

NORTH CARVER URBAN RENEWAL PLAN

CARVER, MASSACHUSETTS

Town of Carver, Massachusetts
Carver Redevelopment Authority
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EXECUTIVE SUMMARY

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Background. The Town of Carver is a suburban community with strong agricultural roots. Its population was 11,509 in 2010 (US Census). Carver is located in southeastern Massachusetts, roughly 38 miles south of Boston in Plymouth County.

The Town covers an area of approximately 39.76 square miles. Most of Carver's land area is undeveloped and is either in agricultural use or is vacant open space.

The cranberry industry has historically been Carver's primary industry. In the 1940s, Carver produced more cranberries than anywhere in the entire world. Decas Cranberry Products, a local family-owned business that sells cranberry products worldwide, has been processing cranberries in Carver for over 80 years. Today, Plymouth County remains the state's largest cranberry producer.

The Town of Carver recognizes the need to diversify its economy. The Carver Redevelopment Authority (CRA) recently assessed the range of potential redevelopment options for a new business park in North Carver. Based on the anticipated market for prepared development land and the beneficial fiscal impacts of carefully managed development on the Town, the CRA is now advancing this urban renewal plan pursuant to the criteria established in Massachusetts General Laws (MGL), Chapter 121-B.

The proposed North Carver Urban Renewal Plan (hereinafter referred to as the North Carver URP) is a critically important step forward in an over twenty year effort to realize the full economic development potential of a large blighted and underutilized area in the northwest corner of the Town of Carver. This initiative is the culmination of a series of carefully thought-out steps that will, in the aggregate, transform an area that is, essentially, a remnant of several sand and gravel extraction operations, into a modern and flourishing economic engine for the community and the region (see specific history in Section 2 below).

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Vision for the Future. The Town of Carver seeks to capitalize on the strategic location of this particular area of North Carver for long-term economic development purposes. The Town envisions the private development of the area for modern, attractive and sustainable facilities for warehousing, distribution and manufacturing, as well as commercial redevelopment along North Main Street. This development will convert this largely abandoned and/or underutilized area into a thriving commercial asset, generating both property tax revenue and needed employment opportunities for area residents.

Description of the Urban Renewal Area. The North Carver URP area (Project Area) includes twenty-four privately owned parcels and four publically owned parcels of land totaling 308.9 acres (see Table 1 North Carver URP Project Area Parcel Listing). Much of the site is not currently accessible via public ways.

The primary land use over the years involved the extraction of sand and gravel from a 127-acre site for re-use elsewhere. There was little restoration of the remaining land after the removal of marketable material was completed. Extraction activities essentially ceased around the year 2000.

The remaining portions of the North Carver URP area include a 30-acre abandoned (and now demolished) septage treatment facility, a 40-acre parcel with a cranberry bog and a single-family residence, and several other smaller properties including vacant land as well as limited residential or commercial uses including a strip shopping center which had once been the location of a major supermarket chain. See Table 1 below for a Project Area parcel listing.



Goals and Objectives. The North Carver URP will address the following goals and objectives:

- To alleviate blighted conditions which currently exist in a strategically situated area of North Carver at the intersection of US Route 44 and MA Route 58.
- To maximize the development potential of this area by aggregating land in a configuration that would be attractive for private sector redevelopment.
- To provide convenient access to and egress from the area for the end-users of the property.
- To provide for all required infrastructure to support the redevelopment of the area.
- To prepare “shovel-ready” redevelopment sites that meet the requirements of the probable end-users in the marketplace.
- To attract private investment that is consistent with the Town of Carver’s Master Plan and the requirements of the Green Business Park district in the Town’s Zoning By-Law.
- To protect the quality of the environment by fostering the redevelopment of the area in a fashion that will be sustainable over the long term.
- To provide for aesthetically pleasing redevelopment that will incorporate green space, wetland habitat and some existing cranberry bogs so as to enhance the overall visual appeal of the Town of Carver.
- To create new employment opportunities and to substantially expand the Town’s tax base.

Table 1. North Carver Urban Renewal Project Project Area Parcel Listing to be Acquired

Number	Parcel ID	Address	Assessor/Owner	Area	FY 2015 Assessment	Zoning	Land Use	Relocation	Zone Change
1	20-1-0-R	0 Off Montello Street	44 Gravel & Sand, Inc.	2.79	\$308,400	GBP	cell tower	NA	No
2	20-2-0-R	3-4 Park Avenue	Route 44 Development, LLC	127.04	\$2,162,500	GBP	gravel pit/dump	None	No
3	20-2-1-R	1 Park Avenue	Walsh Commercial Properties, LLC.	30.00	\$1,159,900	GBP	abandoned sewage plant	Check	No
4	20-3-0-R	0 Montello Street	Thomas Jeffrey, Trustee Stump Realty Trust	4.50	\$8,000	GBP	vacant land	None	No
5	20-12-0-R	0 Cobbs Pond	John L. Melville	7.55	\$9,860	HC	bogs	NA	NA
6	20-13-0-R	0 Off Montello Street	Town of Middleboro DPW	4.02	\$23,300	HC	municipal dump access road	NA	NA
7	20-14-0-R	0 Cobbs Pond	David Maurer	7.48	\$43,400	HC	vacant land	None	YES
8	21-2-A-R	0 Rear Plymouth Street	Paul Clancy, Trustee Mehutchett Realty Trust	0.90	\$2,300	GBP	vacant land	None	No
9	22-3-0-R	12 Montello Street	Michael A & Sharon M. Tassinari	1.50	\$212,600	GBP	residential	Single Family - Renter Occupied	No
10	22-3-1-R	18 Montello Street	David C. Borofski	7.90	\$285,400	GBP	contractor's yard	Equipment Storage No Building	No
11	22-3-A-R	20 Montello Street	John S. & Lisa M. Allen	2.68	\$273,100	GBP	residential	Single Family - Owner Occupied	No
12	22-3-B-R	16 Montello Street	Bruce & Karen Tuscher	0.97	\$200,800	GBP	residential	Single Family - Owner Occupied	No
13	22-5-A-R	0 Montello Street	Alice B. Cole Frederick C. Jennings	1.08	\$170	GBP	bog road - access to parcel 22-11-0-R	None	No
14	22-4-0-R	0 Montello Street	Alice B. Cole Frederick C. Jennings	0.60	\$100	GBP	linton bog	None	NA
15	22-5-B-R	2 Montello Street	The Advanced Group Carver LLC	3.73	\$1,564,000	HC	Commercial (Aubuchon Hardware)	NA	NA
16	22-5-C-E	North Main Street	Town of Carver	0.12	\$5,900	HC	access	NA	NA
17	22-5-D-R	2-D Montello Street	The Advanced Group Carver LLC	1.79	\$600,700	HC	Commercial (Dunkin Donuts)	NA	NA
18	22-5-E-R	0 Montello Street	The Advanced Group Carver LLC	15.80	\$202,200	HC	vacant (developable land)	NA	NA
19	22-7-A-R	0 Off Montello Street	Estate of Ebenezer A. Shaw et al	1.10	\$6,400	HC	vacant	NA	NA
20	22-10-0-R	10-B Montello Street	Robert C. Melville	15.16	\$25,270	GBP	bogs	None	No
21	22-10-1-R	10-B Montello Street	Robert C. Melville	1.38	\$213,500	GBP	residential	NA	No
22	22-11-0-R	10-A Montello Street	Alice B. Cole Frederick C. Jennings	40.15	\$193,210	GBP	bogs/residential	Single Family - Renter Occupied	No
23	23-3-1-R	24 Montello Street	Paul C. Maimone c/o Gordon Massingham	0.45	\$17,200	GBP	vacant	NA	No
24	23-3-2-R	26 Montello Street	Robert W. Butler, Jr.	6.30	\$201,800	GBP	residential	NA	No
25	23-3-3-R	0 Montello Street	Richard M. Jackston & Melissa Singletary	0.74	\$7,000	GBP	vacant land (house in Plympton)	NA	No
26	24-1-0-E	0 Montello Street	Town of Carver	2.49	\$314,700	GBP	vacant land	None	No
27	24-2-0-E	0 Montello Street	Town of Carver	5.20	\$84,800	GBP	vacant land	None	No
28	24-3-1-R	160 N. Main Street	Waterstone Southeast Portfolio	15.46	\$2,601,400	HC	commercial (mixed- use strip center)	NA	NA

