Planning Approach:

The planning of the site will come from the design principals established in the feasibility study. The goal is to avoid creating strip commercial appearance. There is a need to create a sense of place and protect the resource areas. There will be an exploring of mixed use, along with promoting internal pedestrian circulation. The plan will need to meet the market demand. There will need to be adequate parking with low impact development.

Vision:

The draft vision was “As a gateway to Medway, the Oak Grove Area shall have a strong identity and image while sustaining Medway’s high quality of life for residents and businesses. The development shall encourage a diverse mix of uses, including the potential for housing, business, industry and open space, in order to generate sustainable commercial and industrial employment opportunities, provide business opportunities for economic development, and deliver a net increase to Medway’s tax base. The Oak Grove Area shall leverage its access to the regional highway network and nearby regional development in a manner that supports balanced and sustainable development with consideration to minimizing environmental and social impacts.

Who are you reaching out to?

The MRA is trying to do as much outreach as possible. This information will be on the website. There was a mailing sent to 120 residents. Social and print media was also utilized.

What type of housing?

There should be consideration for mixed housing types.

What is the goal for work force housing?

There is a need for work force housing. In studies there is also a need for affordable rental units in town. It was suggested to look at this when creating the plan. Inclusionary zoning would allow for this.

Steering Committee:

It was explained that the steering committee is a variety of residents in Medway. The steering committee members act in an advisory capacity to the BSC Group in the development of the plan and can only make recommendations. They have no voting capability. The Steering Committee held their first meeting on February 2, 2016. Stakeholders are allowed to be part of this committee. The list of steering committee members was read aloud.

Goals:

The next step is to try to facilitate land assembly and disposition to advance the goals and objectives of the Urban Renewal Plan which reflects the town's priorities for appropriate development. The plan should also foster an environment for business to thrive and create sustainable jobs, while encouraging and preserving economic diversity and quality of life. There should be an integration with adjacent land uses and transportation networks (ex. shuttle buses to T stations) along with developing incentives to promote sustainable development.

There are specific eligibility requirements which the project will have to meet.

What is the definition of blighted area?

The definition of a blighted property was read aloud from the Urban Renewal Plan regulations.

Was the market analysis done on what the market can sustain?

Yes, the analysis does look at what the area can sustain for a 20 year span.

Will there be street lights?

The long term goal is to have a traffic light at the intersection of Route 109 and Trotter Drive.

Is there potential for widening Alder Street?

At this point, there is no answer to that question.

The concept plan does include the parcels on Trotter Drive. The balance of creating green space for those residents to work and live.

Next Steps:

The next meeting will be a working meeting with RDA and steering committee. The plans and comments will be looked at to put together a more refined vision for this area. It was suggested to the audience to jot down any comments and suggestions on the back board. Any questions can be addressed through Stephanie Mercandetti.

The goal is to put together a developable parcel.

The audience was made aware that the next public forum will be in the early part of summer.

The meeting adjourned at 9:00 pm.

Respectfully Submitted,
Amy Sutherland
Recording Secretary

3/23/16 Oak Grove Area Urban Renewal Plan Forum Sign-In Sheet

Name	Business Name	Address	Phone Number	Email Address	Check box if you would like to receive communication by email
1 Rich Di Julio	Trolley Computers	7 MASSASOIT ST	508 377 0200	RICHDI@TROLLEYCOMPUTERS	<input type="checkbox"/>
2 Betty + Tim Wickes		74 West St.	508-533-2921	JBWickis@verizon.net	<input type="checkbox"/>
3 Carol Cofeleck		122 Milford St	508-533-2912		<input type="checkbox"/>
4 Andrew Cybura		122 Milford St	508-533-2912		<input type="checkbox"/>
5 My Fang		10 CLARK ST			<input type="checkbox"/>
6 Matt Duran		3 Fox Run	508 851-0307	mattduran@gmail.com	<input type="checkbox"/>
7 Michael D. Hegn	—	9 Williams ST.	508-533-0911	mrehgn.11374@verizon.net	<input checked="" type="checkbox"/>
8 Brian Adams		2 Milford St.			<input type="checkbox"/>
9 David Backwell		2 Milford St.			<input type="checkbox"/>
10 Cyron Tennant		101 WEST ST			<input type="checkbox"/>
11 Steven O'Brien		39 Wellington St		obrien@yohoo.com	<input type="checkbox"/>
12 Michael Bernstein		114 Milford St	508-429-7469	mb1252@yahoo.com	<input checked="" type="checkbox"/>

