

EXECUTIVE SUMMARY

Planning does not mean the invention of new schemes of public expenditure. It means getting the most out of the expenditures that are bound to be made and saving future expense in replanning and reconstruction.

*Committee of the City Plan
NYC, 1914*

Introduction

Randolph, Massachusetts is a suburban town located 15 miles south of the City of Boston in Norfolk County. The Town's 10.5 square miles contain a population of approximately 33,000 persons. During the 1980's and 1990's, the town's population grew by over 22 percent, and is projected to increase to a population of over 34,000 by 2010. Predominantly residential, Randolph has substantial commercial and industrial activity and a thriving town center. Key areas of concern addressed in the Master Plan process include:

- Methods for the preservation of remaining open space lands
- Neighborhood stability and protection
- Support of appropriate commercial and industrial development to protect the tax base
- Measures to improve the function and appearance of the town center
- Preservation of cultural and historic resources
- Future demand for drinking water, preservation of water quality, and water supply
- Housing needs
- Improvements to town infrastructure including public facilities and roadway circulation
- Recreation opportunities and needs.

The Master Plan for the Town of Randolph is intended to serve as a guide for Town development for the next 10-20 years or longer. It establishes goals for the community and makes recommendations aimed at accomplishing these goals in the areas of land use, economic development, housing, the environment, public facilities and transportation and circulation. This Executive Summary summarizes the findings and recommendations of the Master Plan.

A separate document entitled "Open Space and Recreation Plan," meeting state guidelines, was prepared simultaneously with the Master Plan, and is bound separately.

Process

The process of revising Randolph's Master Plan was begun in April, 1999 by the approval of funding by the Randolph Town Meeting and the establishment of a Master Plan Study Committee. This Committee is made up of the five members of the Planning Board and representatives from the Board of Health, School Committee, Board of Selectmen, and the Department of Public Works. This Committee met for a number of months and concluded that the Master Plan, last revised in 1975, was in need of complete updating.

The selection committee recommended the hiring of John Brown Associates, Inc. of Cambridge, Massachusetts. The consultant team included Bluestone Planning Group, Daylor Consulting Group, and David J. Friend, ITE, as subconsultants. John Brown Associates concentrated on land use, housing and economic development. Bluestone Planning Group evaluated the town's public facilities, historic resources, and urban design issues; Daylor Consulting Group gave its attention to the environment and utilities; David J. Friend was responsible for transportation and circulation. All members of the consultation team contributed to the preparation of the implementation plan.

The Committee held meetings with the consultants and working sessions of the Committee. Also included were four town-wide public workshops where residents were invited to provide input, suggestions and ask questions of the Committee and consultant team. The comments from these meetings were incorporated into the Committee's discussions as it formulated the goals of the Master Plan and helped to guide the development of the Guide Plan For Future Land Use and other recommendations in this report.

The consultant team's first order of business was to perform a preliminary inventory and analysis of the factors that impact development within Randolph. These factors include the existing land use, economic development, housing, environment, public facilities, utilities, and transportation and circulation. The inventories for these categories were compiled through discussions with the various boards, commissions and departments. A summary of the inventory and analysis is included below. The consultant also prepared a community survey which was distributed to all households in Randolph. A substantial response (about 10%) was received and the results were useful in development of the Master Plan goals and recommendations. A summary of the results of the community survey is attached to this report as Exhibit A.

The consultant utilized a GIS (Geographic Information Systems) computer mapping system to prepare all maps for this project.

Summary of Inventory & Analysis

There are a number of factors which influence the development of a community such as Randolph. These factors are discussed below.

Land Use

The Town of Randolph contains approximately 6,498 acres (10.15 square miles) of which 6,134 acres are land and 364 acres are water bodies. Developed land comprises 5,512 acres, or 84.4% of the town's total area.

The predominant developed land use is residential, constituting 41.3% of the developed land area. Of the residential uses, single-family homes constitute the vast majority of the residential development. As of January, 2000 there are approximately 8,088 single family homes, 782 two-family homes, and approximately 2,577 multifamily units. A total of 2,564 acres is in one-family and two-family development. Multifamily development comprises 121.1 acres.

