

**Mark A. Borenstein**  
Direct Telephone: 508-688-9136  
Email: mborenstein@princelobel.com

December 3, 2024

**VIA EMAIL: PLANNING@WORCESTERMA.GOV**  
Division of Planning & Regulatory Services  
City Hall Room 404  
455 Main Street  
Worcester, MA 01608  
Attn: Michelle Smith, Assistant Chief Development Officer



**Re: 342 West Boylston LLC – Application to City of Worcester Zoning Board of Appeals for Variances from the Maximum Height (Stories and Linear Feet), Minimum Rear Yard Setback and Minimum Off-Street Parking Requirements for a Multifamily Development Project at 342 West Boylston Street, Worcester, Massachusetts (the “Property”)**

Dear Ms. Smith:

This firm represents 342 West Boylston LLC (the “Applicant”) in its application to the City of Worcester Zoning Board of Appeals (the “Board”) for the grant of variances from the maximum height requirements, minimum rear yard setback and minimum off-street parking requirements in connection with the development of a new 5+ story multifamily building with 24 residential units (consisting of 4 Group 2 accessible units and 20 studio units), 16 surface parking spaces (including 1 van accessible space), interior and covered exterior bicycle storage, outdoor recreational space, walkways, a retaining wall and other site improvements at the Property.

We hereby submit the following items for filing with the Board:

1. Zoning Determination Form (to be filed under separate cover letter);
2. Variance Application;
3. Statement in Support;
4. Existing Conditions Plan;
5. Layout Plan;
6. Architectural Floor Plans and Elevations;
7. Rendering of the Proposed Building;
8. Traffic & Parking Assessment Report; and
9. Certified List of Abutters.

RECEIVED  
WORCESTER CITY CLERK  
2024 DEC 17 PM 3:02

## ▶ PRINCE LOBEL

We will coordinate with staff to facilitate the submission of the addressed envelopes, the filing fees payable to the City of Worcester and necessary copies of the above.

Kindly file this Application with the City Clerk and schedule this Application to be presented and discussed at the Board's next available meeting, which is scheduled to occur on **January 6, 2025**. Please let me know if you have any questions concerning the enclosed.

Thank you for your assistance with this matter.

Sincerely,



Mark A. Borenstein,

Enclosures

cc: Project Team



## VARIANCE CHECKLIST

### CITY OF WORCESTER ZONING BOARD OF APPEALS

455 Main Street, Room 404, Worcester, MA 01608

Phone 508-799-1400 ext. 31440 - Fax 508-799-1406

#### **STEP 1: PROVIDE DIGITAL COPIES OF THE FOLLOWING ITEMS IN PDF FORMAT VIA EMAIL TO [PLANNING@WORCESTERMA.GOV](mailto:PLANNING@WORCESTERMA.GOV) AND CONFIRM WITH DPRS STAFF BEFORE SUBMISSION OF ONE (1) PHYSICAL COPY BY HAND DELIVERY OR MAIL:**

- Application** with original signatures by all petitioners/owners.  
If you are not the owner of subject property, it is recommended that you provide supporting information such as a lease or a purchase and sale agreement that shows your interest in the property.
- Zoning Determination Form** obtained from the Inspectional Services Division (ISD)  
(Email [inspections@worcesterma.gov](mailto:inspections@worcesterma.gov) or call 508-799-1198 for more information.)
- A **Certified Abutters List(s)** issued within 3 months of this application's filing date which includes all properties affected and includes any contiguous, commonly owned property(s). This can be obtained from the Assessor's Office and includes all abutters and abutters to abutters within 300' of the edge of the landowner's property.  
*Note: If the property(s) is within 300 ft. of another town, an abutters list from that town may be required.*
- If the applicant is NOT the Owner, the **Owner(s) Authorization** for the applicant to apply is attached (page 4)
- Certification of Tax/Revenue Collection Compliance**  
All current owners of subject property and applicants must certify that all local taxes, fees, assessments, betterments, or any other municipal charges of any kind are current with the City Treasurer's Office (page 7)
- A **Site Plan** showing the full project scope and all elements listed on page 8 of this application, stamped, and signed by all applicable professionals
- Architectural drawings or renderings** showing exterior elevation, height in feet and stories, exterior materials for all structures, and corresponding floor plans stamped and signed by all applicable professionals, if applicable

**Note:** Any application items not produced electronically, such as hand-drawn plans or schematics, handwritten applications, or other materials created prior to March 2013 that are not available to the applicant in electronic format, are not required to be submitted electronically.

#### **STEP 2: ONCE STAFF CONFIRMS VIA EMAIL REPLY THAT YOUR APPLICATION IS COMPLETE, SUBMIT THE FOLLOWING TO DPRS:**

- A. **Two Sets of Stamped Envelopes** with Assessor's Address Labels for abutters and applicant.
  - Request two (2) sets of Assessor's Address Labels (listing all abutters and abutters to abutters) from the Assessor's Office (2<sup>nd</sup> floor, City Hall)-prepared for a fee
  - Create two (2) separate sets of stamped envelopes with Assessor's labels.
  - Include two stamped, addressed envelopes for each applicant.
  - The return address on the envelopes should be: City of Worcester, Division of Planning and Regulatory Services; 455 Main Street, Room 404; Worcester, MA 01608
  - These envelopes will be used to send notices of the public hearing and outcome.
- B. **Appropriate fee.** Please make checks payable to the City of Worcester and list your project number on the memo line. Please confirm amount with staff prior to submission.

Revised February 2023



**VARIANCE APPLICATION**

**CITY OF WORCESTER ZONING BOARD OF APPEALS**  
455 Main Street, Room 404, Worcester, MA 01608  
Phone 508-799-1400 ext. 31440 - Fax 508-799-1406

Fill in information for the Variances (s) you are applying for. Attach additional documentation as necessary.

Address: 342 West Boylston Street

Parcel ID or MBL: 12-007-00009

If more than one structure on the lot, identify relevant structure requiring relief: \_\_\_\_\_

Lot Area		Front Yard Setback		Rear Yard Setback	
Square footage required:		Setback required:		Setback required:	20 ft
Square footage provided:		Setback provided:		Setback provided:	10.8 ft**
Relief requested:		Relief requested:		Relief requested:	9.2 ft
Frontage		Side Yard Setback		Exterior Side Yard Setback	
Frontage required:		Setback required:		Setback required:	
Frontage provided:		Setback provided:		Setback provided:	
Relief requested:		Relief requested:		Relief requested:	
Off-street Parking		Height		Accessory Structure 5-foot Setback	
Parking required:	26 Spaces	Height permitted:	3+ Stories 50 ft	Type of structure:	
Parking provided:	16 Spaces	Height provided:	5 Stories 64 ft	Square footage of structure:	
Relief requested:	8 Spaces*	Relief requested:	2 Stories 14 ft	Relief requested:	
Off-street Loading		Other Variances			
Loading required:		Relief requested:			
Loading provided:		Zoning Ordinance Article & Section:			
Relief requested:		Requirement:			
		Provided:			


**If you are requesting Variances for more than one structure or lot, provide this sheet for each structure/lot. Only complete the sections pertaining to the Variances (s) you are applying for.**

\* 2 Spaces of relief are being sought pursuant to Article IX, Section 7.C.1 and C.3.