3/23/16 Oak Grove Area Urban Renewal Plan Forum Sign-In Sheet

Name	Business Name	Address	Phone Number	Email Address	Check box if you would like to receive communication by email
1 Mr & Mrs Rienuddi		1A Clark St	5084739529		<input type="checkbox"/>
2 Sue Rortie		34 Ellis St		Sorker@pignal.com	<input type="checkbox"/>
3 Kerth + Mindy Peden		21 Deerfield Rd		mmp723@hotmail.com	<input checked="" type="checkbox"/>
4 PAUL ATWOOD	AGRICULTURAL COMMITTEE	148 LOVERING ST		ATWOOD.PAUL@GMAIL.COM	<input checked="" type="checkbox"/>
5 BOB FERRELL		16 GREENWDR		phmferrell@comcast.net	<input checked="" type="checkbox"/>
6 LISA MAWN				lamawn@comcast.net	<input checked="" type="checkbox"/>
7					<input type="checkbox"/>
8					<input type="checkbox"/>
9					<input type="checkbox"/>
10					<input type="checkbox"/>
11					<input type="checkbox"/>
12					<input type="checkbox"/>

* Attended but didn't sign in

3/23/16 Oak Grove Area Urban Renewal Plan Forum Sign-In Sheet

Name	Business Name	Address	Phone Number	Email Address	Check box if you would like to receive communication by email
1 Andy Bodenheiser	Chairman, Medway Redevelopment Authority				<input type="checkbox"/>
2 Dave Downing	Treasurer, Medway Redevelopment Authority				<input type="checkbox"/>
3 Ray Timmel	Medway Redevelopment Authority				<input type="checkbox"/>
4 Paul Yorkis	Medway Redevelopment Authority				<input type="checkbox"/>
5 Ann Sheehey	Chairman, Medway Affordable Housing Trust				<input type="checkbox"/>
6 Atissa Rodinjian	Member, Medway Economic Development Committee				<input type="checkbox"/>
7 Stephanie Merandetti	Director, Comm & Eco Development Town of Medway				<input type="checkbox"/>
8 Amy Sutherland	MDA Recording Secretary				<input type="checkbox"/>
9 Miss Burke	BEC Group, Inc.				<input type="checkbox"/>
10 Mary Ellen Radovic	" " "				<input type="checkbox"/>
11					<input type="checkbox"/>
12					<input type="checkbox"/>

PLEASE JOIN US!

2ND PUBLIC FORUM ON THE OAK GROVE URBAN RENEWAL PLAN

**TUESDAY,
SEPTEMBER 20TH**

7:00-8:30PM

Thayer Homestead
2B Oak Street
Medway, MA*

*Parking in lots only



**Come share in the vision
for the Oak Grove area.**

**Your attendance,
participation and
feedback are strongly
encouraged.**

**SPONSORED BY THE
MEDWAY
REDEVELOPMENT
AUTHORITY**

FOR MORE INFO OR TO RSVP,
CONTACT STEPHANIE MERCANDETTI
VIA (508) 321-4918 OR
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[HTTP://WWW.TOWNOFMEDWAY.ORG/REDEVELOPMENT-AUTHORITY](http://www.townofmedway.org/redevelopment-authority)

Medway Redevelopment Authority
Tuesday, September 20, 2016
2nd Oak Grove Public Forum
Thayer Homestead
2B Oak Street
Medway, MA 02053

Members	Andy Rodenhiser	Ray Himmel	Michael Griffin	Doug Downing	Paul Yorkis
Attendance	X	X	X	X	X

ALSO PRESENT:

Stephanie Mercandetti, Director, Community & Economic Development
 Amy Sutherland, Recording Secretary

Consultants Present:

Russ Burke, BSC Group
 Mary Ellen Radovan
 Kevin Hively, Ninigret Partners

The Chairman welcomed all for their attendance. It was explained that the objective of the Medway Redevelopment Authority is to determine the best uses for the land, along with manage and control future growth and development. We have been working with the BSC group to develop an Urban Renewal Plan for the Oak Grove area. The MRA has spent a lot of time reviewing potential concepts for the area. This concept plan should be used as a guideline, but not a definitive development.

Member Himmel explained the purpose of the steering committee. This steering committee represents a cross section of stakeholders who bring an array of issues and ideas to the plan. The concept plan was vetted by public safety and public works department.

Public Safety Officer Watson was present at the meeting and explained that safety of the town is the top Priority. He communicated that the concept plan was reviewed and indicated that there will be some type of light system which will be more efficient for traffic near Trotter Drive. Near Clark Street, there will be a right turn in and right turn out to alleviate traffic. There were options for slowing traffic which could include traffic bumps out or other options.

Consultant Burke explained the concept plan and indicated that the Cybex area has been expanded. The Urban Renewal Plan will encourage sound growth and provide revitalizing of the community.

This plan sets forth a vision and plan for this area. The benefits of an Urban Renewal Plan represents opportunities to stimulate private interest with plans for public improvements. The document drafting has been ongoing. Once this is completed, it will then go to the MRA and officials for the approval process. The Department of Housing and Community Development will also approve the plan along with the Board of Selectmen.

