



The City of Worcester

Executive Office of Economic Development

Planning & Regulatory Services

Division of Planning & Regulatory Services

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Memorandum

To: Russell Karlstad, Chair – Worcester Zoning Board of Appeals

CC: Zoning Board of Appeals Members

From: Olivia Houle, *Planning Analyst*

Michelle Smith, *Assistant Chief Development Officer*

Date: September 16, 2024; Revised October 4, 2024

Re: **36 Butler Street (MBL 10-043-00012) – Special Permit & Variance Application**

Relief Requested:

Lot A:

Special Permit: To modify the parking dimensional, layout, and/or landscaping requirements, loading requirements, and/or the number of required parking spaces (Article IV, Section 7.A.2)

Variance: For relief of **4 parking spaces from the 4-space minimum off-street parking requirement** for a two-family detached dwelling (Article IV, Section 7, Table 4.4).

Lot B:

Special Permit: To allow a single-family attached dwelling use in an RL-7 Zone (Article IV, Section 2, Table 4.1, Single-family attached dwelling, Residential Use #12).

Special Permit: To modify the parking dimensional, layout, and/or landscaping requirements, loading requirements, and/or the number of required parking spaces. (Article IV, Section 7.A.2).

Variance: For relief of **2,233 SF from the 27,000 SF minimum lot area requirement** for a single-family attached dwelling in the RL-7 zone (Article IV, Section 4, Table 4.2).

Variance: For relief of **135.43 ft. from the 225 ft. frontage dimensional requirement** for a single-family attached dwelling in the RL-7 zone (Article IV, Section 4, Table 4.2).

Variance: For relief of **16.5 ft. from the 20 ft. minimum rear yard setback dimensional requirement** for a single-family attached dwelling in the RL-7 zone (Article IV, Section 4, Table 4.2).

Variance: For relief of **4.83 ft. from the 35 ft. maximum height dimensional requirement** for a single-family attached dwelling in the RL-7 zone (Article IV, Section 4, Table 4.2) for units # 4 - 9.

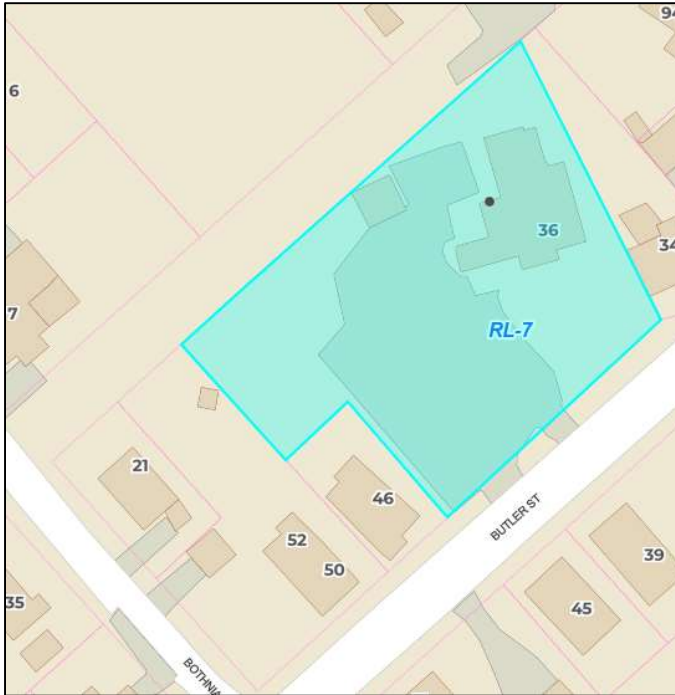
Petitioner: GM Properties LLC

Present Use: Presently on the premises is a 2-story structure, previously operated as a funeral home, a garage, and an asphalt driveway

Zone Designation: RL-7 (Residence, General) zoning district

Petition Purpose: The applicant seeks to divide the existing parcel into Lot A and Lot B. Lot A will contain the existing building, which is proposed to be converted into a two-family dwelling. On Lot B, the applicant seeks to construct two single-family attached townhouse-style buildings with ±9 total units, ±22 parking spaces, to reconfigure the drive aisles, and to conduct associated site improvements.

