

**Statement in Support and Project Impact Statement of
Polar Views LLC’s Application to City of Worcester Planning Board for Site Plan Review
Approval and Special Permits for Inclusionary Zoning Incentives for
Mixed-Use Eligible Development Project at 39 Lamartine Street, Worcester, Massachusetts**

I. Background and Project Scope.

Polar Views LLC is the owner of the property known and numbered as 39 Lamartine Street, Worcester, Massachusetts,¹ which contains approximately 18,154 square feet of land located at the corners of Lamartine Street, Grosvenor Street and Meade Street (the “Property”). The Property last contained a warehouse and office building that was unoccupied for years and was recently razed and removed.

The Property is located entirely within the Business, General (“BG-3.0”) zoning district and no overlay districts, and is bounded by the Inspectional Services Department building to the south, a vacant parcel to the west, a municipal parking lot to the east and undeveloped commercial property to the north. The Property is located in close proximity to Polar Park and is surrounded by residential properties and various businesses and commercial uses, e.g., laundromat, storage, supply store, parking lots, etc.

Polar Views LLC (“Polar Views”) is seeking site plan review approval and special permits for inclusionary zoning incentives from the City of Worcester Planning Board (the “Board”) as more particularly described herein, in connection with the construction and development of a new 6-story building (the “New Building”) with approximately 48,613 gross square feet,² two levels of parking (one at the basement level and one at the ground floor), residential amenities, commercial retail space, 5 stories of multifamily Eligible Development³ which will include a mix of 1- and 2-bedroom apartments, as well as indoor and outdoor common areas, new landscaping and other site features (the “Project”). A total of 40 parking spaces will be provided to serve the occupants of the New Building. The Project also includes the construction and/or installation of related site improvements at the Property, including, but not limited to, new sidewalks and walkways (i.e., existing sidewalks will be replaced and/or repaired as needed, new walkways will be provided on-locus to provide access to entry doors), curb cuts (along Meade Street and Grosvenor Street), landscaped open spaces and indoor and outdoor amenity areas (e.g., fitness room, lounge, function room, dog park, second floor roof

¹ 39 Lamartine Street has a parcel identification of 05-014-0008.

² This excludes basement and garage areas.

³ An Eligible Development is defined in the Zoning Ordinance as “developments that include at least five percent (5%) of the units for the overall project with income restrictions at the sixty percent (60%) AMI limit.” The Project will contain 6 affordable units (4 units at 80% AMI and 2 units at 60% AMI) and will, therefore, constitute an Eligible Development.

garden, balconies, decks, etc.), electric vehicle (EV) charging stations,⁴ interior and exterior bicycle storage areas⁵ and other site features.

II. Requirements for Site Plan Review Approval and Special Permits for Inclusionary Zoning Incentives.

The development of 5 or more dwelling units requires site plan review approval by the Board pursuant to Table 5.1 of Article V of the Zoning Ordinance. The New Building will contain 36 dwelling units, and, therefore, the Project requires site plan review approval by the Board.

Polar Views is seeking the grant of special permits for inclusionary zoning (IZ) incentives from the Board for the Project for noncompliance with parking (i.e., minimum count, dimensions, if required,) and loading requirements.

With respect to minimum parking, Polar Views is seeking a special permit for a parking space reduction of up to 50% of the base requirement. Based on the proposed 36 residential units and the gross floor area of the retail sales use (approximately 1,581 square feet) within the New Building, and applying the 25% Eligible Development parking reduction entitlement under Article VII, Section 6.A.ii.a, the Project requires a minimum of 60 off-street parking spaces, including 54 spaces for the multifamily use and 6 spaces for the retail use.⁶ The Project proposes a total of 40 parking spaces (i.e., 48% relief from the 77 space base requirement), 36 of which will be attributable to the multifamily use and 4 of which will be attributable to the retail use. Therefore, Polar Views is seeking a special permit for 20 spaces of relief.

With respect to loading, Polar Views is seeking a special permit pursuant to Article VII, Section 6.A.ii.b⁷ for noncompliance with loading requirements as set forth in Table 4.5. A total of 2 loading spaces are required based on the gross floor area of the New Building, and only one

⁴ 9 EV-“ready” charging (i.e., conduit run) spaces will be designated for future electric vehicle parking.

