



10 September, 2024

RE: 39 Lamartine Design Changes to Address Comments from Zoning Board of Appeals, Neighbors and Staff

Several design changes have been made to the proposed mixed-use development project at 39 Lamartine Street in Worcester in response to the comments from the Zoning Board of Appeals (the "ZBA"), neighbors and staff at the ZBA meeting held on August 5th, and the Neighborhood Meeting held on August 29th.

The reduced building footprint, square footage and unit count, the improved massing and reduced building scale along Grosvenor Street, increased parking ratio, expanded sidewalks and additional flood mitigation strategies further enhance the overall project, including its compatibility with the neighborhood and alignment with the purpose and intent of the zoning ordinance and goals of Worcester Now | Next .

- Gross Square footage has been reduced to from 54,890 GSF to 52,571 GSF, reducing the FAR by about 2,000 SF.
- The unit count has been reduced from 36 units to 33 units, which eliminates the need for a parking variance and provides an increased parking space to unit ratio of 1.1.
- The column at the corner of Lamartine and Meade Streets was removed to create better visibility
- In response to both board member comments and the neighbors, the massing on the West building façade facing Grosvenor Street has been significantly reduced to reflect the scale of the residential neighborhood to the West.
 - We stepped back the building at the 3rd-5th floors by 11'-0" at the southwest corner and 4'-6" along the rest of the West façade. The façade style and design along this side of the building is more compatible with the 2- and 3-family style homes across the street based on our strategy to reduce the scale to be in line with the neighborhood and add architectural banding at the second level to help articulate the façade.
 - This allowed a chance to introduce planters along the unoccupied second floor roofs that were created, providing a buffer for the neighbors across the street.
 - The step back also helps to increase sun exposure and eliminates any shadow onto the neighboring properties from the proposed building during most of the day.
 - At the 6th floor the façade steps back 10'-6" from its original location to further reduce the scale of the building along Grosvenor Street.
 - At the street level along Grosvenor Street, large windows have been added to the parking level to improve the pedestrian experience and add visual interest to the façade.
 - The garage entrance is recessed, and the driveway width has been reduced to improve pedestrian safety and increase the sidewalk width. Recessed lighting and decorative sconces at the garage entrance enhance pedestrian safety and security of the area at night.
- We have continued to develop the design to respond to flood prevention and water management on site. In addition to floodproofing measures already planned, we have added a canopy roof structure that covers the driveway access to the below-grade parking level. This will have integrated drainage and prevent reliance on a sump pump in the event of heavy rainfall.
- To facilitate the addition of the driveway canopy, the driveway angle was eliminated, increasing the total pervious surface along the property line abutting the Inspectional Services Building lot. This increased the buffer zone from 5'-0" to 10'-0" and provided an opportunity to move the transformer closer to Meade Street for easy service access.

Sincerely,

Jeremy Baldwin & Kylie Landrey, Maugel DeStefano Architects