Location



Analysis of Special Permit - Findings of Fact Related to the Article II:

Criteria. Per Zoning Ordinance Article II, Section 6(A)(2), Special permits shall be granted by the Special Permit Granting Authority, unless otherwise specified herein, only upon its written determination that the adverse effects of the proposed use will not outweigh its beneficial impacts to the city or the neighborhood. In addition to any specific factors that may be set forth in this Ordinance, the determination by the SPGA shall be made within the context of the characteristics of the site and its vicinity, and shall include consideration of each of the following:

The Board may choose to adopt the findings of fact provided by the applicant or modify them based on public or staff comments, or Board discussion as needed.

The findings provided by the petitioner are shown in blue italics.

1. Social, economic or community needs that are served by the proposal;

The Project will dramatically modernize, enhance and improve the Property, and will improve the safety, efficiency and aesthetic appeal of the site, landscaping and parking areas. The Project will provide much-needed and in demand housing and support the City’s critical housing stock, which will promote the economic vitality of the neighborhood and the City. The Project will not be detrimental to adjoining premises, but, rather, will complement the existing mix of single and multifamily properties in the area better than the former funeral home, and bring an historic property back into productive residential use.

The Project is in conformance with the purposes and intent of the Zoning Ordinance, as it will encourage the most appropriate use of the land in a manner that 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.

2. Traffic flow and safety, including access, parking and loading areas;

The proposed parking area will serve the occupants of both the Existing Building and the New Buildings, and will provide a safe, adequate and efficient layout and design for vehicular and pedestrian traffic both within the site and at all access points. The proposed parking spaces and setbacks, 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 streets. The proposed drive aisles will provide sufficient widths and turning radii necessary to provide for safe and efficient travel for passenger vehicles and delivery trucks. Emergency vehicles that need access to the buildings can continue to park on Butler Street. Safe, convenient and efficient pedestrian access to the New Buildings and the Existing Building will be provided along new and existing accessible walkways and sidewalks.

Based on the limited number of vehicles to be used by the occupants of the New Buildings and the Existing Building, the Applicant does not anticipate that the Project will result in a substantial increase in trip generation levels to and from the Property. According to the 11th edition of the ITE trip generation manual, the anticipated impact for 11 multifamily, low-rise units is 74 trips per day.⁷ These are minimal increases over existing background traffic and ignore the infrequent but significant traffic generation of the previous, funeral home use. Accordingly, the proposed use will not cause a serious hazard to vehicular or pedestrian traffic on or off the Property. Traffic generated, and patterns of access and egress will not cause congestion, hazard or a substantial change to the neighborhood character.

The proposed parking areas will provide a safe and efficient means of access to and from the Existing Building and the New Buildings and will be in close proximity of the entrances of such buildings. The proposed parking layout is compatible with the proposed use of the Existing Building and the New Buildings. Article IV, Section 7.A of the Zoning Ordinance provides minimum parking requirements based on use, including 2 parking spaces per dwelling unit. The New Buildings will contain a total of 9 units, and, therefore, require a minimum of 18 parking spaces. The Lot B Project proposes 22 parking spaces in compliance with minimum parking requirements. The Existing Building will contain a total of 2 units, and, therefore, requires a minimum of 4 parking spaces. Although no parking spaces will be located on Lot A, there will be 4 parking spaces located on Lot B that will serve, and be in close proximity to, the Existing Building.

The proposed parking will adequately serve the Property and all occupants of both the Existing Building and the New Buildings. The Applicant is proposing to eliminate the existing commercial parking lot and accommodate a total of 22 new parking spaces at the Property to be used for residents of both the Existing Building and the New Buildings. In addition, and to the extent necessary, there is also ample on-street parking in the neighborhood. Residents may also utilize alternate means of transportation, including, but not limited to, buses, bicycles and ride sharing (e.g., Uber, Zipcar, Via van service). There is a main bus line that frequently runs along Blackstone River Road with stops in close proximity of the Property. The Project includes covered outdoor bike rack areas. Based on the compliant off-street parking, the availability of on-street parking and alternate means of transportation, the proposed parking will adequately serve the Property and all occupants of both the Existing Building and the New Buildings.

3. Adequacy of utilities and other public services;

The Applicant will be installing adequate utilities for the Project improvements with respect to sewerage, water, gas, electricity and other utilities. The development does not anticipate any adverse effect on current drainage patterns.