⁵ Two secure bicycle storage rooms will be provided, one on the first level to accommodate 9 bikes, and one that can be accessed from the interior at the below grade parking level to accommodate 21 bikes. Exterior bike racks for 14 bikes will also be provided.

⁶ Multifamily use minimum parking: $(36 \text{ units} * 2 \text{ spaces per unit})(0.75) = 54 \text{ spaces required}$. Retail use minimum parking: $1,525 \text{ s.f.}/300 \text{ s.f.} = 5.08 = 6 \text{ spaces required}$. Total required spaces = $54 + 6 = 60 \text{ spaces}$. Without the automatic 25% IZ parking entitlement, the base requirement is 77 spaces. Please see plans for more detailed calculations.

⁷ The Zoning Board of Appeals is the special permit granting authority pursuant to Article IV, Section 7.A.2 for any special permits with respect to Notes 2(b), 3 and 5 of Table 4.4 and loading requirements. However, Article VII, Section 6.A.ii.b of the Zoning Ordinance provides that the Planning Board may grant a special permit to modify the loading requirements; parking dimensional, landscaping, and layout requirements, including the number of required parking spaces, where it is demonstrated that with such modification there will be adequate space for off-street parking and/or loading to provide for the needs of the subject building or use.

noncompliant time-limited loading space is proposed offsite and within Meade Street as shown on the plans.

Polar Views is also seeking certain waivers as specified herein. The Project will also require the submission of applications to the Worcester Zoning Board of Appeals for variances for noncompliance with minimum frontage.

III. Reasons for Definitive Site Plan Review Approval and Special Permits for Inclusionary Zoning Incentives.

The Project satisfies the site plan review standards and special permit criteria as set forth in Article V, Section 5.B, Article II, Section 6.A.2 and Article VII, Section 6.A.ii.b of the Zoning Ordinance for the reasons stated herein:

- 1. Adequacy and arrangement of vehicular traffic access and circulation including intersections, road widths, pavement surfaces, dividers and traffic controls; Traffic flow and safety, including access, parking and loading areas (special permit criteria); Adequacy and arrangement of pedestrian traffic access and circulation, walkway structures, control of intersections with vehicular traffic and overall pedestrian convenience.**

The proposed curb cuts and off-street parking will provide a safe, adequate and efficient layout and design for vehicular and pedestrian traffic, and propose suitable alignment with property lines, buildings, parking, access and walkways. The building design was developed such that the resident parking will be in close proximity to the lobby entrances of the New Building. The proposed parking and loading areas, drive aisles, curb cuts and building entrances will not cause any nuisance or hazard to vehicles or pedestrians within or off the Property, or line of sight hazards along nearby streets. The proposed drive aisles within the parking areas will provide sufficient widths and turning radii necessary for safe and efficient passenger vehicle travel.

As discussed below, the proposed parking will adequately serve the occupants of the New Building and will not have a material negative impact on the neighborhood with respect to parking. The proposed parking layout provides adequate ingress and egress to the parking areas by means of clearly defined access driveways, to provide the most safe, effective and efficient flow to and from the Property.

Emergency vehicles will be able to access the Property from the curb cuts along Grosvenor Street and Meade Street, or by parking on the adjoining streets. Safe, convenient and efficient pedestrian access to the New Building will be provided along accessible walkways and sidewalks. Loading will occur within Meade Street, and trash pick-up will occur next to the New

Building within Grosvenor Street. The proposed loading area will be in close proximity to the New Building and a safe distance from electric utility equipment and pedestrian walkways.

Proximity of the Project to public transit services (e.g., WRTA bus, MBTA commuter rail and Amtrak) and interior and exterior bicycle accommodations are expected to promote less reliance on automobiles as compared to other residential developments in the City in less transit-friendly locations. The Project will not result in a substantial increase in trip generation levels to and from the Property, and the minor traffic generated and patterns of access and egress will not cause congestion, hazard or a substantial change to the neighborhood character. Traffic-volume increases for the Project are estimated at 18 trips for the AM peak hour and 17 trips for the PM peak hour. Peak hour traffic capacity analysis indicates that the estimated site generated traffic represents a very small percentage of the existing future traffic volumes in the area, and, therefore, the development would have negligible impact of area traffic operations. See the traffic impact statement prepared by J.M. Grenier Associates Inc.