Justification for Urban Renewal. Because of the condition and configuration of the land in the North Carver URP area, the dynamics of the private real estate market will not result in the redevelopment of the subject area. The only vehicle currently available under Massachusetts law for achieving all of the redevelopment goals for the North Carver URP (see above) is the MGL Chapter 121B urban renewal program. The data presented in Section 2 demonstrates that the North Carver URP Project Area qualifies as a “blighted open” and “decadent” area and that it is improbable that the area would be redeveloped per the ordinary operations of private enterprise.

Specific Urban Renewal Actions. The proposed North Carver URP involves targeted public sector intervention in the 308.9-acre project area (the Project Area) consisting of the following elements:

- The acquisition of 232.5 acres of land within the 308.9-acre Project Area to remove conditions that are major factors in the existing and spreading blight as well as to create a site with sufficient critical mass for a viable business park that will attract new economic development and private investment to the Town of Carver.
- The adoption of design controls for the Project Area to ensure that redevelopment activities will result in a positive addition to the Town of Carver and will reflect the overall vision for the redevelopment of the area.
- The construction of infrastructure improvements in the Project Area necessary to support redevelopment activities, including new public roadway(s), utilities, streetscape improvements, lighting and tree planting, and securing water supply permits. **VHB**

The urban renewal actions to be undertaken to redevelop the area is summarized in Table 2 (below).

Table 2. NORTH CARVER URP PROPOSED URBAN RENEWAL ACTIONS		
Project Area	The North Carver Urban Renewal Plan Project Area totals 308.9 acres and is located along US Route 44 on the south, MA Route 58 (north Main Street) on the east, the Plympton, MA town line on the north and the Middleborough, MA town line on the west in the northern section of Carver.	
Acquisition	Twelve parcels to be acquired: <ul style="list-style-type: none"> • 10-A Montello Street (22-11-0-R) • 3-4 Park Avenue (20-2-0-R) • 1 Park Avenue (20-2-1-R) • 0 Montello Street (203-0-R) • 0 Cobbs Pond (20-14-0-r) • 0 Rear Plymouth Street (21-2-A-R) • 0 Montello Street (22-5-A-R) • 12 Montello Street (22-3-0-R) 	Two public parcels to be acquired via transfer to CRA: <ul style="list-style-type: none"> • 0 Montello Street (24-1-0-E) • 0 Montello Street (24-2-0-E)

	<ul style="list-style-type: none"> • 18 Montello Street (22-3-1-R) • 20 Montello Street (22-3-A-R) • 16 Montello Street (22-3-B-R) • 0 Montello Street (22-4-0-R) 	
Relocation	Five occupants will be relocated (4 residential and 1 commercial)	
Demolition	Four buildings will be demolished: <ul style="list-style-type: none"> • 10-A Montello Street • 12 Montello Street • 20 Montello Street • 16 Montello Street 	
To Be Rehabilitated	The North Carver URP does not propose to undertake the direct rehabilitation of any of the buildings within the Project Area. The plan contains Design Controls and a Design Review Process that will apply to development activities, including rehabilitation, within the Project Area.	
Street Discontinuance	Possible relocation/reconfiguration of portions of Montello Street.	
Zone Changes	One parcel (20-14-0-R) will be rezoned Green Business Park. All other parcels to remain either Green Business Park or Highway Commercial.	
Proposed Project Improvements	Assembly of a redevelopment site to support a mixed-use industrial development project and stimulate future commercial redevelopment along North Main Street. Roadway, utilities, streetscape improvements and public amenities to support redevelopment efforts.	



Financing Plan. The cost of implementing the activities contemplated by the North Carver URP is estimated at \$0.0 million. Due to the substantial costs of executing the plan, the North Carver URP may be developed in multiple phases, which will allow for its implementation as project funding is secured. The business park development and associated infrastructure will likely be in the first phase of development followed by a later phase involving commercial redevelopment along the Route 58/North Main Street corridor. A consolidated site, cleared of the remnants of previous development and fully remediated, is necessary to attract private developers to the site. Therefore, the initial phase of the North Carver URP will involve the assembly and clearance of property to support the development of a business park.

A detailed budget and a financing plan for the implementation of the urban renewal project are provided in Section 5.



Economic and Community Benefits. The North Carver URP represents a significant step forward in a twenty-year effort to advance a strategic redevelopment opportunity that will ensure adequate space

for new and growing businesses within Town. It will promote continued economic health and stability of the Town and pave the way for additional, broader revitalization within Carver.

A recent analysis of the market for “shovel-ready” land at the site indicates a high likelihood for strong demand from the warehousing and distribution sector. **To be specified later.** This reflects Carver’s strategic location in southeast New England between Boston, MA and Providence, RI with easy access via US Route 44, Interstate 495, Interstate 95, Interstate 90 and MA Route 3. Commuter rail to Boston is available 7.6 miles from the site at the Middleborough/Lakeville station of the Massachusetts Bay Transportation Authority (MBTA).

The implementation of the North Carver URP, based on full development of the area under the existing Green Business Park zoning, is expected to result in up to **000,000** square feet of new building, up to **000** construction jobs, up to **000** permanent jobs and up to **\$000,000** per year in property taxes payable to the Town of Carve (see detailed analysis in Section 5). **To be specified later based on results of pending market analysis.**

The owner of the largest parcel within the site has expressed serious interest in acquiring the entire site for private redevelopment. The owner’s proposal will be evaluated in the context of the North Carver URP.

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Sustainable Development Principles. The Town of Carver and the CRA are fully committed to the redevelopment of the site by applying the Commonwealth of Massachusetts’ sustainable development principals. The North Carver URP will be the vehicle for assuring conformance with these principles, as they will be imposed in the North Carver URP itself as well as in the Land Disposition and Development Agreement with any private redeveloper (**see analysis in Section 3**).

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Citizen Participation. The CRA has solicited input from Carver residents in the preparation and adoption of the North Carver URP. Public meetings were held at all key junctures in the planning process. The CRA will continue to provide for ongoing public participation in the proposed execution of the North Carver URP. Development proposals submitted for the consideration and approval of the CRA will continue to be made available to the public in an open meeting format (see more detailed information on Citizen Participation in Section 12).

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Summary. For almost a quarter of a century, the Town of Carver has steadily pursued its vision of converting a largely vacant, underutilized and blighted asset into a vibrant, valuable and productive economic resource for the Town of Carver and the Plymouth County region. The overall concept has

been carefully formulated and the Town has undertaken multiple steps to move this significant economic development effort forward on an incremental basis.

The North Carver URP represents the next logical step toward achieving the fulfillment of this vision. The Town and the CRA are now poised to act on this extraordinary opportunity to secure Carver's economic future.