4. Neighborhood character and social structure;

The Project is functionally and aesthetically compatible with the surrounding residential properties in the neighborhood, which include a mix of multifamily and single-family dwellings. The Property contains underutilized space where the Lot B Project is proposed. The footprint of the Existing Building will not be expanded or altered in any way (with the exception of the removal the porte-cochère), and the proposed Project and improvements to the site will have no greater impact on, adversely affect or be detrimental to adjoining premises or zones or the neighborhood. The proposed Project will improve the aesthetic appeal, design quality and

economic vitality of the neighborhood. Based on the foregoing, the Project 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 Lot B Project and the proposed site improvements for the Property are consistent with buildings in other neighborhoods within the City that have been developed for townhouse use. The Project will provide architecturally appealing features and massing, including decorative windows, doors and roof lines and changes in tones and textures of exterior walls that are visible from Butler Street. The Existing Building is a prominent, historic building that will remain and be preserved in its current location. The Project will comply with yard setbacks, height and floor to area ratio requirements, and, except as otherwise provided herein, will comply with all other dimensional and parking requirements 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 Buildings and the Existing Building and an enhancement over the previous lighting at the site. 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. Any wall, pylon and directional signage will be provided in compliance with the Zoning Ordinance.

5. Impacts on the natural environment.

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 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.

6. Potential fiscal impact, including city services needed, tax base, and employment.

The Project will sustain and create new construction jobs and will generate additional tax revenues and fees for the City. The Project will improve the economic vitality of the neighborhood and surrounding areas by increasing the number of residents in the area who will rely on businesses and services in and around the neighborhood. The Project will require new water and sewer connections and rubbish removal.

Analysis of Variance Findings of Fact:

Per Zoning Ordinance Article II, Section 6(A)(3), the ZBA, as Permit Granting Authority, may grant upon appeal or petition with respect to particular land or structures, a variance from the dimensional terms of the Zoning Ordinance. The ZBA may grant a variance only when *all* statutory requirements are met, including the following findings:

The Board may choose to adopt the findings of fact provided by the applicant or modify them based on public or staff comments, or Board discussion as needed.

The findings provided by the petitioner are shown in *blue italics* below:

1. Describe how a literal enforcement of the provisions of the City of Worcester Zoning Ordinance would involve a substantial hardship, financial or otherwise, to the petitioner or appellant:

The Applicant would suffer substantial hardship if literal enforcement of the rear yard setback, minimum lot area, off-street parking and frontage requirements of the Zoning Ordinance were to be enforced. Compliance with the setbacks, minimum lot area, off-street parking and frontage would require the Applicant to either (1) acquire title to a portion of land from one or more

neighbors, or (2) the Applicant would be forced to reduce the Lot B Project to only 3 dwelling units in order to comply with the minimum frontage requirement, either of which would render the Lot B Project, and the Project overall, financially infeasible.

Denial of the requested variances would result in the Applicant being unable to subdivide the Property lot, thereby depriving the Applicant of the beneficial use of the unused portion of the Property, which area is primarily impervious surface and provides a significant developable area.

2. Describe how the hardship is owing to circumstances relating to the soil conditions, shape, and/or topography of the land or structures and how the hardship especially affects said land or structures, but does not affect generally the zoning district in which it is located:

There exist circumstances relating to shape and size of the lot that especially affect the Property, but do not affect generally properties in the RL-7 zoning district. Unlike many other neighboring properties, the Property lot generally exceeds the minimum lot area requirement for most uses in the RL-7 district yet is unusually narrow given its size. The site is constrained by the historic Existing Building, which the Applicant agreed to not demolish, and, instead, renovate the interior. Many of the nearby lots along Butler Street and the surrounding area are smaller and more rectangular in shape and/or have frontage lengths that are shorter than the Property lot and not in compliance with minimum lot and frontage requirements.

3. Describe how desirable relief may be granted without detriment to the public good and without nullifying or substantially derogating from the intent or purpose of the City of Worcester Zoning Ordinance:

The requested variances may be granted without detriment to the public good and without nullifying or substantially derogating from the intent or purpose of the Zoning Ordinance. Granting this relief will promote the highest and best use of the Property, which was originally residential use and more compatible with the residential neighborhood as compared to the former funeral home. The Project will provide much needed housing and will promote economic vitality by creating construction-related jobs and generating new tax revenues and fees for the City. The Project is in conformance with the purposes and intent of the Zoning Ordinance, as it will encourage the most appropriate use of the land in a manner that protects natural resources as well as the architectural, scenic and aesthetic qualities of the neighborhood 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.