**1. Property Information**

- a. 342 West Boylston Street  
Address(es) – please list all addresses the subject property is known by
- b. 12-007-00009  
Parcel ID or Map-Block-Lot (MBL) Number
- c. Worcester District Registry of Deeds, Book 69909 Page 65  
Current Owner(s) Recorded Deed/Title Reference(s)
- d. Business, Limited (BL-1.0) and Commercial Corridors Overlay District - Elsewhere (CCOD-E)  
Zoning District and all Zoning Overlay Districts (if any)  
The property is an approximately 20,098 square foot lot occupied by a partially constructed restaurant building, two curb-cuts, unstriped parking area, retaining wall and other site improvements as shown on the enclosed existing conditions plan.
- e.   
Describe what is presently located on the property (Use as much detail as possible including all uses and square footage of each use):
- f. No bedrooms are currently at the property. The applicant is proposing 24 bedrooms within the proposed 24 units.  
If residential, describe how many bedrooms are pre-existing and proposed

**2. Applicant Information**

- a. 342 West Boylston LLC  
Name(s)
  - 40 Jackson Street, Suite 1000
  - b. Worcester, MA 01608  
Mailing Address(es)
  - c. c/o Mark A. Borenstein, mborenstein@princelobel.com and (508) 688-9136  
Email and Phone Number(s)
  - d. Owner  
Interest in Property (e.g., Lessee, Purchaser, etc.)
- I certify that I am requesting the Worcester Zoning Board of Appeals to grant the Variance as described below**
- 342 West Boylston LLC
- By: 
- (Signature) Steven M. Rothschild  
Title: Authorized Signatory

**3. Owner of Record Information (if different from Applicant)**

- a. N/A  
Name(s)
- b.   
Mailing Address(es)
- c.   
Email and Phone Number



**VARIANCE - FINDINGS OF FACT**

**In the spaces below, please explain how the adverse effects of the proposed use will not outweigh its beneficial impacts to the City with respect to each of the following considerations per Article II, Section 6(A)(3) of the Zoning Ordinance. Attach additional supporting documentation as necessary.**

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:

Please see the enclosed statement in support.

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:

Please see the enclosed statement in support.

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:

Please see the enclosed statement in support.

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:

Please see the enclosed statement in support.





**Statement in Support of 342 West Boylston LLC**  
**Application to City of Worcester Zoning Board of Appeals for Variances from Minimum**  
**Off-Street Parking, Minimum Rear Yard Setback and Maximum Height Requirements**  
**for a Multifamily Development Project at**  
**342 West Boylston Street, Worcester, Massachusetts**

**I. Background and Project Scope.**

The property known and numbered as 342 West Boylston Street, Worcester, Massachusetts (the “Property”) consists of an approximately 20,098 square foot lot occupied by a partially constructed 1-story fast food restaurant building, two (2) curb-cuts along West Boylston Street, an unstriped surface parking area, retaining wall and other site improvements. The Property is a corner lot bound by West Boylston Street to the west, Andover Street to the south, a mixed-use building to the north and a three-family building to the east. The surrounding area consists of a mix of commercial, industrial and residential uses, including a large condominium building located at 25 Andover Street.

The Property is located entirely within the Business, Limited (“BL-1.0”) zoning district and the Commercial Corridors Overlay District-Elsewhere Subarea (“CCOD-E”). The Worcester City Council unanimously ordained a zoning amendment on July 16, 2024 to establish the CCOD-E at the Property to facilitate this Project.

The owner of the Property, 342 West Boylston LLC (the “Applicant”), is seeking certain variances in connection with the demolition of the existing structure and the development of a new 5+ story multifamily high-rise building (the “New Building”) with 24 residential units (consisting of 4 Group 2 accessible units and 20 studio units), 16 surface parking spaces (including 1 van accessible space), interior and covered exterior bicycle storage, outdoor recreational space, walkways, a retaining wall and other site improvements at the Property (collectively, the “Project”). The residential units are intended to be condominium units which will provide home ownership opportunities which will be affordable to households with incomes at 80 to 100% AMI. The Applicant intends for at least 20% of the proposed units to be affordable to households at 80% AMI, which exceeds the minimum affordability requirements set forth in Article VII - Inclusionary Zoning Ordinance.

**II. Requirement for Variances.**

Article IX, Section 6.E.1 provides maximum height requirements of 3+ stories and 50 feet in the CCOD. The New Building will consist of 5 stories and be 64 feet in height and

therefore will require variances from the Zoning Board of Appeals (the “Board”)<sup>1</sup> for 2 stories and approximately 14 feet of relief from the maximum height requirements.

Article IV, Table 4.2 requires a 20-foot rear yard setback for buildings in the BL-1.0 zoning district. While the New Building will be setback 54.8 feet from the rear boundary and comply with the minimum rear yard setback, the Project will require the construction of a retaining wall more than 6 feet in height, which is considered a structure, within the required rear yard setback. Given that the retaining wall is considered a structure for purposes of calculating the rear yard setback and will be approximately 10.8 feet from the rear lot line, the Project will require a variance in the amount of approximately 9.2 feet of relief from the minimum rear yard setback requirements.

Article IX, Section 7, Table 9.1 requires 1 resident parking space per residential unit and 1 guest space per 10 residential units in the CCOD-E. The Project will have 24 residential units which would generally be required to provide 26 parking spaces (24 resident spaces and 2 guest spaces) in the CCOD. The Project will result in the construction of 16 surface parking spaces which will require a variance from ZBA for 8 spaces of relief from the minimum off-street parking requirements with 1 parking space of relief being provided through bicycle parking in accordance with Article IX, Section 7.C.1 and 1 parking space of relief being sought by special permit from the Planning Board pursuant to Article IX, Section 7.C.3.

### **III. Reasons for Approval of Variances.**

The Project satisfies the variance criteria as set forth in Article II, Section 6.A.3 of the Zoning Ordinance for the reasons stated herein:

#### **1. Describe how a literal enforcement of the provision 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 the CCOD maximum height, minimum rear yard setback and minimum off-street parking requirements were enforced. Compliance with the maximum height requirements would require the Applicant to reduce the size of the New Building which would effectively result in a reduction in the number of units. Compliance with the minimum off-street parking requirements would similarly require a reduction in the number of units. The proposed number of units in the New Building is critical to the Project and any reduction in the number of units to comply with the maximum height and/or minimum off-street parking requirements would make the Project no longer financially viable for the Applicant. Furthermore, there is no property adjacent to the Property which could be

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<sup>1</sup> The Board is the permit granting authority pursuant to Article II, Section 6.A.3 for any variance.

acquired to construct additional parking spaces and there are no off-street parking areas within 1,000 feet of the Property which could be leased for additional parking spaces.

Compliance with the minimum rear yard setback requirement would result in the retaining wall being approximately 9.2 feet away from the rear property line which would reduce the area available for off-street parking, which would require even more parking space relief from the Board or render the Project no longer feasible.

**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 the topography and layout of the lot that especially affect the Property, but do not generally affect properties in the BL-1.0 zoning district and CCOD-E overlay district. Unlike other properties in the neighborhood, the Property has steep slopes along the northerly, easterly and southerly sides. There is an approximately 50% grade change between the existing surface parking area and the easterly boundary line. The Property is also bound by West Boylston Street to the west and Andover Street to the south which, with the steep slopes, effectively squeezes all any development to the center of the lot.