SECTION 1. PROJECT AREA CHARACTERISTICS

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- Map J. Conceptual Site Development Plan [map/detail pending](#)

SECTION 2. PROJECT AREA ELIGIBILITY

Introduction. Under MGL Chapter 121B, urban renewal plans can be undertaken only in a designated area that has been determined by the Carver Redevelopment Authority (CRA) to be a “decadent, substandard or blighted open area.” Further, governmental action must be warranted to assist in the revitalization and redevelopment of the area.

Establishing the legal basis for creating an urban renewal plan in accordance with the statute requires a detailed examination of existing land use characteristics, socioeconomic conditions, and other economic indicators. The data evaluated as part of the area eligibility determination included Town records identifying parcel ownership, land and building assessments, the square footage of parcels and structures, the current usage, and existing easements. In addition, extensive field evaluations of the area were undertaken in November and December 2015.

The CRA is proposing specific public sector actions that are necessary to encourage the redevelopment and revitalization of an area that is plagued with chronic physical and economic decline. The North Carver URP is designed to position it to achieve its full economic development potential, thereby generating major benefits to the community in terms of job creation and increasing tax revenue.

Based on the data and other descriptive materials presented in this Section, the CRA finds that the designated North Carver URP Project Area qualifies as both a “blighted open area” and a “decadent area” (see Table 3. below). This section will establish the basis for these findings by demonstrating that the North Carver URP Project Area exhibits a number of the physical attributes listed under the statutory definitions of both a “decadent area” and a “blighted open area.”

The existing conditions are clearly “detrimental to the sound economic growth of the community.” Further, it is improbable that the area would be redeveloped per the ordinary operations of private enterprise.

The North Carver URP will be an essential tool in revitalizing the Project Area. It will encourage sound growth; assemble a 00 acre site for the development of a green business park; support private economic development efforts, including future commercial development along North Main Steet; and provide for public improvements necessary to support redevelopment activities.

The purpose of the North Carver URP is to spur private investment by assembling properties that have the highest potential for stimulating private investment. This URP will involve specific actions to reverse the trend of economic and socioeconomic decline that are impeding the orderly and proper redevelopment of the area.

This section will explain this conclusion, and, therefore, the need for governmental intervention.

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Site Overview. The North Carver URP area is situated in northwest corner of Carver and is bounded generally by US Route 44 on the south, North Main Street (Route 58) on the east, the Plympton, MA town line on the north and the Middleborough, MA town line on the west (see Map A1. North Carver URP Project Area Location). The boundary includes twenty-four privately owned parcels and four publically owned parcels of land totaling 308.9 acres (see Table 1 North Carver URP Site Parcel Listing). Much of the site is not accessible via public ways.

A large portion (42 percent) of the North Carver URP area (approximately 127 acres) is generally known as the “Whitworth Property” and has historically been used for sand and gravel mining operations. It has been owned by Heirs of Sumner Mead (1968 to 1997), Stone Cranberry Corporation (1997 to 2013), and Route 44 Development, LLC. (2013 to present). Over the years, various firms were engaged by the owners to conduct extraction operations on the property.

The typical extraction operations on the property involved stripping the land of the natural vegetation, topsoil and subsoil, removing the marketable sand and gravel, screening and washing the extracted materials and finally trucking it away for re-use elsewhere. There was little restoration of the remaining land after the removal of marketable material was completed.

Extraction activities essentially ceased around the year 2000, and the site has remained generally inactive and underutilized for close to 15 years. A gravel screening plant has been removed from the site.

The primary exception to this inactivity was the lease of approximately ten acres of land at the easterly portion of the so-called Whitworth Property for the operation of a wood processing facility from 2006 to 2011. This operation produced commercial wood chips from logs and wood waste, top soil/mulch, cranberry waste, and stumps.

In 2013, the new owner of the Whitworth Property, Route 44 Development, LLC, commenced the process of preparing the site for future development. This work involved remediating the historic environmental issues and grading the site to prepare it for future redevelopment.

The remaining portions of the North Carver URP area include a 30-acre abandoned (and now demolished) septage treatment facility, a 40-acre parcel with a cranberry bog and a single-family residence, and several other smaller properties including vacant land as well as limited residential or commercial uses including a strip shopping center which had once been the location of a major supermarket chain.

There are a number of potential environmental issues within the North Carver URP area:

- **Parcel 20-2-0-R.** The 127-acre site of the former sand and gravel operation (the Whitworth Property) is a brownfields site under the jurisdiction of MassDEP. The site has surface and subsurface contamination, and is classified as a Tier II disposal site. The owner is advancing cs

for site reclamation activities, including remediation, removing subsurface debris, closing a stump dump, addressing buried peat and surface grading.

- **Parcel 20-2-1-R.** In 2006, the owner of the former septage treatment plant on this 30-acre site was cited by MassDEP for Water Pollution and Air Quality violations and ordered to stop accepting waste. This plant then permanently ceased operations and was demolished (some concrete slabs remain).

Note that The Town of Middleborough operates a landfill immediately west of the North Carver URP area. A portion of the access road around the landfill, but not the landfill itself, is within the Town of Carver as well as within the North Carver URP (Parcel 20-13-0-R). There are no known issues with the landfill that would impact the redevelopment of the North Carver URP area.

The 2005 substantial upgrading of the adjacent US Route 44 as a limited-access highway and the recent passage of a Green Business Park Zone have generated further impetus for the redevelopment of this conveniently located commercial area. But, a series of physical and practical hurdles must be overcome before the area becomes fully productive for economic development purposes (see below).

Planning and Redevelopment Efforts to Date. The Town of Carver has been persistently pursuing the redevelopment of the general North Carver URP area for over twenty years. In the context of limited resources, the Town’s approach has been incremental in nature and has included the following initiatives:

- **Economic Development Strategies Plan (1995).** In 1995, the Town engaged the consulting team of McDermott/O’Neill & Associates and The Howell Group to prepare an Economic Development Strategies Plan (EDSP) for the Town. The EDSP stated that “perhaps more than any infrastructure project now underway, the relocation and expansion of Route 44 will boost the potential for business growth in North Carver. One of the priorities that emerged from the EDSP was to “recruit wholesale/retail distribution businesses to North Carver.” The EDSP also recommended providing tax incentives including the creation of an Economic Opportunity Area (EOA) in North Carver to offer tax incentives and streamline the permitting process to attract wholesale/retail, distribution businesses to the community.
- **Town Master Plan (2001).** In its 2001 Master Plan, the Town identified the “Route 44 Corridor” as one of seven priority opportunity areas for economic development. This Master Plan indicated that the area along US Route 44 is a viable site for warehouse wholesale/retail distribution business because of the convenient access to the regional highway network and the need to mitigate the tax burden on residential property. The Master Plan recommended that the Town establish and adopt an economic development strategy for the Route 44 Corridor. It also recommended that the Town pursue economic development incentives specifically targeted to the commercial properties in this area. The Town’s Master Plan is currently being updated with the Southeast Regional Planning and Economic District (SRPEDD) and it is clear that the subject area will continue to be designated a priority for economic development.