Commercial and industrial uses make up 6.4% of the developed land area. Retail facilities are largely concentrated along North and South Main Street (Route 28), Mazzeo Drive, and North Street while industrial uses are primarily located in three industrial parks. Public and semi-public

improvements are now underway, including the renovation of the old Town Hall (Stetson Hall) for reuse by certain town offices, town commissions, and non-profit organizations as well as the renovation of the North Randolph Fire Station No. 2. Additionally, many facilities over the past several years have had improvements made to comply with federal and state accessibility laws and regulations.

Although these recent undertakings place Randolph in a good position to provide municipal services well into the future, certain shortcomings still exist and expanded service improvements are still desired. These additionally desired improvements primarily include expanded recreational facilities and playing fields needed to meet increasing demands for recreation needs.

Environment & Open Space

Randolph is a mature suburban community that contains several regionally-important water resources and open space lands. As the town reaches its buildout capacity, it is important to identify these resources and to establish a plan to ensure their protection as an integral part of the community. Where open space and natural resources are inadequately protected, specific courses of action are needed to protect these resources.

Randolph has a few large parcels of protected open space, and many smaller protected and unprotected parcels. Protected open space totals 1,705 acres. Because the town is already almost fully built out, there are few remaining large parcels that are undeveloped and unprotected. Open space planning should therefore focus on protecting existing open space land, increasing public access to existing open space lands, and identifying any opportunities for expanding the town's open space network.

Some of Randolph's largest and most important open spaces (both protected and unprotected) include the Blue Hills Reservation, Great Pond Reserve and Watershed Area, School Properties and active farms.

Historic & Cultural Resources

Randolph has a number of buildings and places of historic and cultural significance. These resources range from Stetson Hall, Crawford Square, and the Boston Higashi School campus to the Porter Block on North Main Street, Gunpowder Rock on South Street, and the Oakland Cemetery. As Randolph continues to grow and change, the retention of these resources will become ever more important. Fortunately, the Town, through its Historical Commission, is taking proactive initiatives to preserve and protect these resources so that Randolph's heritage is preserved.

A major change occurred in the public's attitude toward preservation of the town's heritage when many of Randolph's citizens became outraged when the historic Masonic Building on North Main Street was demolished to make way for a new Walgreen's – and there was little the town could do about it. This act of demolition, and the lack of tools available to prevent it, heightened the town's awareness of the fragility of its historic fabric and prompted the passage of the town's Demolition Delay Bylaw and other ongoing initiatives.

Today, historic protection measures are being sought and are reflected by various means, including the potential establishment of a new local historic district, the recent enactment of the Demolition Delay Bylaw, and the establishment of a design review process administered through a newly constituted Design Review Board. On a more specific level, Stetson Hall (the old Town Hall) in the center of town at Crawford Square is now being renovated and restored by the Trustees of the Stetson School Fund.

Transportation

Located ten miles south of Boston at the intersection of Routes 128 and 24, transportation access has played an important role in the economic and demographic growth of Randolph. The proximity of the town to major highways and its access to the MBTA commuter rail and subway systems has provided the opportunity for many families to live in Randolph but work throughout the metropolitan area.

The Town of Randolph is strategically located and particularly well-served by the extensive highway network - both radial and circumferential routes - that has been built in the metropolitan Boston region over the past 40 years. Access to circumferential Interstate 93/Route 128 is provided from both north-south radials Route 24 and Route 28. Few communities in the metropolitan Boston region enjoy direct access to such important circumferential and radial highways.

Like most residents in comparable suburban communities, Randolph residents rely heavily on their automobiles and the local/regional street system to meet their transportation needs. Although few new roads have been built in Randolph over the past 20 years, residents presently enjoy relatively high levels of accessibility both within the Town and the region. With few exceptions, the transportation system available to Randolph residents provides adequate access to most user groups and satisfies the majority of community needs.

The existing street and circulation system in Randolph is generally well-designed. North-south movements are possible on Route 28, on High Street/Lafayette Street, and North Street. East-west movements are possible over Route 139 in the southern part of town, and via Canton/Oak Streets and Canton/Reed/Pond Streets in the northern section of the town. Local or residential streets are linked to the larger traffic-carrying streets (collectors and arterials) in a way that facilitates good access to virtually every geographic area of the community.