2. Location, arrangement, appearance and sufficiency of off-street parking and loading.

Table 4.4 of Article IV of the Zoning Ordinance provides minimum parking requirements for properties in the BG-3.0 zoning district based on use. Multifamily use requires 2 spaces per dwelling unit and retail sales use requires 1 space per 300 square feet of gross floor area. However, Article VII, Section 6.A.ii.a of the Zoning Ordinance provides that Eligible Developments are entitled to an automatic 25% reduction from minimum parking requirements provided that a Transportation Management Program (TMP) is submitted to the Board.

As discussed above, based on the proposed 36 residential units and the gross floor area of the retail sales use (1,581 square feet), and applying the 25% parking reduction entitlement under Article VII, Section 6.A.ii.a, the Project requires a minimum of 60 off-street parking spaces. A total of 40 parking spaces are provided for the Project. The proposed parking space to unit ratio for the Project of 1.11 is higher than the parking ratios of other similar high-rise multifamily projects that have been approved in the City. The Project will accommodate 1 to 1 residential parking for all 36 units while providing 4 spaces for the remaining nonresidential use at the New Building.

The proposed parking will adequately serve the occupants of the New Building, and will not have a material negative impact on the neighborhood with respect to on- or off-street parking. There will continue to be ample on-street parking on surrounding streets. The neighborhood is transit-oriented in nature (i.e., WRTA bus stations), and facilities at the Property will accommodate alternate means of transportation (e.g., bicycle storage). There exist amenities in close proximity to the Property and there is a nearby downtown employer hub.

The proposed parking areas are designed to reduce the amount of at-grade land devoted to parking and utilize parking areas more efficiently by providing a subterranean parking level, which results in a more urban look and feel by not overwhelming the Property with surface parking. Less parking on the surface level allows for more areas that can be devoted to affordable units, open space, amenities and commercial space.

As noted above, the loading area will allow delivery and garbage trucks to safely enter the site into the loading area from Meade Street.

3. Location, arrangement, size, design and general site compatibility of buildings, lighting and signs; Social, economic or community needs that are served by the proposal (special permit criteria); Neighborhood character and social structure; buildings, noise, glare (special permit criteria); Potential fiscal impact, including city services needed, tax base, and employment (special permit criteria).

The Project will dramatically enhance and improve the surrounding area and will improve the safety, efficiency, aesthetic appeal, design and quality of the site, which was underutilized as a former warehouse and office building and contains limited natural terrain features.

The kind, size, height and nature of the New Building and the proposed site improvements for the Project are consistent with buildings in this neighborhood (including, but not limited to, the size and height of the City's ISD building) in and around Polar Park and other neighborhoods within the City that have been developed for mixed-use high rise multifamily use. The building façades will incorporate a contemporary approach with dynamic but efficient massing. Variations in exterior wall material depth and detailing will provide a rich texture and variation to the building exterior, bringing in natural tones. The New Building will provide other architecturally appealing features and massing and changing façade heights. The New Building will be accessible, with modern finishes, energy efficient appliances, state-of-the-art HVAC systems and large windows that will make the units comfortable, safe and reflective of modern design standards. The walkways, open spaces, balconies and roof deck will help activate outdoor common and recreational areas and improve connections within the site and surrounding areas. Except as otherwise provided herein, the New Building will comply with dimensional requirements as set forth in the Zoning Ordinance, including height, floor-to-area ratio and yard setbacks.

The Project is functionally and aesthetically compatible with the surrounding municipal, commercial and residential properties in the neighborhood, which include a mix of City department, single, 2- and 3-family, multifamily, business and commercial uses. The Property

was most recently occupied with underutilized warehouse and office use, and the proposed New Building and improvements to the site will have no greater impact on, adversely affect or be detrimental to adjoining premises or zones or the neighborhood. Based on the foregoing, the New Building and improvements to the Property in connection therewith will fit into the present character of the neighborhood, and granting this approval will promote an appropriate use of the site.

The Project use will not result in any increase in noise levels that would be noticeable at any abutting properties. The Project will neither create a nuisance, hazard, congestion or concerns pertaining to health, safety or general welfare, and there will not be substantial harm to the neighborhood or derogation from the intent of the Zoning Ordinance as a result of the Project.

Proposed new lighting will be modern in design, and will not have a deleterious effect on or cause a nuisance to neighboring properties or abutting streets. The proposed outdoor lighting will be adequate for safe and secure access to and from the New Building, walkways, sidewalks and the loading area. The proposed lighting will be arranged and have directional shields so as to minimize light from shining onto abutting properties and streets. Any new identification signage will be provided in compliance with the Zoning Ordinance.