- **US Route 44 Extension (2005).** In 2005, a 7.5-mile section (3.1 miles in Carver) of US Route 44 was extended from MA Route 58 to MA Route 3. The new four lane limited access highway included two new interchanges within Carver, one at MA Route 58 and the other at the Plympton/Kingston town line at [Spring Street](#). These roadway improvements have increased the attractiveness of the US Route 44 area for development. The North Carver URP area is located immediately adjacent to the improved highway and provides direct access to the US Route 44 and MA Route 58 interchange. These improvements provide easy access to MA [Route 3 \(north-south\)](#), Interstate 495 (north-south) and MA Route 24 (from the Fall River/New Bedford area to Boston). The completion of these improvements substantially enhanced the attractiveness of the North Carver URP area for economic development.
- **Water Engineering Study (2006).** In 2006, the Town commissioned Norfolk RAM Group, LLC of Plymouth, Mass. to provide consulting services to identify and evaluate options for expanding the public water supply in North Carver with the objective of capitalizing on economic opportunities along US Route 44. The study, entitled "Water Engineering and Planning Services for North Carver, Town of Carver," set forth potential physical and financial scenarios to bring water service to the area. It also included a market feasibility study by FXM Associates of Mattapoisett, MA focused on potential redevelopment scenarios for the Whitworth Property (see below). The study recommended extending public water supply to the area at a cost of \$15 million and funding the construction through a combination of federal, state and local grants and debt, including the use of District Improvement Financing (see below).
- **Market Feasibility Analyses (2006 & 2008).** The 2006 FXM market feasibility study entitled "Findings of the Market and Fiscal Assessment of the Development Options for the Whitworth Property" as well as a 2008 update thereof investigated the potential for capitalizing on the then recently completed upgrade of US Route 44. This study also assessed the area's potential for office and retail re-use. In addition, this study estimated job growth, long-term employment opportunities and potential municipal tax revenues based on conceptual implementation strategies. At that time, the site was zoned "Highway Commercial" which allowed light industrial and commercial uses, but not distribution uses (the zoning was later changed – see below). This study indicated that the site was suitable for redevelopment, but that certain infrastructure improvements were required. Specifically, the report cited the need for a municipal water supply serving North Carver, especially in the subject area, which the study noted was the largest parcel of undeveloped commercial land remaining within the entire Town.
- **District Improvement Financing (2006 & 2010).** In 2006, the Town established the North Carver District Improvement Financing (DIF) District. The district consists of the northwest area of Carver. The use of district improvement financing would allow the Town to use some or all of the incremental tax revenue generated by future development within the designated district as a revenue source to support the cost of constructing a water distribution system. In 2010, the Town Meeting approved the designation with the intent that fifty percent (50 percent) of the incremental tax revenue from new developments would fund the water district debt service.
- **Installation of Water Service (2007 & 2010).** In 2007, the Town authorized the filing of special legislation creating the North Carver Water District (NCWD) in order to build a public water

supply system that would stimulate commercial growth in the north part of the Town. This legislation was signed into law the following year as Chapter 124 of the Acts of 2008. The NCWD completed the construction of a water system in 2010, thus overcoming a major obstacle to the development of the North Carver URP area.

- **Priority Development Site (2009).** In 2008, the Town designated the North Carver URP area as a “priority development site” under MGL Chapter 43-D, allowing fast track permitting to facilitate the redevelopment of the site. Accelerated permitting is an important marketing advantage that will be critically important in the implementation of the North Carver URP.
- **Green Business Park Zoning Enactment (2010).** In 2010, the Town created a new zoning district targeted for North Carver to attract private investment and to support economic development. In late 2010, the Town adopted that new zoning category and re-zoned most of the North Carver URP area from “Highway Commercial” to “Green Business Park.” This re-zoning effort expanded the permitted uses for the site to include industrial uses such as manufacturing, wholesale, warehousing and distribution as well as research and development and the manufacturing, processing, assembly, or fabrication of alternative energy components and permitted large-scale ground mounted solar photovoltaic installations.
- **Comprehensive Economic Development Strategy (2010).** Since 2010, SRPEDD has designated a business park in the North Carver URP area as one of the high priority development projects in its Comprehensive Economic Development Strategy (CEDs), a locally based, regionally-driven economic development planning process. This designation made the area eligible for funding from the U.S. Economic Development Administration. The project, in one form or another, has been identified in the CEDs as a regional economic development project since 2008, dating back to efforts focused on US Route 44 upgrades and the development of municipal water infrastructure to support economic development.
- **CEDs Update (2015).** In 2015, SRPEDD renewed the CEDs designation of the North Carver URP, indicating that it is one of its seven priority development projects for 2016.
- **Market Feasibility Study Update (2015).** In 2015, the Town re-engaged FXM Associates of Mattapoisett, MA to update its 2006 and 2008 reports in light of the re-zoning of the site to Green Business Park and the installation of public water. **This work is pending.**
- **Interim Redevelopment Initiatives.** Over the years, the Town has approved a series of small-scale private projects to allow the cleanup and limited development of the North Carver URP site within the context of the overall long-term vision for its eventual redevelopment.

■

Area Eligibility Finding. The following Table 3. Summarizes the specific conditions that support certain statutory requirement findings that the Project Area is both “decadent” and “blighted open” requiring the statutory tools of urban renewal. Justification for each finding is also provided in this section:

TABLE 3. NORTH CARVER URP PROJECT AREA QUALIFYING CRITERIA	
Statutory Finding	MGL Chapter 121B Project Area Qualifying Criteria
Decadent Area	Substantial change in business or economic conditions
	Diversity of ownership
	Irregular lot sizes
	Obsolete street patterns
Blighted Open Area	Existence of ledge, rock, unsuitable soil, or other physical conditions
	Necessity for unduly expensive excavation, fill or grading
	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
	Substantial change in business or economic conditions or practices
	Abandonment or cessation of a previous use or of work on improvements begun but not feasible to complete
	Other conditions which are not being remedied by the ordinary operations of private enterprise

Decadent Area:

- Substantial change in business or economic conditions or practices:** The Project Area is clearly in need of specific actions to reverse the long-term trend of economic decline. The challenges in the North Carver URP have been well documented by multiple previous studies and plans.

As early as 2001, the Economic Development Strategies Plan (EDSP) prepared by McDermott/O'Neill & Associates states that: "It is commonly accepted that, in most communities, residential growth does not generate enough new tax revenue to cover the new expenses generated by that growth." The EDSP went on to suggest that the fiscal impact of residential growth in Carver has been compounded by the low tax valuation of land devoted to cranberry growing, which accounts for half of the total land area in Carver. The Town of Carver has continued to see an increase in its residential growth. As of 2009, the town includes approximately 24,749 total acres of which only about 16 percent were developed, 83 percent of that for residential use. Residential property generates over 77 percent of Carver's property tax revenue (FY 2014), while commercial and industrial comprise 10.4 percent and 3.5 percent respectively. According to the Boston Business Journal, the average 2015 residential tax bill for a

single-family home in Carver was \$4,407, a 47 percent increase from 2003. Like all Massachusetts municipalities, Carver is facing revenue constraints and growing cost pressures. In August 2015, a Tax Relief Study Committee has appointed by the Carver Board of Selectman to explore ways to provide tax relief for residents who are struggling to pay taxes.

The redevelopment of a largely vacant, underutilized site with higher intensity uses will advance the Town's goals to diversify and increase its tax base, create new employment opportunities, decrease the residential tax burden and will stimulate the economy of Carver. **Need to add FXM research and projections.**

Over the years, the Town has been moving forward on addressing the EDSP priorities including the recommendation that it "recruit wholesale/retail distribution businesses to North Carver." The majority of the site has been rezoned for green business park use; and the site has improved highway access and it is the only area in the Town with the capacity to provide public water. A serious constraint to the development had been the lack of a public water system. The lack of real property value that exists in the area today continues to severely limit the economic growth of the Town and its ability to diversify its tax base and create jobs.

