

**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
216 and 221 Chandler Street, Worcester, Massachusetts**

I. Background and Project Scope.

Polar Views LLC (“Polar Views”) is the developer of the properties known and numbered as 216 and 221 Chandler Street, Worcester, Massachusetts (collectively, the “Property”).¹ The property at 216 Chandler Street (“216 Chandler Street”) contains approximately 6,354 square feet of land located at the corner of Chandler Street and Mason Street, and most recently contained a dilapidated mixed-use building that was unoccupied for years and was recently razed and removed. The property at 221 Chandler Street (“221 Chandler Street”) contains approximately 41,073 square feet of land and is comprised of an approximately 35,537 square foot building with office, storage, church and medical office uses and a large accessory surface parking lot that currently contains 31 parking spaces (the “221 Chandler Street Parking Lot”).

216 Chandler Street is located entirely within the Business, General (“BG-3.0”) zoning district and the Commercial Corridors – Elsewhere (“CCOD-E”) overlay district, and is bounded by Mason Street and a mixed-use building to the east, residential uses to the south, commercial properties to the west and Chandler Street to the north. The Property is located in close proximity to Beaver Brook Park and is surrounded by a variety of mixed-use, residential and commercial properties, e.g., restaurants, office, retail, parking lots, etc.

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 mixed-use Eligible Development,² consisting of a new approximately 29,497 gross square foot³ 6-story building (the “New Building”) that will contain 21 dwelling units within 5 stories and approximately 2,920 square feet of commercial retail space on the ground level (the “Project”).

¹ 216 Chandler Street is owned by Daniel Yarnie and has a parcel identification of 06-012-00036.

221 Chandler Street is owned by Polar Views LLC and has a parcel identification of 06-012-00055.

² 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 a total of 4 affordable units (i.e., 2 units at 80% AMI and 2 units at 60% AMI) and will, therefore, constitute an Eligible Development.

³ This excludes the basement and garage.

The New Building will contain a mix of 1- and 2-bedroom apartments and a 6-bedroom penthouse suite on the top floor, roof garden, fitness rooms, lobby and lounge areas, storage and retail space and other common and amenity areas.

The Project also includes the construction and/or installation of new sidewalks and walkways (i.e., existing sidewalks will be replaced and/or repaired as needed), curb cuts (along Mason Street and modifications to existing curb cuts on Chandler Street), new landscaping and open spaces, electric vehicle (EV) and e-bike charging stations,⁴ interior and exterior bicycle storage areas⁵ and other site features. In addition, a comprehensive Transportation Demand Management (TDM) program will be provided for residents and employees of the commercial retail space that is associated with the Project, and bicycle parking accommodations will be provided for residents, employees and visitors/customers.

The Project includes reconfiguration of the parking and drive aisles within the 221 Chandler Street Parking Lot, which parking lot in close proximity to the New Building, and which parking will serve both the occupants of the New Building and 221 Chandler Street.⁶ The Project will result in a total of 50 remote parking spaces at the 221 Chandler Street Parking Lot.

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 21 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 21 residential

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

⁵ Secure bicycle storage rooms will be provided, including one on the first level to accommodate 10 bikes. Exterior bike racks to accommodate 10 bikes will also be provided.

⁶ Required parking may be provided off site per Article IX, Section 7.G provided that the following conditions are met: a) The off-site location is located within 500 feet (customer use) or 1000 feet (valet or employee use) of the use it is intended to serve and is adequately connected by pedestrian facilities. b) The off-site location is held in common ownership and/or long-term lease agreements of a minimum of five (5) years, with renewal options. 221 Chandler is well within 500 feet of 216 Chandler Street and adequate pedestrian facilities exist to cross Chandler Street safely.

units and the gross floor area of the retail sales use (approximately 2,920 square feet) within the New Building, and applying the 24% Eligible Development parking reduction entitlement under Article VII, Section 6.A.ii.a, the Project requires a minimum of 20 off-street parking spaces for the New Building (i.e., 14 spaces for the multifamily use and 6 spaces for the retail use), and the existing uses at 221 Chandler Street requires 34 off-street parking spaces for a total of 54 parking spaces required.⁷ The Project proposes a total of 50 parking spaces, 21 of which will be attributable to the multifamily use and 29 of which will be attributable to the retail and nonresidential uses. Therefore, Polar Views is seeking a special permit for 2 spaces of relief (50% of the base residential requirement).

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 a special permit for noncompliance with the loading requirements and a variance for noncompliance with minimum off-street parking requirement (2 additional spaces).