The Project will improve the economic vitality of the neighborhood and surrounding areas by increasing the number of residents in the area who will patronize local businesses and economic centers in and around the neighborhood. The Project will create new construction jobs, sustain post-construction jobs, and will generate additional tax revenues and fees for the City.

4. Adequacy of stormwater and drainage facilities; Adequacy of utilities, water supply and sewerage disposal facilities and other public services (special permit criteria).

The development does not anticipate any adverse effect on drainage patterns. The best management practices for stormwater are incorporated in the design of the Project, and will be adequate to manage stormwater runoff generated by the Project and to satisfy the requirements of the Zoning Ordinance, the Worcester Department of Public Works and Massachusetts Stormwater standards. Stormwater runoff collected on-site will be directed away from the New Building and discharged to the City's existing drainage system in Lamartine Street, Meade Street and Grosvenor Street via underground connections. A CDS treatment unit will provide 80% TSS removal for runoff from the access driveway to the subsurface parking. The majority of stormwater will be developed by the proposed roof top which is directly discharged into the combined sewer system. Post-development peak runoff rates will be mitigated by reducing on-

site impervious area compared to pre-development conditions. One or more backflow preventers and sump pump pits in the basement and elevator pit will be installed.

New water and sewer connections, gas and electric service facilities and infrastructure will need to be provided for the New Building and the Project. However, such utility lines and infrastructure currently exist within Lamartine Street, Meade Street and Grosvenor Street and are readily available to be connected to any new utilities that are necessary for the Project.

5. Adequacy, type and arrangement of trees, shrubs and other landscaping elements in accordance with the Landscaping Design Standards set forth in Article V, Section 5(C); Adequacy of useable common property or open space.

The Project proposes to provide enhanced open space by way of landscape buffers that will contain a variety of aesthetically appealing and native trees, shrubs and other plantings not currently provided at the site. The landscape buffers will comply with the Zoning Ordinance, and will serve as a visual buffer between the site and adjoining properties and streets. All new trees will be Asian Long-Horned Beetle and Emerald Ash Borer compliant. Other open space amenity areas (e.g., dog park, balconies, roof deck and other areas) will also be provided throughout the site. The Project proposes to create ample common areas and open space amenity areas at the site as described herein that can be used by residents for outdoor leisure and/or passive recreation.

6. Protection of adjacent or neighboring properties against noise, glare, unsightliness or other objectionable features.

The Project use will not result in any increase in noise levels that would be noticeable at any abutting properties. The Project will neither create a nuisance, hazard, congestion or concerns pertaining to health, safety or general welfare, and there will not be substantial harm to the neighborhood or derogation from the intent of the Zoning Ordinance as a result of the Project.

The proposed lighting will be dark-sky compliant, will not exceed a color temperature of 3,000K, will be appropriately arranged with directional shields so as to minimize light from shining and/or spilling onto abutting properties and streets while maintaining pedestrian and vehicular safety, and will not have a deleterious effect on neighboring properties. Site lighting is designed to meet IESNA (Illuminating Engineering Society of North America) guidelines for security minimums within parking and pedestrian areas.

Trash receptacles will be stored within the ground floor and brought out to the loading/trash pick-up zone only on days scheduled for trash pick-up.

7. Adequacy of fire lanes and other emergency zones and the provisions of fire hydrants.

There is no special emergency zone noted on the plans. However, fire trucks and other emergency vehicles will be able to access the Property by parking within the access driveways on site and/or on multiple streets surrounding the site in close proximity to the New Building. The New Building will be serviced by existing municipal fire hydrants located within the sidewalk on Lamartine Street. The New Building will utilize a fire suppression system with a direct connection to the water service main within Grosvenor Street. There are no new hydrants proposed as part of the new development.

8. Special attention to the adequacy of structures, roadways and landscaping in areas with susceptibility to ponding, flooding and/or erosion; Adequacy of erosion and sedimentation control measures to be utilized during and after construction; Impacts on the natural environment (special permit criteria).