Additionally, questionable business practices by certain owners over the years have resulted in the physical deterioration of the site. The environmental effects from prior sand and gravel mining operations and a septage treatment facility have eroded a significant portion -- 52 percent - of the Project Area. Debris, stockpiles, foundations and subsurface contamination have resulted from these operations. As a general matter, areas that are in a state of physical decline, that are underutilized, or that are improperly deployed, limit the Town's ability to be competitive in a larger economic context.

A large portion -- 42 percent -- of the Project Area (approximately 127 acres) is generally known as the "Whitworth Property" and has historically been used for sand and gravel mining operations. It has been owned by Heirs of Sumner Mead (1968 to 1997), Stone Cranberry Corporation (1997 to 2013), and Route 44 Development, LLC. (2013 to present). Over the years, various firms were engaged by the owners to conduct extraction operations on the property.

The typical extraction operations on the property involved stripping the land of the natural vegetation, topsoil and subsoil, removing the marketable sand and gravel, screening and washing the extracted materials and finally trucking it away for re-use elsewhere. There was little restoration of the remaining land after the removal of marketable material was completed.

Extraction activities essentially ceased around the year 2000, and the site has remained generally inactive and underutilized for close to 15 years. A gravel screening plant has been removed from the site.

The primary exception to this inactivity was the lease of approximately ten acres of land at the easterly portion of the so-called Whitworth Property for the operation of a wood processing facility from 2006 to 2011. This operation produced commercial wood chips from logs and wood waste, top soil/mulch, cranberry waste, and stumps.

In 2013, the new owner of the Whitworth Property, Route 44 Development, LLC, commenced the process of preparing the site for future development. This work involves remediating the historic environmental issues and grading the site to prepare it for future redevelopment.

The remaining portions of the North Carver URP area include a 30-acre abandoned (and now demolished) septage treatment facility, a 40-acre parcel with a cranberry bog and a single-family residence, and several other smaller properties including vacant land. There are also limited residential or commercial uses including a strip shopping center built in 1990 which had once been the location of a major supermarket chain, which relocated in 2005. Today, the repurposed, non-anchored strip center houses as an “extreme value” variety shop, a fitness center, a hair salon, an indoor baseball training academy, a dance studio and an appliance repair shop.

- **Diversity of ownership:** Diversity of ownership occurs when adjacent properties are owned by multiple parties impeding future development. This characteristic is applied to areas where larger development parcels are necessary for viable redevelopment projects. When areas are characterized by a proliferation of small, and often irregularly shaped, parcels under different ownership, development is often severely limited because of the difficulty of assembling parcels large enough to support new development.

While a number of parcels are in common ownership as shown in Table 1. Project Area Parcel Listing, the majority of the parcels within the Project Area are held in individual ownership, making effective redevelopment more difficult if not impossible. Given the overall size of the Project Area, many of the lots are smaller and some lack adequate or any street frontage. The Project Area comprises 28 separate parcels, owned by 21 property owners. Of those owners, 15, or approximately 72 percent of the owners are located outside Carver (based on Assessor mailing addresses).

Nine of the individually-owned parcels are less than 2 acres, and five of the nine are under 1 acre. Clearly, a diverse ownership structure exists and is inhibiting the assemblage of parcels large enough for economically viable redevelopment.

- **Irregular lot sizes:** Conditions typically associated with irregular lots involve shapes, layouts and sizes that are simply inadequate to support redevelopment without the lots being assembled into larger development parcels. Faulty lot layouts are generally too small or irregularly shaped for reasonable development, have identifiable obstacles to development, have accessibility problems, or are not useful for other reasons.

Faulty lot layouts, some without frontage, can be found scattered throughout the Project Area as depicted in Map C. Existing Parcels. The Project Area lot layout has no regard for surface contours, drainage and other physical characteristics of the terrain and surrounding conditions. Irregularly shaped lot sizes and faulty interior arrangement have compromised property usefulness and impaired development.

- **Obsolete street patterns, division of the area by rights-of-way:** The lack of public access to a majority of the Project Area site has resulted in poor vehicle access, no pedestrian access and very rough internal circulation. The Assessor's addresses utilize "Off", "Rear" or "0" rather than a street number to describe a majority of the parcel addresses, because these parcels are generally landlocked or require access through an adjacent parcel. Two parcels are listed as "Park Avenue," which does not exist as a public way and is only an unpaved access and utility easement. Ten of the properties, comprising 171.9 acres, or roughly 56 percent of the 303-acre Project Area are landlocked. Another 41.8 acres have compromised access. Close to 70 percent of the Project Area has access constraints. This has created a situation where one enters certain areas of the site "at your own risk," and has resulted in neglect, illegal dumping, excessive litter, trash, debris, or weeds and a sense of chronic underutilization of the Project Area.



Figure x. Primary site access known as Park Avenue.

Blighted Open:

- **Existence of ledge, rock, unsuitable soil, or other physical conditions:** Historic gravel extraction operations within the Project Area involved stripping the land of the natural vegetation, topsoil and subsoil, removing the marketable sand and gravel, screening and washing the extracted materials and finally trucking it away for reuse elsewhere. There was little restoration of the remaining land after the removal of marketable material was completed. Although extraction activities essentially ceased around the year 2000, the site has remained generally inactive and underutilized. The site is classified as a Mass DEP Tier II disposal site.

The Project Area also contains a 30-acre abandoned septage-treatment facility. The facility has been demolished, but abandoned concrete foundation slabs still remain in place.

These conditions will necessitate extensive removal, grading, and subsurface cleanup plus adequate and improved public access and infrastructure in order to make the property a viable redevelopment area.

- **Necessity for unduly expensive excavation, fill or grading:** As mentioned above, a major portion of the Project Area will require extensive site restoration activities involving removal of piles of debris, cleanup of a prior stump and wood dump, importing soils and grading in order to support future redevelopment. **Need input from VHB on status of this site and condition of other parcels.**

- **Inappropriate or otherwise faulty platting or subdivision:** As discussed above, thirteen of the properties, comprising 214 acres, or roughly 70 percent of the 303-acre Project Area have restricted access, 10 are landlocked. A “Subdivision Not Required” Plan approved by the Planning Board in 1993 divided a 157-acre parcel into a 127-acre land-locked parcel (only accessed by a access and utility easement) and a 30-acre parcel with “restricted” frontage on Montello Street. Part of its frontage is an unpaved access and utility easement, which serves as an informal access point to the rear parcels. This one subdivision clearly impacted a majority (40 percent) of the Project Area. There are also three parcels, which comprise 8 acres that appear to have no other frontage than on MA Route 44 which is a divided highway at that point with no access or egress from these parcels. Why these practices occurred is unknown, but they are evident of practices that hindered access and usefulness of the land.



Figure x. Remnants of past business operations.

- **Deterioration of site improvements or facilities:** The Project Area contains numerous outdated improvements, which do not permit the area to be utilized to its full potential. The vehicular and pedestrian accessibility in and around the site is problematic and retards automobile circulation within the area. Vehicular access to the site is also awkward and hazardous. Many of the undeveloped parcel have remnants of past improvements, including foundation slabs, building material debris, overgrown vegetation and tree stumps. These factors contribute to the deteriorated and derelict condition of the Project Area.