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, the CCOD design standards and dimensional requirements as set forth in Article IX, Section 6, 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,

⁷ 216 Chandler Street: 21 units proposed minus 24% (density bonus, i.e., 19% affordable plus 5%) = 15.96 units; 15.96 units x 1 space per unit + 1 x (15.96/10) = 17.55 spaces, rounded up to 18 spaces. Transportation Management Program (TMP to be provided) reduction is 18 spaces minus 25% = 13.5 spaces, rounded up to 14 spaces. Retail parking: 2,920 s.f./500 = 5.84, rounded up to 6 spaces - for a total of 20 spaces required for 216 Chandler.

221 Chandler Street: commercial/non-residential uses set forth on the parking summary table requires a total of 34 parking spaces.

Project parking requirement (without Planning Board special permit): 20 spaces (216 Chandler Street) + 34 spaces (221 Chandler Street) = **54 total parking spaces required for the Project (without Planning Board special permit).**

Total parking requirement with Planning Board Eligible Development special permit: Base residential parking requirement is 24 spaces (i.e., 21 spaces + 3 guest spaces). The Planning Board may grant a special permit to reduce the requirement from 14 spaces (i.e., requirement after TMP) to 12 spaces (i.e., 50% of base residential requirement). The final parking requirement utilizing all available relief under Inclusionary Zoning is 12 residential spaces + 40 commercial/non-residential spaces = **52 spaces required.**

walkway structures, control of intersections with vehicular traffic and overall pedestrian convenience.

No new curb cuts will be created as a part of the Project. The access to the off-street parking at 221 Chandler Street that will serve the Project will be by way of the existing driveways that intersect the north side of Chandler Street and the south side of Austin Street. The existing access and proposed 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, building, parking, access and walkways. The proposed parking and loading areas, drive aisles 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. Emergency vehicles will be able to access the New Building along Chandler Street and Mason Street.

Adequate pedestrian facilities (i.e., crosswalks, sidewalks, traffic signs and traffic lights) exist and/or will be enhanced to ensure safe access to the New Building from the 221 Chandler Street Parking Lot is provided. Marked crosswalks are provided for crossing Chandler Street at Mason Street which provide access between the off-street parking at 221 Chandler Street and the New Building.

As discussed below, the proposed parking will adequately serve the occupants of the New Building and at 221 Chandler Street, 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 221 Chandler Street Parking Lot. A loading area will be provided within the site of the New Building that will be accessed from the existing driveway that intersects the west side of Mason Street. The loading area will provide sufficient width to accommodate the appropriate design vehicle (small moving van/truck).

Proximity of the Project to public transit services (e.g., WRTA bus Routes 6 and 7, which travel along Chandler Street and have two stops within a block of the New Building and 221 Chandler Street) 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 221 Chandler Street Parking Lot, 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 12 trips for the AM peak hour and 32 trips for the PM peak hour, with the majority of the trips generated during the PM peak-hour associated with the commercial retail space, a significant portion of which are

expected to be pedestrian and bicycle trips, which will reduce the predicted increase traffic. 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. A Transportation Impact Assessment (TIA) is being prepared by Vanasse & Associates, Inc. and will demonstrate that safe and efficient access will be provided for the New Building and will continue to be provided for the existing uses at 221 Chandler Street.

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

Table 9.1 of Article IX of the Zoning Ordinance provides minimum parking requirements for properties in the CCOD-E based on use. The Project at 216 Chandler Street will result in 21 dwelling units and 2,920 square feet of new retail space. As discussed above, taking into account the Eligible Development entitlements, the Project requires a total minimum of 52 parking spaces with respect to the new uses at 216 Chandler Street and the existing uses at 221 Chandler Street. The Project will provide 21 residential parking spaces for the 21 units while providing 29 spaces for the remaining commercial/non-residential uses at the New Building and the building at 221 Chandler Street. The residential unit to residential parking space ratio is 1:1, which parking ratio is higher than many of the parking ratios of other similar high-rise multifamily projects that have been approved in the City. The proposed parking will adequately serve the occupants of the New Building and 221 Chandler Street, and will not have a material negative impact on the neighborhood with respect to on or off street parking. A limited number of vehicles are anticipated to be utilized at the New Building in this denser urban environment, with the majority of units to consist of smaller households, i.e., 1-bedrooms. There is ample public and private off-street parking in the area for both residential and commercial parking.