**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 purposes of the Zoning Ordinance. The New Building will be situated at a lower grade than the adjacent properties and therefore the height of the New Building will not be significantly higher than adjacent buildings to the north and east of the Property. The property directly to the east, 9 Andover Street, is approximately 16 feet higher than the base grade of the Property, and is occupied by a three-family building which sits prominently above the Property. The property directly to the north, 352 West Boylston Street, is occupied by a 4-story mixed-use building which is partially located approximately 10 feet above the Property. These multi-storied buildings and elevated grades will reduce the perceived height and massing of the New Building. Furthermore, the New Building will be set back approximately 54.8 feet from 9 Andover Street and approximately 48.7 feet from 352 West Boylston Street which will provide ample space between the existing buildings and the New Building which will ensure the Project fits cohesively within the area.

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 Traffic & Parking Assessment Report prepared by Stonefield (the "Traffic Report"), the Project will result in approximately 9 to 10 total trips during peak weekday morning and weekday evening hours. According to the Traffic Report, the Project will result in a total of 109 new trips per day which represents an insignificant traffic impact to the local roadway networking according to the City of Worcester's Department of Transportation & Mobility's Guidelines for Performing Traffic Impact Studies and therefore will not cause congestion, hazard or a substantial change to the neighborhood character. The Project will result in the closing of one of the existing curb-cuts along West Boylston Street which will improve pedestrian safety. Existing sidewalks and proposed walkways will provide safe pedestrian access to the New Building.

The proposed parking will adequately serve the Property and all occupants of the New Building. Article IX, Section 7, Table 9.1 provides that the minimum off-street parking requirements for multi-family dwellings is 1 parking space per residential unit and 1 guest space per 10 dwelling units. The Project will include 24 residential units which would generally require a total of 26 parking spaces (24 resident spaces and 2 guest spaces). The Applicant is proposing interior and exterior bike storage. Article IX, Section 7.C.1 provides relief in the amount of 1 parking space per 2 bicycle spaces with a limit of 1 parking space of relief for parking areas with 10 to 29 parking spaces. Given that the Project will have 16 parking spaces, the Project is entitled to 1 space of relief related to bicycle storage by administrative approval pursuant to Article XI, Section 7.C.1. The Applicant is also requesting relief from the Planning Board in the amount of 1 space through a special permit pursuant to Article IX, Section 7.C.3. The proposed 16 spaces and 2 spaces of relief require 8 additional spaces of relief by variance to meet the minimum off-street parking requirement of 26 spaces. While the Applicant is seeking this relief from the off-street parking requirements, the Traffic Report provides that the projected peak parking demand for the Project will be 13 to 16 vehicles. Therefore, the proposed parking supply of 16 spaces will be sufficient to support the off-street parking demands of the Project. The Applicant will also be implementing a transportation demand management plan which will encourage multimodal transportation which will further reduce the need for vehicles at the Property.

The 6+ foot retaining wall which is located within the rear yard setback is necessary due to the steep slopes along the boundary of the Property. The New Building, which is the principal structure on the lot, complies with the minimum rear yard setback requirement and therefore meets with the purpose and intent of the dimensional requirement set forth in Article IV, Section 4.2.

The New Building will improve the aesthetic appeal, design quality and economic vitality of the neighborhood. The Property is currently blighted with a partially constructed restaurant

building which has not been used in over 13 years since the former D'Angelo restaurant closed. The Project's proposed residential use will be compatible and in harmony with the surrounding area, which includes large commercial buildings and a variety of residential uses. The Project is in conformance with the purposes and intent of the Zoning Ordinance, as it will create housing suitable for meeting the current and future needs of the City and encourage the most appropriate use of the land in a manner that protects against the uses of land which are incompatible with nearby uses. In particular, the New Building will provide affordable home ownership opportunities which will include 4 Group 2 accessible units which are in very limited supply within the City.

Furthermore, the Project's thoughtful site planning and building design will satisfy the purposes and intent of the CCOD by creating a compact development of compatible land uses at urban densities, reusing and redeveloping an existing undersized lot, and contributing to a high-quality, pedestrian-scale environment that provides an aesthetically pleasing pedestrian environment that is accessible, compact and inviting.

**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 for the maximum height, minimum rear yard setback and minimum off-street parking requirements requested herein are no greater than the minimum necessary to provide relief from the statutory hardship.













PROJECT NAME

ENGINEER

ARCHITECT

DATE

SCALE

PROJECT NUMBER

CLIENT

LOCATION

DESCRIPTION

REVISIONS

DATE

BY

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DATE

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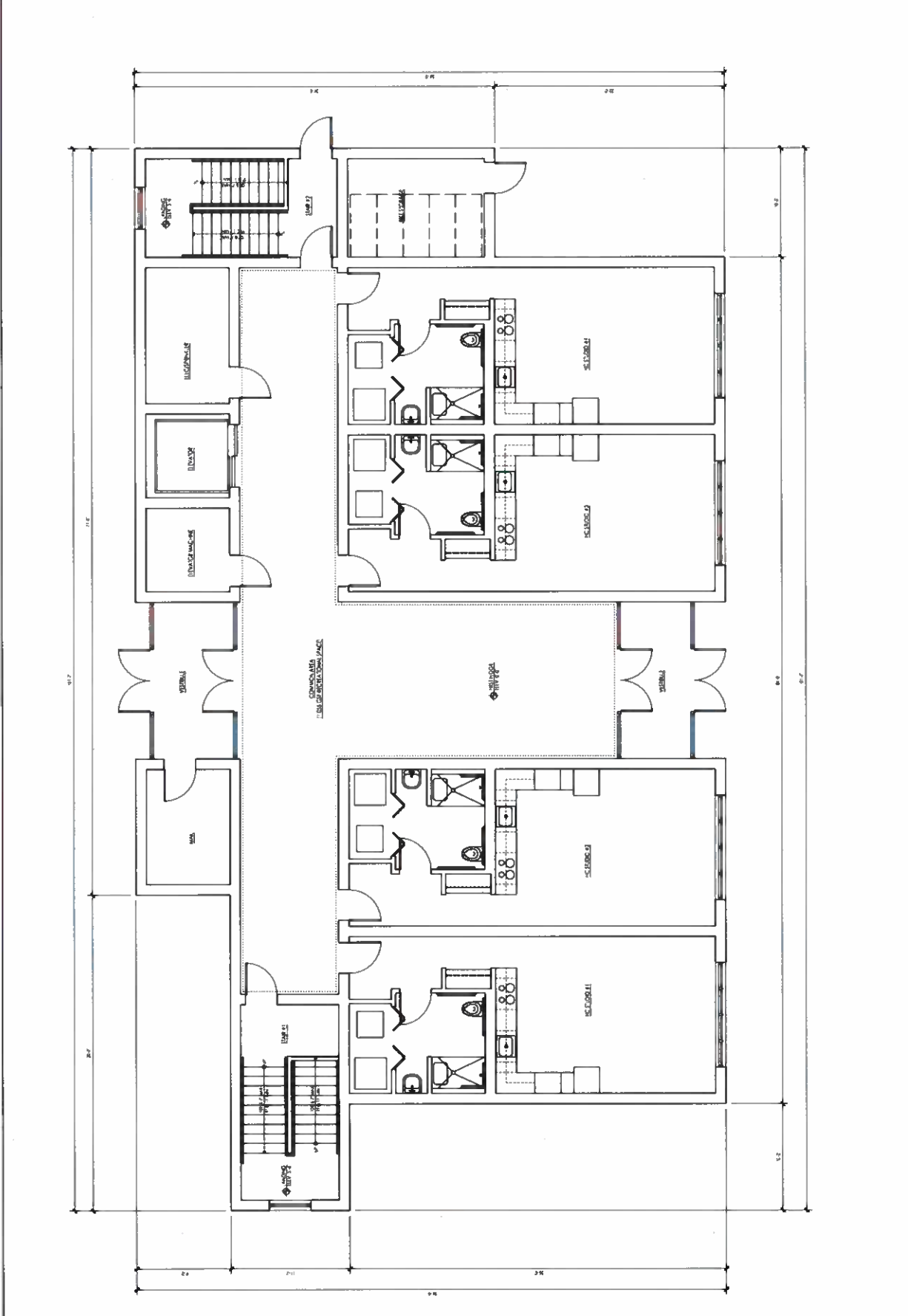
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PROPOSED FIRST FLOOR PLAN  
SCALE: 1/8" = 1'-0"