4. Describe how the dimensional variance as it relates to floor space, bulk, number of occupants or other relevant measures, if granted, shall be no greater than the minimum necessary to provide relief from the statutory hardship:

The variances from the rear yard setback, minimum lot area, off-street parking and frontage requirement as requested herein are no greater than the minimum necessary to provide relief from the statutory hardship.

Recommendation:

Staff recommends **continuation** to allow for the renderings as well as the civil and architectural plans to be reconciled for consistency in design and the correct rear-yard setback relief.

If the Special Permit & Variances are approved, staff respectfully recommends that the Board adopt the petitioner's findings of fact with any applicable modifications determined by the Board, and additionally recommends the following suggested **conditions of approval**:

Prior to Issuance of a Building Permit:

1. Provide one (1) to-scale, stamped/sealed original of a final revised definitive site plan and architectural plan-set, and a PDF file of the same, to the Division of Planning & Regulatory Services reflecting the following changes:
 - a. Notate that a cement concrete sidewalk will continue at grade across the curb-cut to be closed.
 - b. Provide a cement concrete pedestrian walkway to connect the 4-space parking area on Lot B to the entry to the existing structure.
 - c. Reflect 2 additional shade trees in the rear-yard adjacent to the proposed 4-space parking area.
 - d. **Extend the proposed** row of arborvitae (min. 6' tall) along the SW side of the driveway between the driveway and retaining wall where no plantings are proposed.
 - e. Reconcile the civil and architectural plans (e.g., landscaping, decks, porches, structure locations, roof overhang, stairs, walkways, etc.).
 - f. Revise the civil and architectural plans to provide a front porch (vs. portico) or symmetrical porticos on end units and rear deck/stairs on the 3-unit attached building with symbology that is consistent with the other decks/stairs shown on the plan .
 - g. Revise the architectural plans for the 6-unit structure to reflect alternating rooflines **and use of upper story bays that overhang (e.g., bay windows, balcony, etc.)**, to help break-up the massing, ~~eliminating the proposed staggering of units, .~~
 - h. **Reflect proposed foundation floor elevations to reflect the stepped nature of the proposed foundations.**
 - i. Provide floor plans for the existing structure on Lot A demonstrating compliance with the height dimensional requirements in stories.
 - j. Provide elevations for the changes proposed to the west elevation of the existing structure.
 - k. Incorporate additional native shrubs and/or perennial plantings along the eastern edge of the driveway on Lot A including a minimum of 2 shade trees.
 - l. Reflect one additional shade tree between unit 9 and the proposed dumpster.
 - m. Reflect the location of an easement for the common driveway and the 4 proposed parking spaces to be located on Lot B for the benefit of Lot A.
 - n. Relocate exterior bike-racks away from the structure at #36 to prevent damage to historic building fabric.
~~Reflect the location and number of bike-racks on the plan.~~
~~The proposed dumpster shall be screened with a non-chain-link, solid style enclosure.~~
2. The applicant shall submit to the Division of Planning and Regulatory Services a PDF of the recorded ANR Plan endorsed by the Planning Board showing the lot lines as proposed.
3. The applicant shall provide a PDF of a recorded easement for the shared stormwater management facilities and common driveway, including an O&M Plan for the proposed stormwater management facilities, pavement management, and waste and snow removal reflecting responsibility for maintenance of the shared infrastructure across properties.

Prior to issuance of an Occupancy Certificate:

4. The applicant shall provide a PDF of the recorded easements for use and maintenance of shared

parking, driveway, and stormwater management facilities.

Perpetual:

5. Snow shall be trucked off site once designated snow storage areas reach capacity or impede visibility.
6. Provided that the project shall be constructed in substantial accordance with the findings of fact and all final revised site plans on file with the City of Worcester and in accordance with all applicable governmental codes.

Waivers:

- None requested or identified by staff.