There are no natural terrain features at the Property, and the Project will minimize, to the extent practicable, changes to the natural terrain as a result of the Project. The proposed drainage and site design layout of the Project improvements are designed to reduce any susceptibility of ponding, flooding and erosion. The Property is outside of the Floodplain and Water Resources Protection Overlay Districts and ecologically sensitive areas, and there are no wetland resource areas on the Property. There will not be any negative impacts on the groundwater. During construction, appropriate measures will be taken for controlling erosion, sedimentation and pollution as set forth in the plans submitted. The premises will remain maintained upon completion of the construction phase.

9. Conformance of the site design with the purposes and intent of the Worcester Zoning Ordinance.

The Project complies with the design requirements of Article V, Section 5.B, Article IV, Section 7.A.3 and other applicable provisions of the Zoning Ordinance by providing sufficient off-street parking spaces necessary to accommodate the residents and occupants of the New Building. The proposed drive aisles within the parking area will provide sufficient widths and turning radii necessary to provide for safe and efficient travel for passenger vehicles. The garage doors will be setback from the street in order to allow vehicles to safely and conveniently enter the New Building with minimal impact to public ways. The proposed parking, walkways and landscaping-related improvements are arranged for safe and convenient access for motorists and pedestrians. Proposed new lighting will be modern in design, and will not have a deleterious effect on or cause a nuisance to neighboring properties or abutting streets. The Project will dramatically improve the aesthetic

appeal, design and quality of the Property, which is highly visible to the public. The Project will improve the economic vitality of the neighborhood and surrounding areas by increasing the number of residents in the area who will patronize local businesses and economic centers in and around the neighborhood. The Project will create new construction jobs, sustain post construction jobs, and will generate additional tax revenues and fees for the City.

The Project is in conformance with the purposes and intent of the Zoning Ordinance as it will provide much-needed and in-demand affordable housing (including 5% of units at 60% AMI) to support the City's critical housing stock, which will promote the economic vitality of the neighborhood and the City. The Project is a development of a compatible land use that provides urban densities, is a redevelopment of a corner lot site that is highly underutilized, offers a design that provides an aesthetically pleasing environment for pedestrians that is accessible, compact, safe and inviting. The Project promotes compact, environmentally-responsible (e.g., EV charging stations, interior and exterior bicycle storage and other eco-friendly features), pedestrian friendly mixed-use development that is physically and functionally integrated through site design and avoids over-dedication of land devoted to surface parking. Moreover, the Project will encourage the most appropriate use of the land in a manner that promotes economic development, general welfare, safety and the creation of housing of such type, size and cost suitable for meeting the current and future needs of the City. The Project protects natural resources as well as the architectural, scenic and aesthetic qualities of the community and protects against the uses of land which are incompatible with nearby uses, undue intensity of noise and danger and congestion in travel and transportation.

10. Conformance and compatibility of the site plan design with structures listed in the most recent State Register of Historic Places.

There are no existing structures at the Property nor is the Property listed on the National Register of Historic Places or the Massachusetts Cultural Resource Information System (MACRIS) database. The Project will continue to enhance the existing aesthetics and character of the neighborhood, and the Property, including the New Building, will be compatible with other historic and non-historic structures in the neighborhood.

11. Adequacy and impact on the regional transportation system.

The Project will not materially impact the regional transportation system as the neighborhood is transit-oriented nature (i.e., WRTA bus stations within walking distance will accommodate alternate means of transportation (e.g., bicycle storage, etc.). There exist amenities in close proximity to the site and there is a nearby access to the downtown employer hub. The Project will promote the bike- and walk-ability of the neighborhood as it will include

indoor bicycle storage areas and there will be safer and more convenient access to the surrounding neighborhood.

12. Adequacy of plans and protective measures to ensure minimal risk of contamination to surface or groundwater.

The Property is outside of the Floodplain and Water Resources Protection Overlay Districts and ecologically sensitive areas, and there are no surface waters or wetland resource areas on the Property. The site is not located within the City of Worcester Combined Sewer System Area or the Commercial Area Revitalization District (CARD). A Notice of Intent Application will be submitted to the Worcester Conservation Commission under the Local Ordinance for work within 100 feet of a catch basin. There will be no storage of hazardous materials or substances at the Property. Based on the foregoing, plans and protective measures under the Project will ensure minimal risk of contamination to surface or groundwater.

IV. Waivers and Other Zoning Relief.

Polar Views seeks the following waivers and other zoning relief, to the extent applicable:

1. Plan requirement to show abutters within 300 feet of the Property; and
2. All other waivers and zoning relief that may be required.