10/2/2024 2:54 PM

SHEET NUMBER  
**A-1.1**

PROJECT TITLE  
PROJECT NUMBER  
PROJECT LOCATION  
PROJECT ADDRESS

PROJECT DATE  
PROJECT SCALE  
PROJECT STATUS

PROJECT CLIENT  
PROJECT CONTACT  
PROJECT PHONE

PROJECT ARCHITECT  
PROJECT ENGINEER  
PROJECT DATE

PROJECT SCALE  
PROJECT STATUS  
PROJECT CLIENT

PROJECT CONTACT  
PROJECT PHONE  
PROJECT ARCHITECT

PROJECT ENGINEER  
PROJECT DATE  
PROJECT SCALE



ARCHITECT'S AMP

OWNER

ENGINEER'S STAMP

GENERAL INFORMATION

SCHEMATIC DEVELOPMENT 10.21.2024  
NO CONTRACT 10.21.2024  
CONSTRUCTION 10.21.2024  
DISTING CONDITIONS 10.21.2024

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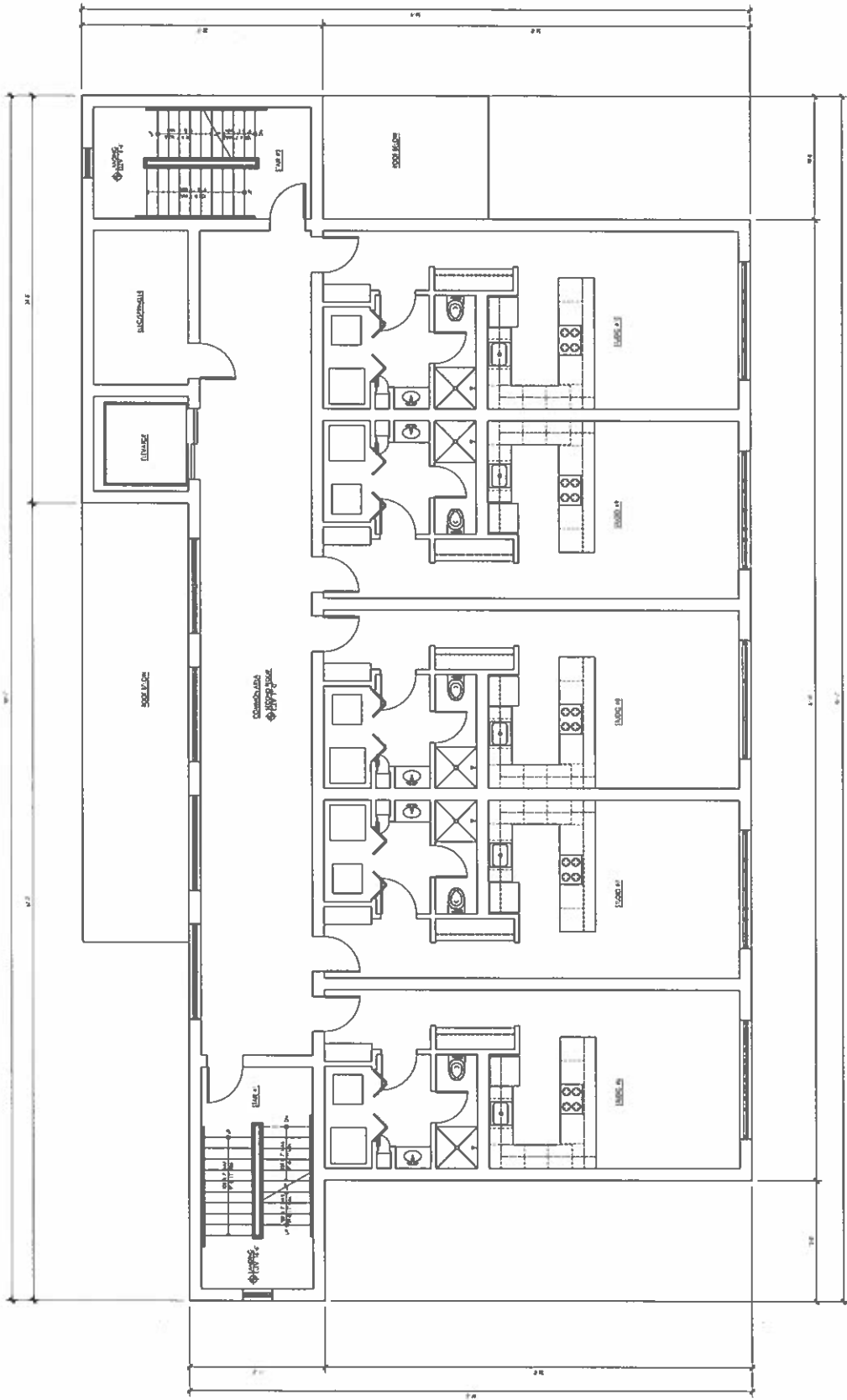
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PROJECT LOCATION: [REDACTED]  
PROJECT NUMBER: [REDACTED]

SHEET TITLE: PROPOSED SECOND FLOOR PLAN

SHEET NUMBER

A-1.2



PROPOSED SECOND FLOOR PLAN  
SCALE: 1/8" = 1'-0"

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PROJECT STAMP

THOMAS P.