Goals

Goals were formulated with input from the citizens and public officials of Randolph. These goals have evolved from the community survey, public forums, and other community participation:

Land Use

Residential Uses

1. Safeguard residential neighborhoods from encroachment by all forms of incompatible uses and other potentially damaging environmental influences.
2. Protect and enhance the aspects of Randolph's existing image and character that most citizens agree epitomize the positive physical character of the community -- including the town's "village" character, attractive and vital residential areas, scenic vistas, protected open spaces, and historic buildings and sites.
3. Maintain and increase the open space and "greenery" of the community by designating more land as protected open space.

4. Provide opportunities for residential growth to meet recognized community needs.

Nonresidential Uses

1. Manage residential, commercial, industrial and recreational development in a way that carefully balances growth and economic benefit with the need to protect the character of existing neighborhoods.
2. Encourage high quality nonresidential development in appropriate areas to reduce the dependence upon the homeowner for tax revenues.
3. Reduce the potential for commercial sprawl and strip development.
4. Allow no more commercial use than is necessary. Cluster commercial uses in strategic locations.
5. Provide more specific design guidelines for commercial areas.

Public Facilities and Open Space

1. Maintain and increase protected open space and recreational land uses.
2. Reserve sufficient land for community facilities to serve future land uses.
3. Link open spaces to create networks and to separate neighborhoods and land uses.
4. Identify and protect key areas, vistas, historic buildings, and open space which contribute significantly to Randolph's unique character.

Community Design

1. Maintain a continuous and coordinated town planning process to anticipate future needs and plan for their resolution.
2. Support and strengthen community design and the design review process so that high standards of design excellence are maintained in all development projects.
3. The Town's decision-making should be based first on each project's capacity to limit adverse fiscal impacts on the Town; and second, harmony between a proposed development plan and existing development and the natural landscape.
4. Continue and improve land use coordination of town agencies.
5. Pay special attention to the entrances to the town on major roadways (gateways) since they represent a visitor's first impression of the town.
6. Initiate GIS land mapping for community planning and management.

7. Review and evaluate the existing bylaws, zoning districts and regulations and revise them, where appropriate, to achieve the desired land use goals.
8. Seek ways to resist construction of obtrusive telecommunications towers in unwanted locations as stated in the existing bylaw.

Housing

1. Continue to provide a range of housing opportunities for people of diverse income, age and family size, based on Randolph's demographic profile.
2. Enable citizens of all ages to stay in Randolph by providing the types of housing that will meet their needs.
3. Encourage independent living for elders, handicapped and others with special needs.
4. Preserve and strengthen the appearance of the town's neighborhoods and protect them from adverse influences.
5. Seek methods to create a sense of identity, image, spirit, and pride within neighborhoods and village centers.
6. Carefully integrate new or expanded housing into existing neighborhoods so that it is not physically or environmentally disruptive to the existing style and scale.

Economic Development

1. Support and strengthen the kinds of local businesses that provide needed services, products, and employment to the community.
2. Maintain attractive, well defined commercial areas with unique character, role and scale appropriate to the neighborhoods in which they are located.
 - *Strengthen the Town Center and the North Randolph business area as pedestrian-oriented commercial and civic centers.*
 - *Avoid strip development along Route 28.*
3. Attract businesses that fit the character and needs of the community.
4. Coordinate vehicular traffic, pedestrian traffic and parking in commercial areas so that they function in an optimal manner.
5. Explore various methods of enhancing the nonresidential tax base.
6. Keep residential areas free of commercial traffic and other negative impacts.
7. Improve the capacity of local government to address economic development issues.

Crawford Square

1. Support the strength of Crawford Square with municipal capital improvements.
2. encourage private renovation of buildings in Crawford Square.
3. create special zoning regulations to encourage a pedestrian environment.
4. encourage the formation of a merchants association or Crawford Square “main street” director to coordinate promotional events, marketing, and the maintenance of Crawford Square/town center.