- **Division of the area by rights-of-way:** The current primary ingress and egress access into the majority of the Project Area is a 60-foot wide, roughly 1,500 foot long access and utility easement. This unpaved easement was configured to take advantage of the limited street frontage that existed when the parcels were subdivided. Today, this single point of entry serves as the primary access leading to a series of other dirt pathways, of varying but considerable lengths, that then provide access to as many as eight internal parcels. This private dead-end system does not provide adequate access for motorists, pedestrians or emergency vehicles. Turning radii are inadequate.
- **Diversity of ownership:** See narrative under “Decadent” above.
- **Inadequacy of transportation facilities or other utilities:** The majority of the Project Area lacks public infrastructure improvements and utilities. Further, the Project Area has no discernible order or pattern to the location of uses, lacks public road connections, non-motorized facilities, public safety features, landscaping, or amenities, and is obsolete by today’s standards.

- **Substantial change in business or economic conditions or practices:** See narrative under “Decadent” above.
- **Abandonment or cessation of a previous use or of work on improvements begun but not feasible to complete:** The Project Area is in varying stages of disrepair and decay. While certain occupied properties are in better condition, the vacated parcels are littered with the remnants of prior business operations including debris, stumps and other materials, building slabs and are generally unkempt and unsightly. The site is overgrown with weeds and littering is occurring. Building demolition occurred at one point in the past, but concrete foundation slabs remain. The primary access road is deteriorating. **Need VHB site data.**
- **Other conditions which are not being remedied by the ordinary operations of private enterprise:**



Figure x. Primary access easement.

Insert additional findings from VHB work (site conditions, utilities, unguided development, evidence of contaminants, hazardous conditions or materials, etc.

The creation and implementation of an Urban Renewal Plan (“URP”) under MGL Chapter 121-B is a critical ingredient in the Town’s efforts to achieve the redevelopment of the subject area. An URP will establish the legal framework for the orderly development of the area including the following essential public sector activities:

- **Property Acquisition.** Awkward lot and street configurations, conflicting land use patterns and the physical decline of properties have made the efficient redevelopment of the site virtually impossible. The legal authority to acquire certain properties by eminent domain is required in order to allow the assembly of the entire site, if necessary, after good faith negotiations with the current property owners.
- **Access.** There are only two public ways within the North Carver URP. North Main Street (Route 58) is located along its perimeter. Montello Street provides much of, but limited frontage and/or access to the interior. Thus, there are numerous interior parcels that are effectively landlocked. This situation resulted from land takings for the construction of Route 44 and historic subdivision practices. Some owners utilize an existing unimproved easement, commonly referred to as Park Avenue, for private site access. There are also a series of rights of way that traverse individual parcels. The North Carver URP will necessarily involve site assembly, subdivision, and the relocation and/or construction of public roads to provide suitable access to all the land.

- **Strategic Subdivision of Land.** The lack of a unified or integrated architectural theme or development pattern has led to the economic decline of the general site area along with visual blight. The assembled site will be subdivided into new parcels that will reflect the optimal use of the site as a whole in the context of the demands of the marketplace for prepared land.
- **Infrastructure Construction.** The assembly of the entire site will allow the efficient and cost effective layout, design and construction of roadway and utility infrastructure to assure proper access and egress to and circulation within the site. While the area offers good transportation access and municipal water, it has limited utility infrastructure. In addition to roadway construction, streetscape improvements, lighting and tree planting. Sewerage treatment will be handled privately. **Need VHB input.**
- **Imposition of Development Controls.** A lack of unified or integrated design theme has resulted in poor aesthetic characteristics and an overall appearance of abandonment and decline. In order to achieve the Town’s vision for the future of the property, it is critical that a carefully crafted set of redevelopment controls be designed to achieve the goals of the North Carver URP to govern the redevelopment and use of the parcels within the area. These controls will be imposed under the North Carver URP for a period of 20 years in order to assure the long-term quality of the built environment.
- **Sustainability.** The development controls described above will incorporate provisions mandating that the private development of the site be based on fundamental sustainability principles.

The conditions described in the findings set forth in this section have substantially impaired the sound growth of the area, decreasing private investment and discouraging overall investment. Based upon the data contained and referenced in this plan, it is clear that the area is in a decadent condition, which is beyond remedy and control solely by the existing regulatory process, and which cannot be dealt with effectively by the ordinary operations of private enterprise without the aid provided for in this plan. Therefore, the redevelopment of the area, by the means set forth in this plan, is necessary in order to achieve the permanent and comprehensive elimination of the decadent and blighted conditions in the North Carver URP.



Clearance Activities. To accomplish the goals and objectives of the North Carver URP, the plan proposes the assembly of a strategic redevelopment site involving the acquisition of 12 privately owned parcels totaling 224.8 acres, and two publicly owned parcels totaling 7.7 acres (see Section 1, Maps B and G). The North Carver URP proposes the spot clearance of four buildings (see Section 1 Map G). There are no clearance areas in the North Carver URP.

The spot clearance of these four buildings is in compliance with the eligibility requirements for spot clearance set forth in 760CMR 12.02(2), which states “Where spot clearance is proposed, a showing that the clearance is necessary in order to achieve the objectives of the plan”, and as further expanded by

the following DHCD guidance “if conditions warranting clearance do not exist, the appropriate treatment may be spot clearance to remove substandard buildings and blighting influences or spot clearance to provide land for project improvements and supporting facilities that are necessary to achieve the objectives of the Urban Renewal Plan. Spot clearance may involve buildings that are in good condition but whose demolition is necessary to achieve Plan objectives (e.g., reduce density, infrastructure improvements to improve access to and within the area).” Spot clearance is necessary in order to achieve the objectives of the North Carver URP, as set forth in Section 3.

These parcels will be assembled and spot clearance undertaken to create a site with sufficient critical mass for a viable business park that will attract new economic development and private investment to the Town of Carver (see Section 1, Map I). The proposed land uses for this site include: **Need VHB input**

The following properties to be cleared on a spot basis are shown below in Table 4:

Table 4. North Carver Urban Renewal Plan - Buildings To Be Cleared		
Parcel Number	Address	Building Area
22-3-0-R	12 Montello Street	1,673 SF
22-3-A-R	20 Montello Street	1,844 SF
22-3-B-R	16 Montello Street	960 SF
22-11-0-R	10A Montello Street	561 SF
Total Area		5,038 SF

These four buildings comprise 5,038 square feet in total. The extent of the clearance can be justified as spot clearance and as necessary to achieve the objectives of the plan. Of the 15 parcels to be assembled under the North Carver URP, 11 have buildings comprising 112,561 square feet and four will be cleared. Furthermore, the area contained in these four structures comprises 4.5 percent of the total building area in the Project Area.

The clearance of these four buildings is necessary in order to achieve the objectives of the North Carver URP, including:

- The assembly and creation of a site with sufficient critical mass for a viable business park that will attract new economic development and private investment to the Town of Carver.
- The construction of infrastructure improvements in the Project Area that are necessary to support redevelopment activities, including new public roadway(s), storm water retention, and securing water supply permits.

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Need for Urban Renewal. The conditions described in the findings set forth in this section have substantially impaired the sound growth of the area, decreasing private investment and discouraging overall investment. Based upon the data contained and referenced in this plan, it is clear that the area is in a decadent condition, which is beyond remedy and control solely by the existing regulatory process, and which cannot be dealt with effectively by the ordinary operations of private enterprise without the aid provided for in this plan. Therefore, the redevelopment of the area, by the means set forth in this plan, is necessary in order to achieve the permanent and comprehensive elimination of the decadent and blighted conditions in the North Carver URP.