ENGINEER'S STAMP

GENERAL INFORMATION

SCHEMATIC DESIGN DEVELOPMENT FOR CONSTRUCTION PERMITS

DATE: 10/21/2024  
 SCALE: AS SHOWN  
 DRAWN BY: JSM  
 CHECKED BY: JSM  
 PROJECT TITLE: 1110 N. MAIN STREET, GAITHERSBURG, MD 20878  
 SHEET TITLE: PROPOSED THIRD FLOOR PLAN

REVISION DATE

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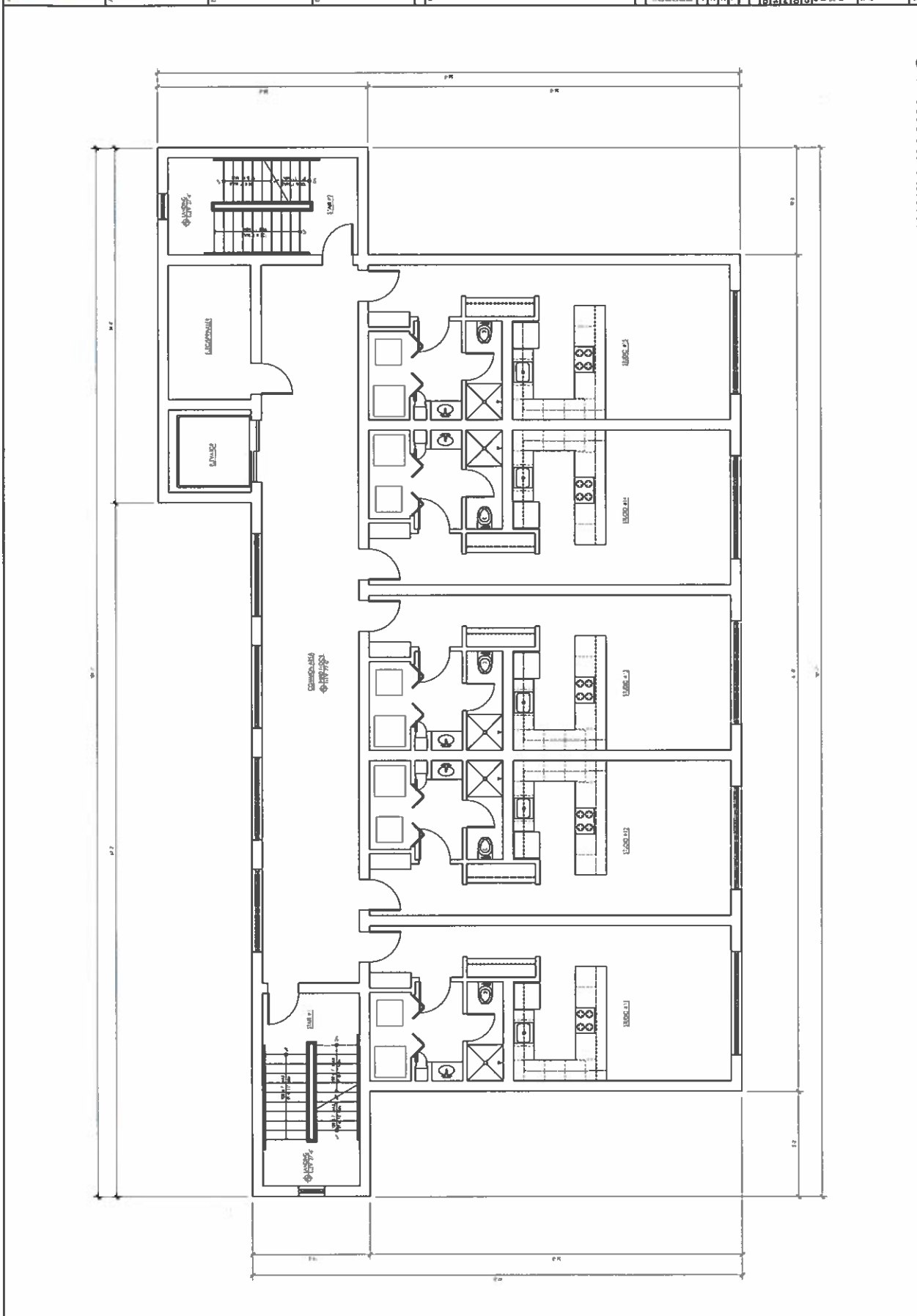
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PROPOSED THIRD FLOOR PLAN  
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SHEET NUMBER  
**A-1.3**



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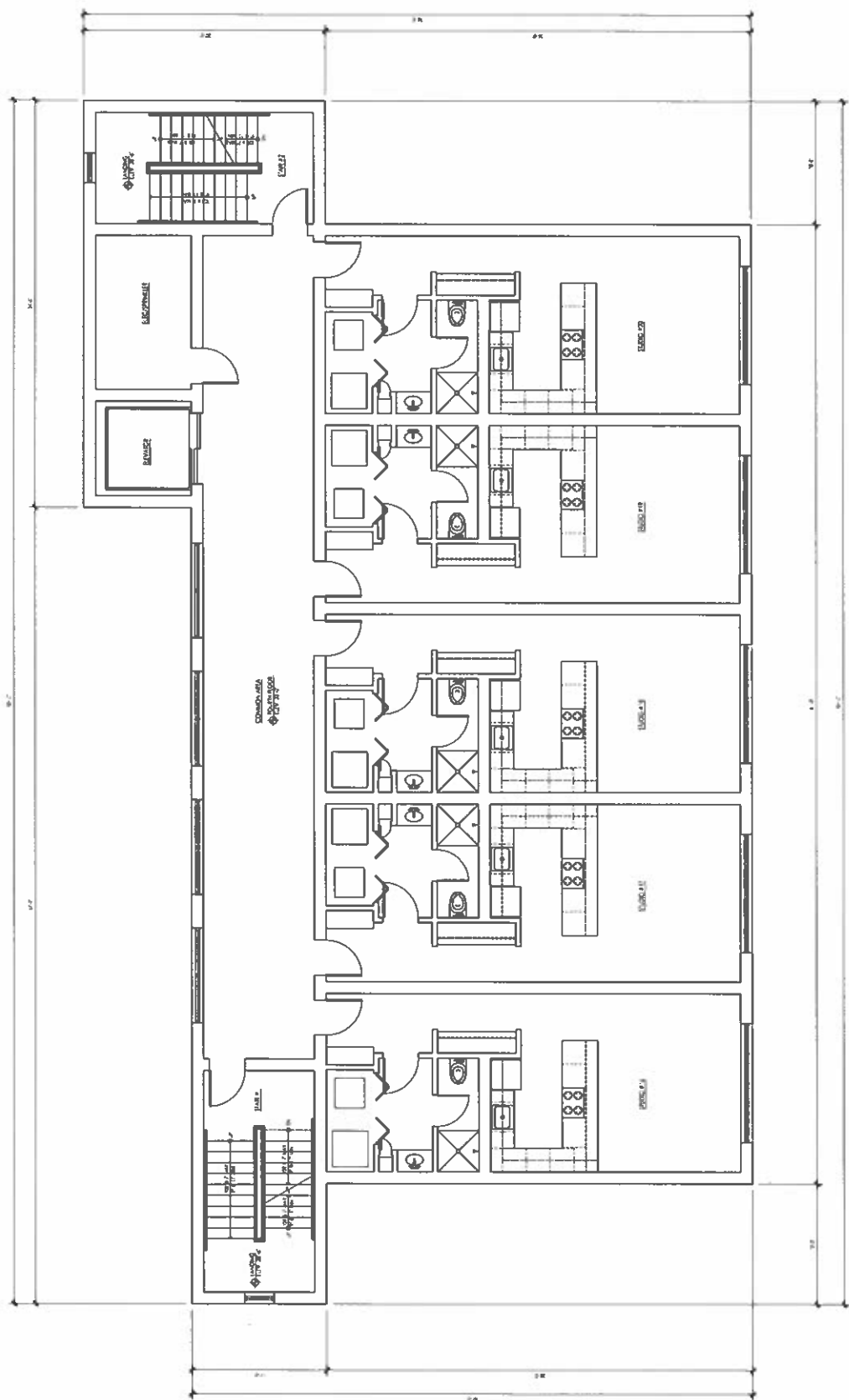
ENGINEER