Project Summary:

- The subject property is located on Butler Street in an RL-7 (Residence, Limited) zoning district. The site has 38,387 SF of lot area with 159.57 FT of existing improved frontage.
- Presently on the premises is a privileged non-conforming 3-story structure, previously operated as a funeral home, a garage, and an parking lot.
- The applicant seeks to divide the existing parcel into Lot A (existing 36 Butler Street) and Lot B (proposed). Lot A will contain the existing building, which is proposed to be converted into a two-family detached dwelling. On Lot B, the applicant proposes to demolish the existing garage and parking lot and seeks to construct two single-family attached townhouse-style buildings with ±9 total units, ±22 parking spaces, and to conduct associated site improvements. Both lots will be served by a common driveway.
- The applicant seeks the following relief from the Zoning Board of Appeals:

36 Butler Street aka Lot A (Existing):

Special Permit:

To modify the parking dimensional, layout, and/or landscaping requirements, loading requirements, and/or the number of required parking spaces (Article IV, Section 7.A.2). Through this Special Permit, the applicant seeks relief from the following requirements:

- Article IV, Section 7, Table 4.4, Note 2.b.: Drive aisles abutting parking in a ninety (90) degree layout shall be 24 FT wide to provide adequate width for vehicles to enter or leave parking space in a single motion. The proposed drive aisle is 20 FT wide.
- Article IV, Section 7, Table 4.4, Note 5.a.ii: Non-residential parking facilities are required to be set back a minimum of 5 FT from all boundary lines and landscaped in accordance with Article V, Section 5.C. The proposed parking facilities straddle the western property line and do not provide the required 5' landscape buffer and screen plantings along the western side lot line where the parking facilities abut a residential use.

Variance:

For relief of **4 parking spaces (100%)** from the **4-space** minimum off-street parking requirement for a two-family detached dwelling (Article IV, Section 7, Table 4.4).

- While 4 parking spaces are proposed, they straddle the property line and are mostly located off-site on Lot B and are therefore unable to be counted for zoning compliance purposes as they are not located on the lot that they are to serve.

Lot B (Proposed):

Special Permit:

To allow a single-family attached dwelling use in an RL-7 Zone (Article IV, Section 2, Table 4.1, Residential Use #12).

Special Permit: To modify the parking dimensional, layout, and/or landscaping requirements, loading requirements, and/or the number of required parking spaces (Article IV, Section 7.A.2).

- Article IV, Section 7, Table 4.4, Note 2.b. requires drive aisles abutting parking in a ninety (90) degree layout be 24 ft. wide to provide adequate width for vehicles to enter or leave parking space in a single motion. The proposed drive aisle is 20 ft. wide.
- Requires a 5' pervious buffer with plantings every 20-25'. The 5' pervious buffer includes a retaining wall along the south western side of the driveway while 3' is proposed before the wall and no plantings are proposed.

Variance: For relief of **2,233 SF (8.3%)** from the minimum **27,000 SF** lot area dimensional requirement for a single-family attached dwelling in the RL-7 zone (Article IV, Section 4, Table 4.2). The subject lot has 24,767 SF of lot area whereas the Ordinance requires 27,000 SF for a 9-unit single-family attached dwelling (3,000 SF per dwelling) in the RL-7 zoning district.

Variance: For relief of **135.43 FT (60.2%)** from the minimum **225 FT** frontage dimensional requirement for a single-family attached dwelling in the RL-7 zone (Article IV, Section 4, Table 4.2). The subject lot has 89.57 FT of frontage on Butler Street whereas 225 FT is required for a 9-unit single-family attached dwelling (25 FT per dwelling) in the RL-7 zoning district.

Variance: For relief of **16.5 FT (82.5%)** (stairs) (deck) (main structure) from the minimum **20 FT** rear yard setback dimensional requirement for a single-family attached dwelling in the RL-7 zone (Article IV, Section 4, Table 4.2). The Ordinance requires 20 FT and the applicant proposes 7.5 FT to proposed rear decks and 12.5 FT to the proposed main structure.

Variance: For relief of **4.83 FT (13.8%)** from the maximum **35 FT** height dimensional requirement for a single-family attached dwelling in the RL-7 zone (Article IV, Section 4, Table 4.2). Units # 4 - 9 in the 6-unit structure are 39.83 FT in height whereas the Ordinance requires a maximum of 35 FT for a single-family attached dwelling in the RL-7 zoning district.

Image 1: Existing Structure at 36 Butler Street (Google Streetview, June 2023)



Image 2: Subject property, existing parking lot/curb cuts (Google Streetview, June 2023)



By-Right Development Alternatives:

- A single-family attached dwelling is allowed only by Special Permit in the RL-7 zoning district. Without improving Gotland Street, in addition to the existing structure, the applicant could construct an additional duplex or two-family detached dwelling on the lot by-right (total of 4 units). If the applicant were to file with Planning Board to improve the frontage on Gotland

Street, the applicant could construct 3 additional duplexes or two-family units in addition to the existing structure (for a total of 8 units).