Public Facilities

1. Maintain a long range capital facility budgeting process on an ongoing basis
2. Improve town administrative services and facilities
3. Improve public health & safety services and facilities
4. Expand and improve recreational opportunities
5. Improve school facilities and educational opportunities
6. Improve social services and library services
7. Support the strength of Crawford Square with municipal capital improvements

Water Supply

1. Expand Randolph’s public water supply in order to ensure sufficient water for existing town residents and businesses, as well as limited growth as described in the Land Use Element.
2. Maintain an affordable water rate structure for Randolph’s residents and businesses.
3. Provide high quality public drinking water for Randolph’s residents and businesses.
4. Preserve the quality and quantity of Randolph’s surface and groundwater supplies for both natural and human users.
5. Maintain reliable and cost-effective sewer service for Randolph’s residents and businesses.
6. Protect Randolph’s water supply through aquifer protection zoning.

Environment & Open Space

1. Protect and enhance the quality of Randolph’s surface and groundwater resources for both natural and human users.

2. Protect existing open space lands and acquire new lands that safeguard Randolph's natural resources and provide passive recreational opportunities.
3. Maintain sufficient natural areas so that viable populations of native plant and wildlife species can be sustained.
4. Connect conservation lands and other destinations with greenways and multi-use trails.
5. Provide public access to conservation and recreational facilities for all citizens.
6. Provide and maintain sufficient active recreational facilities and recreation programs for all sectors of Randolph's population.
7. Protect wetlands through a local wetlands protection bylaw.

Historic & Cultural Resources

1. **Document & Protect Existing Historic Resources**
Inventory, document and protect Randolph's existing historic resources by establishing historic districts and placing eligible properties on the state and federal register of historic places.
2. **Establish a Coordinated Design Review Process to Protect Buildings and Places of Historic Significance**

Transportation & Circulation

1. Ensure that residential neighborhoods adjacent to arterial and collector streets in the Town are protected from the potential impacts of "cut-through" traffic and speeding traffic.
2. Maintain the functional integrity of the existing street system.
3. Provide adequate off-street parking in commercial districts.
4. Provide a comprehensive approach to future development mitigation that reinforces Town-wide traffic, parking and circulation objectives.
5. Support regional and local actions that increase transit ridership and reduce unnecessary automobile traffic on Randolph streets.
6. Enhance the opportunities for the safe and convenient movement by pedestrians, recreational walkers/joggers, and bicyclists in Randolph.

Summary of Recommendations

Land Use - Guide Plan For Future Land Use

The Guide Plan For Future Land Use map is shown in Figure 1-4 in the body of the report.

1. Developable Land

The 526 acres of developable land remaining in Randolph are allocated as follows under the proposed Guide Plan For Future Land Use:

	<u>Acres</u>
Multifamily Residential	0.0
Single-Family Residential	
High Density (12,000 s.f.)	35.2
Medium Density (16,000 s.f.)	234.8
Business	
Highway Business	0.0
Downtown Business	0.0
Local Business	10.8
Industrial	22.1
Public & Semi-public	0.0
Protected Open Space	<u>223.5</u>
TOTAL	526.4

2. New Development Under Guide Plan

Shown below is the amount of potential development on available land if the town is developed in accordance with the Guide Plan.

Multifamily Residential	-
Single-Family Residential:	
High Density (12,000 s.f.)	119 units
Medium Density (16,000 s.f.)	<u>511</u>
	630 units
Business:	
Highway Business	-
Downtown Business	-
Local Business	<u>376,400 s.f.</u>
	376,400 s.f.
Industrial	713,600 s.f.

3. Protected Open Space

Under the proposed Guide Plan the amount of protected open space in Randolph would increase by 223.5 acres (from 1,281.0 to 1,504.5 acres), an increase of 17.4%.

4. Potential Impacts Resulting From Guide Plan

Shown below are the potential impacts resulting from new growth under the proposed Guide Plan and compares them to potential impacts under current zoning:

wish to adopt a cluster development bylaw for the remaining land that is available for single-family homes.

Multifamily Homes

Randolph currently has 22.3% of its housing stock in multifamily units. Therefore, no new multifamily housing is recommended except to meet special needs as discussed below. Many of the existing multifamily buildings in Randolph constructed in the 1950s, 1960s, and 1970s are not of the highest quality. Within the present real estate market, the opportunity exists for renovation of these older structures. Amenities could be increased and density reduced from 10 units per acre to eight units per acre.