SECTION 3. OBJECTIVES OF THE PLAN

Goals and Objectives. The North Carver URP will address the following goals and objectives:

- To alleviate blighted conditions which currently exist in a strategically situated area of North Carver at the intersection of US Route 44 and MA Route 58.
- To maximize the development potential of this area by aggregating land in a configuration that would be attractive for private sector redevelopment.
- To provide convenient access to and egress from the area for the end-users of the property.
- To provide for all required infrastructure to support the redevelopment of the area.
- To prepare “shovel-ready” redevelopment sites that meet the requirements of the probable end-users in the marketplace.
- To attract private investment that is consistent with the Town of Carver’s Master Plan and the requirements of the Green Business Park district in the Town’s Zoning By-Law.
- To protect the quality of the environment by fostering the redevelopment of the area in a fashion that will be sustainable over the long term.
- To provide for aesthetically pleasing redevelopment that will incorporate green space, wetland habitat and some existing cranberry bogs so as to enhance the overall visual appeal of the Town of Carver.
- To create new employment opportunities and to substantially expand the Town’s tax base.

Redevelopment Vision. The Town of Carver seeks to capitalize on the strategic location of this blighted and under-performing site in the northwest corner of Carver for long-term economic development purposes. The Town envisions the private development of the site for modern, attractive and sustainable warehouse, distribution and manufacturing facilities. Such development will convert this virtually abandoned site into a thriving commercial asset, generating both property tax revenue and needed employment opportunities for area residents. **Add details from FXM and VHB plan**

■

Economic Impacts.

Pending FXM work

■

Sustainable Development Principles. The Town of Carver and the CRA are fully committed to the redevelopment of the site by applying the Commonwealth of Massachusetts' sustainable development principles. The North Carver URP will be the vehicle for assuring conformance with these principles, as they will be imposed in the North Carver URP itself as well as in the Land Disposition and Development Agreement with any private redeveloper.

- **Principle 1 - Redevelop First.** The North Carver URP will result in public actions to stimulate public and private revitalization efforts within North Carver that take advantage of existing infrastructure and encourage the reuse and rehabilitation of that infrastructure and of existing buildings. The North Carver URP focuses on a blighted and previously exploited site rather than focusing on never-developed land.
- **Principle 2 - Concentrate Development.** The North Carver URP supports compact development that will conserve land resources, integrate land uses and enhance the built environment. It involves the redevelopment of vacant or underutilized sites and the assembly and creation of new development sites, including a significant parcel that will make possible a mixed-use industrial park development project. That project includes a modern, attractive and sustainable mix of facilities for warehousing, distribution and manufacturing, which will result in substantial job creation. The plan also contemplates future commercial redevelopment along North Main Street.
- **Principle 3 - Be Fair.** The North Carver URP focuses on investing in a long blighted and underutilized site through the implementation of a carefully planned redevelopment program. That program is based on a multi-year planning effort that has given careful consideration to promoting equitable sharing of development costs and benefits, and a development plan that is physically viable, market based and financially achievable. The project will promote diversity and create job opportunities for residents of all income levels. Ongoing community outreach will provide for public input that will ensure social, economic and environmental justice throughout the planning, permitting and implementation processes.
- **Principle 4 - Restore and Enhance the Environment.** The North Carver URP will revitalize a strategically located blighted, brownfields site which will result in significant private investment and the creation of 000 new jobs. Redevelopment will be undertaken in a manner that protects and preserves natural resources from the effects of unnecessary new construction. The project also involves environmental remediation, as required. The project will create a viable

development parcel to support an exciting mixed-use redevelopment project with attractive public amenities. This project will support environmental responsibility and green design. Redevelopers will be required to evaluate their designs utilizing the LEED (Leadership in Energy and Environmental Design) Green Building Rating System, a voluntary, consensus-based national standard for developing high-performance, sustainable buildings.

- **Principle 5 - Conserve Natural Resources.** The North Carver URP focuses on the redevelopment and reuse of existing natural or man-made resources, such as cranberry bogs, and seeks to integrate these features as the centerpiece of its redevelopment strategy. **Need VHB input** The project also seeks to upgrade and utilize existing infrastructure, thereby preserving irreplaceable natural resources.
- **Principle 6 - Expand Housing Opportunities.** The North Carver URP envisions significant new job creation, which in-turn, could create additional demand for housing. The Town feels that it will have sufficient existing inventory to meet future housing demand. The Town also wants to maintain diversity in the housing stock that includes housing that meets the full range of local needs, including affordable housing. The Town will work to ensure that quality housing for people of all backgrounds and income levels, including special-needs and disabled individuals, is a central component of its housing production plan.
- **Principle 7 - Provide Transportation Choices.** The proposed green business park suffers from inadequate access, which the North Carver URP will address through a new public roadway system providing access to development sites and connections to the nearby highway system.
- **Principle 8 – Increase Job Opportunities.** The North Carver URP is designed to attract new industrial and commercial development activities to Carver. The planned business park and the jobs that it will generate, will help existing businesses to grow and expand. It is also anticipated that the project will serve as a catalyst for other commercial redevelopment along the North Main Street area, further expanding investment and new job opportunities.
- **Principle 9 - Foster Sustainable Businesses.** The North Carver URP will support economic development consistent with regional and local objectives. The project will support smart growth principles by bolstering the local economy, improving the quality of life, providing people with additional shopping, entertainment, transportation and service choices, and fostering economic growth in Carver.
- **Principle 10 - Plan Regionally.** A business park in North Carver has been part of the regional CEDS and identified in the associated planning process for over 20 years. Furthermore, the project is currently one of seven priority economic development projects in the region, and is the only non-urban project on the priority list.

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Specification of Proposed Redevelopment Activities.

Pending VHB work



Zoning, Land-use Restrictions and Design Controls.

TBD



Design Review Process.

TBD



Duration of Controls.

TBD

SECTION 4. URBAN RENEWAL ACTIONS

Specific Urban Renewal Actions. The following general public actions will be undertaken under the North Carver URP within the constraints of MGL Chapter 121-B and the urban renewal regulations established by the Department of Housing and Community Development:

- **Acquisition.** The acquisition of real property, including 232.5 acres, 224.8 acres currently configured in 12 privately owned parcels (see Map G) and the assembly of two publicly owned parcels, totaling 7.7 acres through the exercise of rights and powers afforded to the CRA, in order to assemble a viable site for private development consistent with the Town’s Green Business Park zoning.
- **Relocation.** The relocation of affected residents and businesses (see Section 9).
- **Spot Clearance.** The spot clearance of four building (see Map G and Section 3) necessary to achieve the objectives of this plan. Environmental site investigations as required as part of the acquisition and clearance activities. Removal of site foundations, slabs and other debris, if found.
- **Public Infrastructure.** The construction of public improvements, including new public roadways with utilities in order to support new development and private investment. **Need VHB input.**
- **Disposition Parcel(s).** The creation of a viable disposition parcel(s) to support and encourage redevelopment (see Map I and Section 12).
- **Design Controls.** The establishment of design controls for the redevelopment of acquired parcels and the possible rehabilitation of existing buildings to ensure a uniform level of quality.

The urban renewal actions to be undertaken to redevelop the area iare further summarized in Table 3 (below).