- The applicant could re-configure the lot lines to re-allocate the excess lot area from Lot A (±5,623 SF) to Lot B and the proposed number of units on Lot B would not require relief for lot area. The applicant could reduce the number of proposed attached units to 8 on proposed Lot B to meet the lot area dimensional requirement (3,000 SF/unit) and avoid the need for a Variance for lot area on Lot B.
- The applicant could file an 81G with the Planning Board and propose to improve Gotland Street to create additional frontage. By-right the applicant could construct up to 264' of frontage on Gotland Street. With a SP for the proposed use, if frontage were improved for a length of at least 125', the applicant could eliminate the need for a Variance for frontage for Lot B. Such a scenario would involve the removal of additional vegetation and installation of additional impervious surface for the new roadway.
- The applicant could revise the layout of the rear units on Lot B by 6.5' (reducing their size or shifting them into the site) to provide the required 20 FT rear yard setback and eliminate the proposed decks (or replace them with patios) to eliminate the requested Variance for the rear-yard setback.
- The applicant could modify the drive parking layout to provide a 24 FT drive aisle where it abuts 90 degree parking. Such a change would result in more impervious area.
- The applicant could modify the proposed lot lines in order to provide the 4 required parking spaces on proposed Lot A in order to avoid the Variance for parking.
- The applicant could revise the design to reduce the height of the structures, altering the roofline or architectural design to comply with the 35' height limitation.

Review Comments and Questions:

1. The applicant intends to close one of the two existing curb cuts and notes that vertical granite curb and a grass plot will be installed. The applicant should clarify that they intend to construct a new cement concrete sidewalk to extend the existing sidewalk where this curb cut will be closed and that they will continue the sidewalk at grade across the common driveway.
2. While the applicant is not providing the 4 required parking spaces for Lot A on site, they are providing 4 additional parking spaces on Lot B to accommodate Lot A. The applicant should provide an easement for the parking off-site and reflect a walkway to connect this parking area to the access to the existing building on Lot A.
3. An open-air bike storage area is proposed underneath the overhang of the existing structure on proposed Lot A with 7 bike spaces near windows to units within the proposed two-family. Please discuss if the applicant considered providing an enclosed, secure room for bike storage to improve resident utilization? Staff is concerned about the ability of this area to accommodate bicycle storage conveniently without interfering with resident use.
4. No floorplans or proposed elevations were provided for the existing structure. The applicant should provide architectural plans reflecting the proposed changes on the western elevation on Lot A and floor plans for the existing structure to clarify circulation patterns.
5. The applicant should reflect the location of the 2 required parking spaces for each unit on the architectural/civil plans.
6. The proposed structure's overall height is not labeled but on the 6-unit design appears to exceed the 35' height maximum. Additionally, without a floorplan for either building design, while unlikely, it's unclear if the ground floor is considered a story. Please demonstrate compliance with the height maximum requirements of the Zoning Ordinance (35' & 2+ stories).
Since the last meeting, the applicant has requested a variance for the 6-unit structure which exceeds the maximum height limitation in the number of feet and new notice and advertisement were provided for the amended application.
7. The rendering of the proposed 6-unit structure reflects articulation of units which is not shown on the elevations or civil plans and would likely require additional relief if incorporated. Staff also notes

that the length and location of stairs appear inconsistent across plans and could affect the relief. If articulation of the units is infeasible, staff recommends incorporating alternating rooflines between units and incorporating variation in bays (e.g., bay window) on upper stories to help create additional visual interest and break-up the massing of the buildings. The applicant should comment on what design is proposed and reconcile the plans, elevations, and renderings accordingly.

The applicant has provided revised plans which incorporate bay windows to increase variation in the proposed facades of both unit types.

The 6-unit structure provides variation with stepped foundations every 2 units, but does not address the comment related to alternating rooflines between units (e.g. lowering the ridge line and adding dormers, reducing the pitch, etc.).