Special Needs Housing

Although a significant amount of special needs housing exists in Randolph, it does not meet the needs of all of the town's residents who are elderly or handicapped. Assisted living facilities are especially needed. It would be most appropriate to locate sites for new elderly housing and/or assisted living facilities near the town center or in walking distance to businesses and services which residents most frequently use. Special needs housing should be available to residents of all income levels.

Affordable Housing

The Town should devise a housing plan to meet the affordable housing standards set by the State. The Town can negotiate with developers so that a portion of new units are set aside for persons with low and moderate incomes. These may include subsidized rental units or ownership units sold below market value. Examples of potential techniques include:

- Reorientation of some existing housing to a mixed income format.
- Establishment of a local housing partnership or nonprofit housing corporation.
- Adoption of an inclusionary housing bylaw which would require that 10% of all new housing be affordable.

Executive Order 418 which was issued by the Governor in April of 2000 outlines specific steps which towns can take towards meeting affordable housing goals, and may result in a loss of funding for housing in towns which do not make a good faith effort to perform these initiatives.

Neighborhoods

Residential neighborhoods should be protected from conflicting land uses through enforcement of zoning. Design guidelines and setback requirements should ensure that new residential development visually fits within the character of existing neighborhoods. Appropriate infrastructure to service residents should be provided by the town or should be required of developers in the case of new development. Specifically, some neighborhoods are in need of sidewalks, especially in areas near schools.

Economic Development

Economic development efforts are important in order to maintain a balanced tax base and provide goods and services and employment opportunities for local residents. The following recommendations were developed to assist the town in meeting its economic development goals.

Town Center Plan

A Vision needs to be developed for the Town Center, making it attractive and walkable, with a continuity of design. Storefronts in the center should all be filled with inviting shops and

businesses that provide basic goods and services that residents need. Vacancies and office uses on the ground floor are detrimental to the success of the shopping area. The Town should coordinate with the business community to address signage and storefront improvements. A streetscape plan should be developed that will help to define the Town Center and make it friendly to pedestrians. More specific proposals related to the Town Center (Crawford Square) are presented below.

Commercial and Industrial Areas

Commercial uses should be confined to specific areas in the town, particularly the Town Center, Mazzeo Drive, and North Randolph, or in locations near regional highways. Similarly, industrial development should be concentrated in Pacella Industrial Park, York Industrial Park, and East Randolph. Residential areas should not be subject to heavy traffic from commercial and industrial development. There is no need at this time to extend the business and industrial zoning beyond existing boundaries; however, there may be opportunities for redevelopment or more intense use of land currently zoned for commercial uses, in addition to the modest amount of suitable land which remains to be developed. Design guidelines will help to ensure the quality of development that takes place. Separate zoning designations for Highway, Downtown, and Local Commercial areas will allow appropriate control of permitted uses and dimensional requirements for each area. (See Implementation section.)

Special Opportunities

In order to maintain a balanced tax base, the Town should proactively seek to attract esthetically and fiscally desirable land uses (e.g. high tech, office, senior assisted living, etc.) to the remaining suitable land rather than passively wait for development proposals. Priority sites should be identified and a strategy developed to attract appropriate businesses.

Local Capacity

It is recommended that a Town Planner be hired, who would, among other responsibilities, address economic development issues. The office of the Town Planner would help to coordinate the existing economic development bodies (i.e., Board of Selectmen, Business & Industrial Commission, Design Review Board, Business Round Table, Chamber of Commerce, etc.) and provide leadership in identifying concerns and developing strategies. The Town Planner could work with existing bodies to recruit businesses to locate in Randolph, and to identify and apply for grants to help attain economic development goals.

Crawford Square

Capital Improvements

1. Support the continued renovation of Stetson Hall.
2. Provide a municipal off-street public parking lot to support local merchants & the library; encourage improved private parking lots.
3. Work with the utility companies to define a financing plan to remove overhead wires and poles.
4. Initiate a streetscape /sidewalk/ landscaping plan for main street in Crawford Square/town center.
5. Consider constructing a landscaped median on memorial parkway.

Public Health & Safety

1. Replace the North Randolph Fire Station No. 2 at its present site.
2. Continue to fund and construct new sidewalk improvements.