ENGINEERS STAMP

GENERAL INFORMATION

1	SCHEMATIC DEVELOPMENT	10/21/2024
2	CONSTRUCTION DOCUMENTS	
3	PERMITS	
4	AS BUILT	
5	REVISIONS	
6	DATE	10/21/2024
7	SCALE	AS NOTED
8	PROJECT	
9	DRAWN	JCH
10	CHECKED	JCH
11	PROJECT LOCATION	312 WEST 101ST STREET BOSTON, MA 02116
12	PROJECT NAME	PROPOSED FOURTH FLOOR PLAN

SHEET NUMBER  
**A-1.4**



PROPOSED FOURTH FLOOR PLAN  
SCALE: 1/8" = 1'-0"



ARCHITECT'S STAMP

**dbo**  
DIXON SALO ARCHITECTS  
1000 WASHINGTON STREET, SUITE 200  
ROCKFORD, ILLINOIS 61103  
PH: 815.398.1234 FAX: 815.398.1235  
WWW.DIXONSALOARCHITECTS.COM

PROJECT NUMBER

OWNER

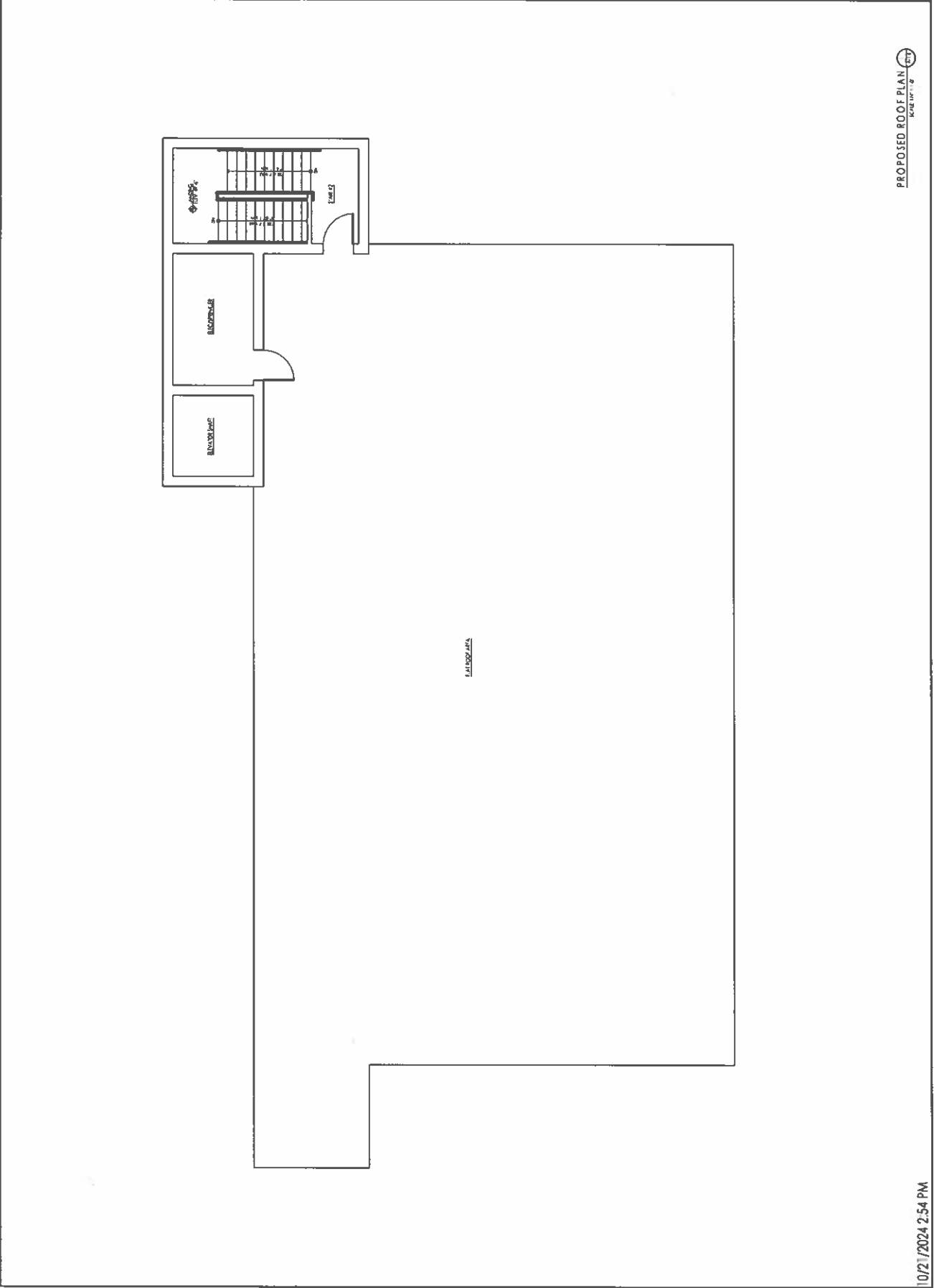
PROJECT NAME

GENERAL INFORMATION

SCHEMATIC DEVELOPER 10/21/2024  
 ARCHITECT 10/21/2024  
 PROJECT NO. 24-001  
 DRAWING NO. 001  
 DRAWING DATE

DATE 10/21/2024  
 SCALE AS SHOWN  
 PROJECT NO. 24-001  
 DRAWING NO. 001  
 CHECKED JCH  
 PROJECT TITLE 1000 WASHINGTON STREET, SUITE 200, ROCKFORD, ILLINOIS 61103

SHEET TITLE PROPOSED ROOF PLAN  
 SHEET NUMBER A-1.6



PROPOSED ROOF PLAN  
SCALE: 1/8" = 1'-0"









# STONEFIELD

December 3, 2024

City of Worcester  
Zoning Board of Appeals  
455 Main Street  
City Hall Room 404  
Worcester, MA 01608

**RE: Traffic & Parking Assessment Report  
Proposed Multifamily Residential Development  
342 West Boylston Street  
Parcel ID 12-007-00009  
City of Worcester, Worcester County, Massachusetts  
SE&D Job No. BOS-240110**

Dear Board Members:

Stonefield Engineering and Design, LLC ("Stonefield") has prepared this analysis to examine the potential traffic and parking impacts of the proposed multifamily residential development on the adjacent roadway network. The subject property is located at the northeasterly quadrant of the intersection of West Boylston Street and Andover Street in the City of Worcester, Worcester County, Massachusetts. The subject property is designated as Parcel ID 12-007-00009 as depicted on the City of Worcester Tax Map. The site has approximately 168 feet of frontage along West Boylston Street and approximately 105 feet of frontage along Andover Street. The existing site is occupied by a vacant one (1)-story building which historically operated with a "D'Angelo Grilled Sandwiches" fast-casual restaurant tenant. The existing access is provided via two (2) driveways along West Boylston Street.