Table 3. NORTH CARVER URP SUMMARY OF PROPOSED URBAN RENEWAL ACTIONS		
Project Area	The North Carver Urban Renewal Plan Project Area totals 308.9 acres and is located along US Route 44 on the south, MA Route 58 (north Main Street) on the east, the Plympton, MA town line on the north and the Middleborough, MA town line on the west in the northern section of Carver.	
Acquisition	Twelve parcels to be acquired: <ul style="list-style-type: none"> • 10-A Montello Street (22-11-0-R) • 3-4 Park Avenue (20-2-0-R) 	Two public parcels to be acquired: <ul style="list-style-type: none"> • 0 Montello Street (24-1-0-E) • 0 Montello Street (24-2-0-E)

	<ul style="list-style-type: none"> • 1 Park Avenue (20-2-1-R) • 0 Montello Street (203-0-R) • 0 Cobbs Pond (20-14-0-r) • 0 Rear Plymouth Street (21-2-A-R) • 0 Montello Street (22-5-A-R) • 12 Montello Street (22-3-0-R) • 18 Montello Street (22-3-1-R) • 20 Montello Street (22-3-A-R) • 16 Montello Street (22-3-B-R) • 0 Montello Street (22-4-0-R) 	
Relocation	Five occupants will be relocated (4 residential and 1 commercial)	
Spot Clearance	<p>Four buildings will be demolished:</p> <ul style="list-style-type: none"> • 10-A Montello Street • 12 Montello Street • 20 Montello Street • 16 Montello Street 	
To Be Rehabilitated	The plan does not propose to undertake the direct rehabilitation of any of the buildings within the Project Area. The plan contains Design Controls and a Design Review Process that will apply to development activities, including rehabilitation, within the Project Area.	
Street Discontinuance	Possible relocation/reconfiguration of portions of Montello Street.	
Zone Changes	One parcel (20-14-0-R) will be rezoned Green Business Park. All other parcels to remain either Green Business Park or Highway Commercial.	
Proposed Project Improvements	Assembly of a redevelopment site to support a mixed-use industrial development project and stimulate future commercial redevelopment along North Main Street. Roadway, utilities, streetscape improvements and public amenities to support redevelopment efforts.	

SECTION 5. COST ESTIMATES AND FINANCIAL PLAN

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A project budget/financial plan for the North Carver URP has been prepared and is provided in Table XX. The financing plan was developed in accordance with 760 CMR12.02 (4), which requires that the plan include the elements listed below.

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Detailed Site Acquisition Costs. The CRA utilized **FY 2015** property valuation assessments as the basis for the initial estimate of each parcel to be acquired. The CRA will obtain two independent appraisals for each parcel to be acquired prior to actual land acquisition pursuant to 760 CMR 12.04 after DHCD's formal approval of the North Carver URP.

There are no properties in the North Carver URP in which any officer or employee of the municipality or of the CRA has, or is believed to have, any direct or indirect interest.

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Detailed Site Preparation Costs. Site preparation improvements are summarized in Section 7. The cost estimates for site preparation include environmental cleanup, building demolition and grading of parcels. These figures are provided in Table xx. Environmental cleanup costs were estimated based on ???.. Grading and building demolition costs were based on industry standards as applied to the square footage of buildings to be demolished and parcels to be graded. **Need VHB Input**

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Public Improvement Costs.

Cost estimates for public improvements that will support redevelopment activities are provided in Table **00**. A narrative description of the proposed public improvements is provided in Section 7. Cost estimates are based on **Need VHB Input**

■

Preliminary Relocation Costs. The North Carver URP will involve the displacement of five occupants, four are residential and one is commercial. Cost estimates for expenses in connection with the relocation of affected businesses and residents are summarized in Table 00 and are based on other recently completed public relocation projects. All relocation activities will comply with applicable state and federal regulations and will be supported by a final Relocation Plan.

■

Detailed cost estimates establishing the total project cost. The total estimated gross cost of implementing the activities contemplated by the North Carver URP is estimated at \$xx million. Due to the substantial costs of executing the plan, the North Carver URP may be developed in multiple phases, which will allow for its implementation as project funding is secured. Funding for the implementation of the North Carver URP will come from several sources as indicated in the project budget presented in Table 00.

■

Administration and Contingencies.

The project budget shown in Table 00 includes administrative expenses and reserves for contingencies.

SECTION 6. APPROVALS AND LEGAL DATA

■

Public Hearing. The Carver Board of Selectmen held a public hearing relating to the North Carver URP on **xxxx**, 2016. A copy of the public hearing notices and certified minutes of the hearing are provided in Appendix **X**.

■

Planning Board. A copy of the vote of the Carver Board at its **xxxx**, 2016, meeting, indicating that the North Carver URP is based on a local survey and conforms to the comprehensive plan for the Town as a whole, is provided in Appendix **xx**.

■

Carver Redevelopment Authority. The North Carver URP was approved by the Carver Redevelopment Authority on **xxxx**, 2016. A certified copy of the approval is provided in Appendix **x**.

■

Board of Selectman. The North Carver URP was approved by the Carver Board of Selectmen on **xxxxx**, 2016. A certified copy of the Selectmen's approval is provided in Appendix **XX**.

■

Massachusetts Historical Commission – Notification of Public Hearing. Copies of public hearing notices transmitted to the Massachusetts Historical Commission are provided in Appendix **xx**.

■

Massachusetts Environmental Policy Act. An Environmental Notification Form (ENF) for the project was filed with the Executive Office of Energy and Environmental Affairs (EOEEA) in accordance with the Massachusetts Environmental Policy Act (MEPA) on **xxxx**. A Record of Decision is pending.

■

Opinion of Counsel. A copy of the Opinion of Counsel provided to the CRA concerning the North Carver URP is provided in Appendix **XX**.

■

Plan Approval. A copy of the Department of Housing and Community Development’s approval letter to be inserted into Appendix **XX** upon issuance.

SECTION 7. SITE PREPARATION



Need detail on site preparation work from VHB – grading, remediation, etc.

SECTION 8. PUBLIC IMPROVEMENTS

■

Need detail on public improvements from VHB – roads, sewers, etc.

SECTION 9. RELOCATION PLAN

■

The proposed actions of the North Carver URP will require the full or partial acquisition of 12 privately owned properties and the relocation of 5 affected occupants. Massachusetts General Law (MGL) Chapter 79A states that projects involving the displacement of occupants of more than five dwelling or business units, must submit a relocation plan to the Bureau of Relocation. MGL Chapter 79A further states that in cases involving the displacement of the occupants of fewer than six dwelling or business units, the displacing agency shall not be required to submit a Relocation Plan. As such, the proposed actions of the North Carver URP do not require preparation of a Relocation Plan. Should the implementation of future actions result in the cumulative displacement of more than 5 occupants; a Relocation Plan will be prepared by the CRA.

The CRA will follow all applicable requirements set forth in MGL Chapter 79A, and the regulations found at 760 CMR 27.00 and applicable federal regulations, in connection with the displacement of any and all project occupants.

SECTION 10. REDEVELOPER OBLIGATIONS

■

TBD

SECTION 11. DISPOSITION



-
- Provide Agreements
 - Detail Process
 - Identify Known Redevelopers

SECTION 12. CITIZEN PARTICIPATION

The CRA has solicited input from Carver residents in the preparation and adoption of the North Carver URP. Public meetings were held to discuss the formation of the North Carver URP starting in the early fall of 2015. Plan preparation discussions were by the CRA at regular videotaped open meetings and made available to the public.

The CRA also maintains a web site, which provides regular and ongoing updates on plan preparation activities and provides a vehicle for submitting public input. Presentations were also made at public meetings and the Board of Selectman in (insert date) to receive comments and input on the North Carver URP.

The CRA will continue to provide for ongoing public participation in the proposed execution of the North Carver URP. The CRA will continue to meet with individuals and business owners, community organizations and affected property owners and occupants as necessary to solicit input or to accommodate requests by individuals and organizations. Meanwhile, the CRA will keep the general public abreast of all plan-related activities through public meetings, media releases and the like, and will invite public comment and input as appropriate.