Recreation Opportunities

1. Acquire or identify a new youth center / recreation center site.
2. Renovate and improve Belcher Park / create additional soccer field(s).
3. Examine feasibility of expanding Zapustas ice skating rink.
4. Provide additional ballfields and parking at the North Randolph little league fields.
5. Provide improvements at JFK Elementary School for the Pop Warner Football Program.
7. Improve coordination of sporting events.

School Facilities

1. Adequately budget for and fund major repair and replacement items on an annual basis.
2. Consolidate the School Department's Administrative Offices.
3. Bring elementary schools into compliance with state and federal accessibility requirements.
4. Begin to identify site(s) for future school expansion needs since Randolph's elementary schools are now at or near capacity.
5. Examine the need to remodel or replace the Devine School.

Social Services and Library Services

1. Identify a new permanent location and facility for the food pantry.
2. Provide improvements to the senior center.
3. Support additional improvements at the Turner Free Library.
4. Consider the acquisition or construction of a building for community social services and non-profit organizations.

Environment & Open Space

Protect Surface and Groundwater Resources

1. Continue to use and enforce the Area 1 and Area 2 zoning.

2. Supplement Randolph's zoning-based Wetland Protection System with a non-zoning wetlands bylaw to further protect sensitive resources, particularly isolated wetlands, vernal pools, and wetland buffer zones.
3. Evaluate the need to establish a groundwater protection district, and prepare and adopt a groundwater protection bylaw if necessary.
4. Hire a part-time or full-time conservation agent to enforce state and local wetland regulations, manage the Conservation Commission lands, apply for land and resource protection grants, and manage conservation and passive recreation projects within the Town.

Protect Existing Open Space Lands and Acquire New Open Space Lands

1. Create a Randolph Open Space Action Committee (ROSA).
2. Use Randolph's legal authority to acquire tax title lands for open space.
3. Work with Randolph's boards and commissions to designate appropriate portions of town lands as permanently protected open space.
4. Develop a long-range financial strategy for acquiring and protecting open space, including the identification of outside financial resources (such as state and federal grants) and Town appropriations.
5. Purchase additional privately-owned open space for conservation land as it becomes available. Focus on large and prominent parcels such as Randolph's two working farms and the Higashi School, as well as parcels that connect existing open space lands to create greenbelts.
6. Draft bylaws that encourage or require environmentally-sensitive design on the Town's remaining large undeveloped parcels, such as cluster zoning or planned unit development.
7. Modify the Town's zoning bylaw and/or Subdivision Rules and Regulations to encourage or require the provision of greenways as part of newly-approved subdivisions and other major development projects.
8. Increase citizen awareness of the ecological and human benefits of open space acquisition and protection by making presentations to Town boards and at Town Meeting.

Maintain Sufficient Habitats For Native Plant and Wildlife Species

1. Expand Randolph's network of protected open space, as discussed above.
2. Develop a long range Land Management Program for existing conservation land.
3. Mobilize volunteers to help manage conservation land, assess the extent of invasive species in Randolph's natural areas, and create a plan to remove these species as the first step toward restoring native flora and fauna.

Create Greenways and Multi-Use Trails

1. Obtain funding for the design and construction of a multi-use trail system.
2. Design the townwide trail system.
3. Construct the townwide trail system, in phases.

Improve Public Access to Conservation and Recreation Facilities

1. Provide adequate parking and signage at the entrance to conservation areas.
2. Provide additional parking for recreation areas where necessary.
3. Provide access to Randolph's open space areas and recreational facilities for the physically challenged.
4. Improve public access to water department lands while insuring adequate protection of the reservoirs.
5. Work with the MDC to improve access to and availability of recreation opportunities for Randolph's citizens at the Blue Hills Reservation.

Provide and Maintain Sufficient Active Recreational Facilities

1. Create an integrated town recreation center by tying together Belcher Park and the Recreation Center. This center could include a new youth center as well as a variety of outdoor and indoor recreation facilities and programs.
2. Determine whether the management of recreational facilities—now under the jurisdiction of various Town Departments—should be consolidated or coordinated by one department.
3. Develop a comprehensive long-range financial plan for Recreation Department capital improvements, within the Town's long-range capital improvements program.
4. Work with Randolph's boards and commissions to improve inter-departmental cooperation on the scheduling, operating, and financing of the Town's recreation facilities and programs.
5. Work with Randolph's boards and commissions to improve the availability of playfields and basketball courts to Randolph's sports teams and citizens.