Under the proposed development program, the existing building would be razed and a five (5)-story residential building comprising of 24 studio units would be constructed. Vehicular access would be consolidated to one (1) full-movement driveway along West Boylston Street in the approximate location of the existing northerly curb cut.

## **Existing Conditions**

The subject property is located at the northeasterly quadrant of the intersection of West Boylston Street and Andover Street in the City of Worcester, Worcester County, Massachusetts. The subject property is designated as Parcel ID 12-007-00009 as depicted on the City of Worcester Tax Map. The site has approximately 168 feet of frontage along West Boylston Street and approximately 105 feet of frontage along Andover Street. Land uses in the area are predominantly residential, commercial, and institutional.

West Boylston Street (MA Route 12) is classified as an urban minor arterial roadway with a general north-south orientation and is under the jurisdiction of the City of Worcester. Along the site frontage, the roadway provides two (2) travel lanes in each direction, carries approximately 12,302 vehicles daily, and has a speed limit of 30 mph in accordance with the City of Worcester Department of Transportation and Mobility's (DTM) updated regulatory speed limits, dated September 25, 2024. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided along either side of the roadway, and on-street parking is generally permitted along the easterly side of the roadway in accordance with posted curbside regulations. West Boylston Street provides north-south mobility throughout the City of Worcester for primarily residential, commercial, and institutional uses along its length.

**STONEFIELDENG.COM**

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**120 WASHINGTON STREET, SALEM, MA 01970 617.203.2076 T.**

Andover Street is classified as an urban collector roadway with a general east-west orientation and is under the jurisdiction of the City of Worcester. Along the site frontage, the roadway provides one (1) travel lane in each direction and has a speed limit of 25 mph in accordance with the aforementioned City of Worcester's updated regulatory speed limits. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided along either side of the roadway, and on-street parking is permitted along both sides of the roadway. Andover Street connects West Boylston Street and Fraternal Avenue for primarily residential and institutional uses along its length.

West Boylston Street and Andover Street intersect to form an unsignalized T-intersection with the westbound approach of Andover Street operating under stop control. The westbound approach of Andover Street provides one (1) exclusive right-turn lane. The northbound approach of West Boylston Street provides one (1) exclusive through lane and one (1) shared through/right-turn lane. The southbound approach of West Boylston Street provides two (2) exclusive through lanes. A crosswalk and pedestrian ramps are provided across the easterly leg of the intersection.

The subject site is located within 700 feet (3-minute walk) of five (5) bus stops serving the Worcester Regional Transit Authority's (WRTA) Bus Routes 30 and 31. These nearby bus stops are illustrated on appended Figure 1. WRTA Bus Routes 30 and 31 provide direct service to the West Boylston Wal-Mart, Lincoln Plaza, Quinsigamond Community College, and the WRTA Union Station Hub, where transfer service is available to the Framingham/Worcester Line of the Massachusetts Bay Transportation Authority (MBTA) Commuter Rail, Amtrak's Lake Shore Limited Line, and several additional WRTA bus routes. The MBTA Framingham/Worcester Line provides connection between Worcester and Boston, and the Amtrak Lake Shore Limited Line provides connection between Boston, New York City, Buffalo, and Chicago.

### Trip Generation

Trip generation projections for the proposed development were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11<sup>th</sup> Edition. Trip generation rates associated with Land Use 221 "Multifamily Housing (Mid-Rise)" were cited for the proposed five (5)-story residential building with 24 dwelling units. Table 1 provides the weekday morning peak hour, weekday evening peak hour, and weekday trip generation volumes associated with the proposed development.

**TABLE 1 – PROJECTED TRIP GENERATION**

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Unit Multifamily Housing (Mid-Rise) <i>ITE Land Use 221</i>	2	7	9	6	4	10	54	55	109

As shown in Table 1, the proposed development is expected to generate approximately nine (9) and 10 total trips during the weekday morning and weekday evening peak hours, respectively, and a total of 109 total trips daily. Based on the City of Worcester's Guidelines for Performing Traffic Impact Studies, an application is considered to result in an insignificant traffic impact to the local roadway network if the development is projected to generate less than 20 vehicle trip ends during the peak hour period or less than 200 vehicle trip ends per day. Additionally, based on Multimodal Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 50 vehicle trips during a single peak hour would likely not change the level of service of the roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. As such, the development is not anticipated to have a significant adverse impact on the adjacent roadway network operations based on the City of Worcester and industry standards.

It is important to note that the subject site was previously developed as a fast-casual restaurant which historically generated traffic to and from the site. Further, fast-food restaurants without a drive-through window are permitted as-of-right uses within the Business Limited (BL-1) District, where the subject site is located; therefore, it is reasonable to consider the traffic impacts associated with the existing building were it to be re-tenanted in the future and the proposed development not constructed. As such, trip generation rates associated with Land Use 933 "Fast-Food Restaurant without Drive-Through Window" were cited for the approximately 1,750-square-foot existing building. Table 2 shows the net trip generation projection associated with the existing and proposed uses on site.

**TABLE 2 – NET TRIP GENERATION – PERMITTED AS-OF-RIGHT USE**

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
<b>Existing</b> 1,750 SF Fast-Food Restaurant without Drive-Through Window <i>ITE Land Use 933</i>	44	32	76	29	29	58	394	394	788
<b>Proposed</b> 24-Unit Multifamily Housing (Mid-Rise) <i>ITE Land Use 221</i>	2	7	9	6	4	10	54	55	109
<b>NET</b>	<b>-42</b>	<b>-25</b>	<b>-67</b>	<b>-23</b>	<b>-25</b>	<b>-48</b>	<b>-340</b>	<b>-339</b>	<b>-679</b>

As shown in Table 2, the proposed redevelopment program results in a significant decrease in site-generated trips during the weekday morning peak hour, weekday evening peak hour, and typical weekday compared to a more intensive permitted use which could reasonably occupy the site in the future.

**Site Circulation/Parking Supply**

A review was conducted of the proposed residential development using the Land Development Concept Plan prepared by Hancock Associates, dated December 3, 2024. In completing this review, particular attention was focused on site access, circulation, and parking supply.

Vehicular access is proposed via one (1) full-movement driveway along West Boylston Street in the approximate location of the existing northerly curb cut. It should be noted that the subject site historically operated with two (2) driveways along West Boylston Street, and therefore the proposed consolidation to one (1) driveway is an improvement in terms of safety. Additionally, the proposed driveway will be positioned at the northernmost property extents to ensure the maximum achievable separation from the adjacent intersection in accordance with industry standards. The proposed residential building will be constructed on the southwestern portion of the site. A trash enclosure will be located at the northeast corner of the property. Two (2)-way vehicular circulation will be facilitated on site via 22-foot-wide drive aisles. Off-street parking will be provided along the northerly and easterly perimeters of the property. A pedestrian pathway will be provided along the easterly and southerly building frontages to facilitate pedestrian mobility between the public right-of-way and the proposed off-street parking lot.