Concept Plan Principles:

The concept plan principles includes:

- Create sense of place
- Leverage of Rt.109 visibility
- Minimize ingress and egress points
- Accommodate mixed use
- Flexibility to respond to market demand
- Promote internal pedestrian circulation
- Create a village
- Mixed Uses
- Built in flexibility
- Pedestrian friendly where people can walk.
- Adequate parking
- Appropriate design
- Create jobs and housing
- Protect natural resources

The specifics of the site were explained. It provides good frontage and access to Route 495. Some of the drawbacks are the zoning and wetland issues which will need to be addressed. A color coded map was referenced. It showed the fragmented ownership. It was discussed that new zoning will be needed to accommodate the desired uses on this site. The site does show with the market analysis that it support a hospitality use with parking. The concept plan has an area for future expansion. It is the hope that this plan will create a business friendly environment, along with job creation along with facilitating the integration of the area with adjacent land uses and provide incentives for sustainable development. There will be a mix of housing which will be garden flats and townhouses (photos of this were shown). There will be transition areas with and buffers on West Street. The Trotter Drive intersection was shown. The discussion next focused on site assemblage. A colored copy of this was shown. There is fragmented ownership. There will need to be land pooling and strategic acquisition. By having an Urban Renewal Plan in place, this allows for real estate transactions without the formal bidding process. It provides opportunities to act as a private party. Eminent domain taking is only used as a “means of last resort” and a seller is due full market value for such. All titles will need be cleaned. The project is able to be built around specific properties. Some residents may want to sell their property, while other owners may want to join their properties together in a sale. By having an Urban Renewal Plan in place, it allows for a variety of funding and grant opportunities which may not be available if the plan were not in place.

The presentation was opened to a question and answer period.

Is there access to water in this area?

- The town currently has four wells but this would need to be reviewed since the town cannot expand its withdrawal permits without requesting such from the State. The town would need to address this.

Is the well usage for the Exelon town related to this project?

- The Exelon project will have a private well and has nothing to do with the town capacity.

What did market study determine in relation to the type of hotel we could have?

- The Consultant responded that this site could support a Hyatt Place type hotel.

Are there different types of land pooling?

- There are several different possibilities related to land pooling.

Will the plan include parcels for taking?

- The plan will need to identify the parcels intended for acquiring through eminent domain or other methods.

Selectmen Crowley communicated that that the Board of Selectmen has no interest of support in the taking of resident's property by eminent domain. If someone wants to sell their property, then this is a different scenario.

What was the process for developing this concept plan?

- There was review of the master plan and other planning documents. There is no housing diversity in the town, so this was one of the important aspects to be included in the plan. The idea of work force housing was an important part of this plan. The master plan has a cost analysis of residential and commercial.

The next steps will be to continue to refine the plan.

The Medway Redevelopment Authority thanked those in attendance.

The forum ended at 8:45 pm.

Respectfully Submitted,

Amy Sutherland
Recording Secretary

9/20/16 Oak Grove Area Urban Renewal Plan Forum Sign-In Sheet

	Name	Business Name	Address	Phone Number	Email Address	Check box if you would like to receive communication by email
1	Pam & B & B Brown		121 West St.	508-298-2790	Pamela.brown@Sunlife.com	<input checked="" type="checkbox"/>
2	Bob Fernley		11 Gorwin Dr	508 954686	phof@sunlife.com	<input type="checkbox"/>
3	Andy Kodenhill					<input type="checkbox"/>
4	Mike Griffin					<input type="checkbox"/>
5	Jeff Watson	Medway Police				<input type="checkbox"/>
6	Susy Affleck-Childs					<input type="checkbox"/>
7	Rori Stumpf				Rori@rori.me	<input checked="" type="checkbox"/>
8	Brian Adams				badams11@verizon.net	<input type="checkbox"/>
9	Dave DiAmico					<input type="checkbox"/>
10	Betty Wickis		74 West St			<input type="checkbox"/>
11	Fern Wickis		74 West St.			<input type="checkbox"/>
12	William Kennedy		1 Wild Turkey Run		Wkennedy374@gmail.com	<input checked="" type="checkbox"/>

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	Name	Business Name	Address	Phone Number	Email Address	Check box if you would like to receive communication by email
1	Paul York					<input type="checkbox"/>
2	Sue Rorke					<input type="checkbox"/>
3	MATT DUCAN					<input type="checkbox"/>
4	LISA MAWEN					<input type="checkbox"/>
5	MICHAEL MANSFIELD					<input type="checkbox"/>
6	Arthur Howe					<input type="checkbox"/>
7	Jaime Armstrong					<input type="checkbox"/>
8	Mackenzie Leach					<input type="checkbox"/>
9						<input type="checkbox"/>
10						<input type="checkbox"/>
11						<input type="checkbox"/>
12						<input type="checkbox"/>

Attachment E: Market and Economic Analysis

Development Program Components From Market Analysis

- 70 to 110 housing units, possibly more depending upon footprint.
- 150 to 200 bed hotel with 10,000 to 20,000 sf of conference space.
- Commercial Mixed Use (first floor retail with office space above) aimed at the local market.
- 20,000 to 30,000-sf footprint with space easily subdivided.
- Important to note that locally-focused retail may require subsidy and may have to be tied to an incentive program involving the housing.
- Industrial lot design that allows for expansion of footprint to accommodate on-site expansions e.g., potential tech business increasing from 50,000 sf to 100,000 sf.