8. Staff recommends the applicant incorporate porches, instead of porticos on the façade, of the 3-unit townhouse structure to provide a cohesive feel with the character and style of other residential structures in the neighborhood, and better anchor the units to the street. The elevations should also be revised to reflect the proposed staggering of units shown on the civil plans and renderings. The civil plans should be revised to reflect the proposed rear decks shown on the architectural plans. The 3-unit structure reflects the use of a stepped foundation and staggering the units in the revised elevations, but the civil plans do not reflect the stepped nature of the foundation along the southern side. Rear decks remain absent or inconsistently shown on the civil plans. The applicant should clarify which scenario is proposed and revise the plans accordingly.
9. Please clarify if waste management will be shared (i.e. will tenants of Lot A use the dumpster on Lot B).
10. Easements and O&M plans clarifying responsibilities for shared stormwater management facilities and the common driveway will need to be made. Please discuss how this will be managed.

Neighborhood Context:

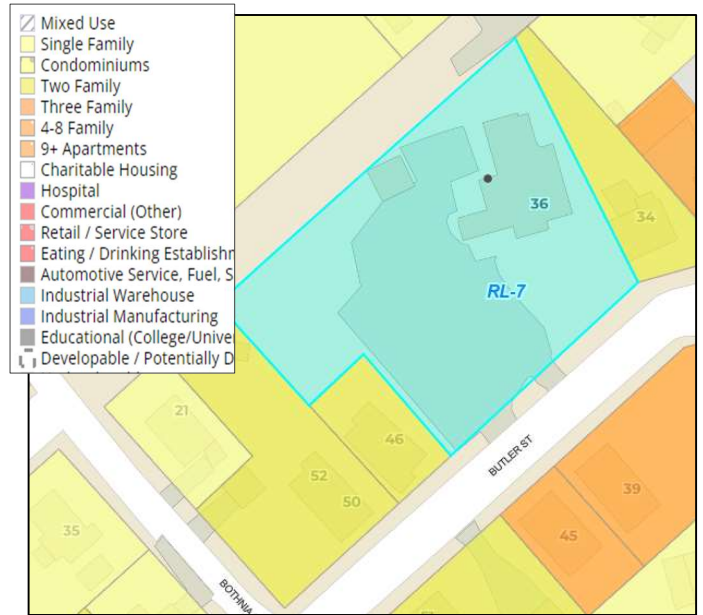
The subject property is located just outside the Quinsigamond Village neighborhood on Butler Street and was previously a funeral home (see Map 1).

Consistent with the RL-7 (Residence, Limited) zoning district, the area has mostly single-, two-, and three-family homes immediately surrounding the property.

The property is located near transit with access to Route 11 (Blackstone River Road and McKeon Road), Route 4 (Millbury Street) and Route 1 (Providence Street and Millbury Street) all located approximately a half mile from 36 Butler Street.

The property is located in a Managed Growth Area in the Citywide Long-range Plan which encourages a moderate increase in housing density within walking distance of existing and future transit corridors.

Map 1: Residential Housing Stock Composition



Other/prior approvals:

- The applicant filed a Building Demolition Delay Waiver (BDDW-23-34) on June 29, 2023 with the Historical Commission for full demolition of the existing structure and was denied; the delay has since expired. Prior to expiration of the delay, the Historical Commission studied the potential for a single building Local Historic District at the site. In lieu thereof, the owner and Commission agreed to a 30-year preservation restriction on the exterior of existing structure in order to enable re-development of the site. Any exterior alterations to the structure require prior approval from the Worcester Historical Commission.
- The applicant has filed for Definitive Site Plan and More Than One Building on a Lot approval with the Planning Board, expected to be scheduled for October 16, 2024.
- Any improvements to Gotland Street (including vegetation removal) require prior approval from the Planning Board through an 81G Street Opening Application.
- The applicant will need to file a Notice of Intent with the Conservation Commission based on the scale of the proposed disturbance and the proximity to the city’s surface drainage system.

List of Exhibits:

- Exhibit A: Special Permit & Variance Application; clerked 8/28/2024; prepared by Joshua Lee Smith, Bowditch & Dewey LLP
- Exhibit B: Site Plan; dated 8/28/2024; revised 9/20/2024 prepared by Expedited Engineering, LLC
- Exhibit C: Architectural Plans; dated 7/30/2024; revised 9/19/2024 prepared by R.C. Searles Associates

T&G Publication Dates: 8/30/2024 & 9/06/2024 **Abutter Notification Mailing Date:** 8/28/2024
Public Hearing Deadline: 11/01/2024 **Constructive Grant Deadline:** 12/06/2024