Water Supply

Three options for future water supply should be considered:

1. Maintaining and upgrading the existing water supply and treatment system, which derives water entirely from local sources. This option involves upgrading or replacing existing infrastructure so that it meets modern standards of functionality and safety. If the town

does not take pro-active steps to resolve its water needs, this option will likely be the default, as existing systems fail and need to be replaced.

2. Maintaining and upgrading the existing water supply and treatment system and supplementing it with water from the MWRA.
3. Decommissioning the existing water supply and treatment system and relying entirely on water from the MWRA. According to the Chairman of the Board of Public Works, this option may not currently be feasible due to the regulations that govern the Tri-Town and Joint Water Boards. Nevertheless, this option is discussed as a possible long-term alternative, and for the purpose of comparison.

See the main body of this report for a discussion of these options.

Historic & Cultural Resources

Existing Historic Resources

- Prepare a complete survey and inventory of historic and cultural resources.
- Establish local historic districts to protect Randolph's heritage.
- Obtain national register status for Stetson Hall.
- Obtain national register status for the Boston Higashi School campus.
- Place the Porter block and the Corkin Building in Crawford Square on the state register of historic places.

Design Review

- Coordinate review of eligible older buildings under demolition delay by-law jurisdiction with the work of the design review board.
- Review siting requests for communications towers to insure that they do not diminish the historic character of designated historic districts or places.

Transportation & Circulation

Protection of Residential Neighborhoods from Non-local Traffic

- Review traffic flow conditions in the vicinity of the intersection of West Street (extension) and Warren Street/Mazzeo Drive. Determine the incidence of commuter use of Fowler Street as a "cut-through" to avoid congestion at this intersection and evaluate the feasibility of designating Fowler Street as a one-way street.
- Adopt a town-wide traffic calming policy that describes the procedures by which the Town of Randolph will consider, evaluate, and implement requests for traffic calming measures on any residential streets.

Maintain Functional Integrity of Existing Street System

- Institute a program to periodically review traffic flow in the major travel corridors and evaluate the ability (signal phasing and timing plans) of all existing traffic signals to most efficiently handle the peak hour volumes.
- Seek to adopt all privately-owned local streets as public ways under the control of the Town (administrative requirement only).
- Maintain (or increase) the current levels of funding for roadway repairs and maintenance.

Provide Adequate Off-Street Parking

- Review the adequacy of Randolph's off-street parking regulations (Zoning Code, Article IV) to ensure their adequacy for new development.
- Require that when any building, improvement or use of land is changed to a new use, regardless of the type or size of that change, the provisions for parking and loading spaces must be as required for the new use so approved.
- Develop a revitalization strategy for the Town Center and evaluate the role that parking — particularly the provision of new public parking can play in supporting that revitalization effort.

Adopt Traffic Impact Review and Mitigation Requirements

- Develop and adopt rules and regulations to require that all applicants for special permits or site plan review approvals assess the impact of their development on traffic flow and safety and, as necessary, mitigate any adverse traffic impacts as a condition of approval.
- Establish a reciprocal planning review process that requires developments which impact streets in an adjoining municipality to submit a traffic impact study to the abutting municipality for review and comment concurrently with its filing in the permitting municipality.

Support and Encourage Transit Use

- Continue to financially support the provision of MBTA bus and commuter rail services to Randolph.
- Encourage the MBTA to expand the size of the parking lot at the Holbrook/Randolph commuter rail station; if expansion of the existing lot is not feasible, evaluate the demand for and feasibility of either (a) increasing the frequency of MBTA connecting bus services, or (b) instituting new peak period shuttle bus services to the commuter rail station (provided perhaps through the Neponset Valley TMA).

Expand Bicycle and Recreational Path System in Randolph

- Establish a town-wide bicycle access committee to identify key bicycle circulation deficiencies, designate safest routes (concurrent as well as separate facilities), and identify public bicycle storage facility needs.

- Establish a program and priorities designed to evaluate the conditions on and improve the quality of, all sidewalks that currently exist on arterial and collector streets; improve sidewalks on local street system as funds permit; increase the overall level of funding for sidewalk maintenance and improvements.