Article IX, Section 7.C.2 of the Zoning Ordinance provides that when a mix of residential, general or business uses share a common parking area within the CCOD, minimum parking requirements may be reduced up to 50% of the required parking, and may be waived by special permit of the Board when supported by a parking analysis for combined land uses. A parking utilization survey is being performed by Vanasse & Associates, Inc. for the parking lot at 221 Chandler Street during times when both the existing and proposed commercial uses would incur the greatest demand for parking in order to analyze the peaking characteristics among the mix of uses. The peak parking demand period for a residential use occurs before 6:00 AM and after 10:00 PM, which is non-coincidental with the peak parking demand period for a commercial or medical office use, which generally occur between 11:00 AM and 2:00 PM. The non-coincidental peaking of parking allows for shared-use of the parking located at 221 Chandler

Street to accommodate parking for both the New Building and the existing uses at 221 Chandler Street.

Based on the foregoing, office, personal service, medical office, storage and church uses generate their greatest demand for parking during different hours of the day, which demonstrates that the mix of uses has sufficiently different peaking characteristics to warrant a substantial reduction of the minimum parking requirement. In addition to the parking at 221 Chandler Street, on-street public parking is available in the area to accommodate visitors.

The neighborhood is transit-oriented nature (i.e., WRTA bus Route 6 and 7 travel along Chadler Street with stops located within a block) and the Project promotes environmentally-responsible (e.g., EV charging stations, interior/exterior bicycle storage, easy access / drop-off for Uber, Lyft, Via van service, etc. and other eco-friendly features), pedestrian friendly mixed-use development, limits the amount of land devoted to surface parking and utilizes existing parking areas more efficiently. There exist amenities (bank, personal services, convenience stores, restaurants, etc.) in close proximity to the New Building and there is a nearby downtown employer hub. Moreover, the Project will encourage the most appropriate use of the land in a manner that promotes the creation of housing, 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.

A main objective of the CCOD is to reduce the amount of land devoted to parking and utilize parking areas more efficiently. The proposed parking area at 221 Chandler Street is designed to limit the overall surface area so as to maintain an urban look and feel by not overwhelming the site with surface parking. The non-coincidental peaking of the parking demands for the New Building and the existing uses at 221 Chandler Street serve to accomplish the objective of the CCOD by allowing of the parking at 221 Chandler Street to serve multiple uses. Additionally, the loading area will allow delivery and garbage trucks to safely enter the 216 Chandler Street site by backing into the loading space from Mason 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 dilapidated mixed-use building, surface parking and limited natural terrain features.

The proposed New Building and site improvements will improve the aesthetic appeal, design quality and economic vitality of the neighborhood. The Project is functionally and aesthetically compatible with the surrounding commercial and residential properties in the neighborhood, which include a mix of multifamily, restaurant, retail, personal services and office uses. 216 Chandler Street contains underutilized space, 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 relief will promote an appropriate use of the site.

The kind, size, height and nature of the New Building and the proposed site improvements for the Property are consistent with buildings in other neighborhoods within the City that have been developed for high-rise multifamily use. The New Building will provide other architecturally appealing features and massing, changing façade heights, variations in colors and materials and balconies and roof decks to respond to the immediate context. Except as otherwise provided herein, the Project will comply with dimensional and parking requirements and the CCOD design requirements as set forth in the Zoning Ordinance.

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 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, and will not have a deleterious effect on neighboring properties. Wall, pylon and directional signage, if any, 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 discharged to the City's existing drainage system in Chandler Street via underground connections.

New water and sewer connections, gas and electric service facilities and infrastructure will need to be provided for the New Building and the Project; provided, however, such utility lines and infrastructure currently exist within Chandler 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 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 next to the New Building within Mason Street 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 Mason Street. The New Building will utilize a fire suppression and standpipe system with a direct connection to the water service main within Chandler 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, Article IX, Section 6.B 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. A main objective of the CCOD is to reduce the amount of land devoted to parking and utilize parking areas more efficiently. The 221 Chandler Street Parking Lot is designed to limit the overall surface area so as to maintain an urban look and feel by not overwhelming the site with surface parking. The non-coincidental peaking of the parking demands for the New Building and the existing uses at 221 Chandler Street serve to accomplish the objective of the CCOD by allowing of the parking at 221 Chandler Street to serve multiple uses. Additionally, the loading area will allow delivery and garbage trucks to safely enter the 216 Chandler Street site by backing into the loading space from Mason Street. 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.

There are minimal 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 Project 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. The Project will accommodate, and encourage the use of, environmentally-responsible facilities and amenities (e.g., EV charging stations, bicycle storage, e-bike charging and other eco-friendly features).

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.