The sight lines for the proposed site driveway were evaluated in accordance with the American Association of State Highway and Transportation Officials (AASHTO) standards for a conservative design speed of 37 mph based on historical speed data published by MassDOT along West Boylston Street to the north of the subject site. The sight distance calculations are based on information published in AASHTO's A Policy on Geometric Design of Highways and Streets, 2018, 7<sup>th</sup> Edition. Based on the AASHTO standards as defined under



Case BI "Left-Turn from Stop," a minimum intersection sight distance of 440 feet and a minimum stopping sight distance of 270 feet are required for the proposed driveway. Upon evaluation of the proposed layout plan, the sight lines at the proposed site driveway would be sufficient to support full-movement access based on AASHTO requirements for the conservative 37-mph design speed. It is important to note that the proposed layout plan would provide for improved sight line conditions compared to the existing site layout. It should also be noted that West Boylston Street is a signalized corridor, and therefore a platooning effect would be anticipated which would create natural gaps in travel along the corridor for vehicles to exit the site. The proposed development is a low traffic generator with up to seven (7) vehicles projected to exit during the critical weekday morning peak hour, which equates to approximately one (1) vehicle every 8.5 minutes. As such, it is anticipated that sufficient gaps will be available along the corridor for a vehicle to safely exit the driveway.

Regarding the parking requirements for the proposed development, City of Worcester Zoning Ordinance requires one (1) resident parking space per dwelling unit and one (1) guest/unreserved parking space per 10 units within the Commercial Corridor Overlay District (CCOD), where the subject site is located. For the proposed 24-unit residential development, this equates to 26 required spaces. The site would provide 16 total parking spaces, inclusive of one (1) ADA-accessible parking space. Therefore, this application will seek parking relief. The parking spaces would be nine (9) feet wide by 18 feet deep in accordance with City of Worcester Zoning Ordinance and industry standards.

It is important to consider the urban/suburban setting of the proposed development, the availability of nearby transit options, and the characteristics of the proposed use when assessing the adequacy of parking supply. Based on the ITE Journal article, "Do Land Use, Transit, and Walk Access Affect Residential Parking Demand," there is a direct correlation between land use (i.e. rural/suburban/urban) and parking utilization, which "suggests that low auto ownership households often self-select locations than can support their transportation needs without a private vehicle."

The proposed residential development is designed with a focus on affordable housing, catering to residents who fall within the 80-100% Area Median Income (AMI) bracket, a demographic less likely to own vehicles and rather commute via public transportation based on industry data. It is also important to consider the nature of the proposed development and the relationship between household size and vehicle ownership. As the proposed development will be comprised entirely of studio units, each unit would likely be occupied by a one (1) to two (2)-person household. Therefore, it is anticipated that vehicle ownership will generally be lower for future residents compared to multi-bedroom unit offerings which would typically attract families and/or larger parties that may be dependent on one (1) or more vehicles per unit.

The parking supply was evaluated with respect to data published within ITE's Parking Generation, 6<sup>th</sup> Edition. Given limited sample sizes, data published for both Land Use 218 "Multifamily Housing – 1 BR (Mid-Rise)," and for Land Use 223 "Affordable Housing" were evaluated. The average parking demand rate during the peak weekday period for Land Use 218 "Multifamily Housing – 1 BR (Mid-Rise)" is 0.68 vehicles per unit, and for Land Use 223 "Affordable Housing" is 0.55 vehicles per bedroom. For the proposed residential development with 24 studio units, this equates to a projected peak parking demand of 13 to 16 vehicles. As such, the proposed parking supply of 16 spaces would be sufficient to support the demand of the proposed development.

It is important to note that as part of the proposed development program, the applicant will prepare a Transportation Demand Management Plan under separate cover which will inform residents of the available public transit opportunities and encourage multimodal transportation, thereby reducing vehicle dependency for future residents.

Based on nearby transit options for the site's residents, ITE Journal article research, published ITE parking demand rates, and the characteristics of the proposed development, the proposed parking supply of 16 spaces would be sufficient to support the expected parking demand of the proposed development.

## Conclusions

This report was prepared to examine the potential traffic impact of the proposed multifamily residential development. The analysis findings, which have been based on industry standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site driveway and on-site layout have been designed to provide effective access to and from the subject property. The site's proximity to WRTA bus stops would contribute to a reduction in automobile use and the proposed development program would cater to a reduced vehicle dependency for future residents. Based on published ITE parking demand rates and local characteristics of the site and surrounding area, the parking supply would be sufficient to support this project.

Please do not hesitate to contact our office if there are any questions.

Best regards,



Joshua H. Kline, PE  
**Stonefield Engineering and Design, LLC**



Victoria E. Epstein  
**Stonefield Engineering and Design, LLC**



**LEGEND**

● WRTA Routes 30 & 31 Outbound Bus Stops

● WRTA Routes 30 & 31 Inbound Bus Stops

**STONEFIELD**

Proposed Residential Development  
 342 West Boylston Street  
 City of Worcester, Worcester County, Massachusetts  
 Traffic Assessment Report

**FIGURE I**  
 WRTA Bus Stop  
 Location Map





Edward M. Augustus, Jr.  
CITY MANAGER



CITY OF WORCESTER  
ADMINISTRATION & FINANCE

Timothy J. McGourthy  
CHIEF FINANCIAL OFFICER

Samuel E. Konieczny  
CITY ASSESSOR

### Certified Abutters List

A list of 'parties in interest' shall be attached to the application form and shall include the names and addresses. All such names and addresses shall be obtained from the most recent applicable tax list maintained by the City's Assessing Department. The Assessing Department certifies the list of names and addresses.

Total Count: 39

Parcel Address: 342 WEST BOYLSTON STREET

Assessor's Map-Block-Lot(s): 12-007-00009

Owner: 342 WEST BOYLSTON LLC  
40 JACKSON ST SUITE 1000  
WORCESTER, MA 01608

Owner Mailing: \_\_\_\_\_

Petitioner (if other than owner): MARK A BORENSTEIN

Petitioner Mailing Address: 120 FRONT ST SUITE 830  
WORCESTER, MA 01608  
508-688-9136

Planning: X                      Zoning: X                      Liquor License: \_\_\_\_\_                      ConComm: \_\_\_\_\_

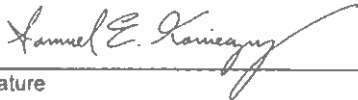
Historical: \_\_\_\_\_                      Cannabis: \_\_\_\_\_                      Other: \_\_\_\_\_

ALMSTROM, LOIS F TRUSTEE	12-007-17+18	0021 SLIPPER HILL LN	JEFFERSON, MA 01522
ITALIANO, WILLIAM S JR	12-007-01A+2	P.O. BOX 60481	WORCESTER, MA 01606
LAMBERT, MARK R	12-007-03+30	0364 WEST BOYLSTON ST	WORCESTER, MA 01606-2340
NEW GARDEN PARK INC	37-001-00001	0089 SHREWSBURY ST	WORCESTER, MA 01604
CONNOR, LOIS A(LIFE ESTATE)	12-007-0001B	0376 WEST BOYLSTON ST	WORCESTER, MA 01606
ROBERTS, GBIDEE	12-007-00010	0029 GOSNOLD ST	WORCESTER, MA 01606
HENRIQUEZ, PAMELA	12-007-00035	0026 KING PHILIP RD	WORCESTER, MA 01606
DELUCA, MICHAEL	12-007-00013	0323 LINCOLN ST APT 2L	WORCESTER, MA 01605
PONCE, ADELA VIRGINIA CARDONA	12-007-00014	0040 GOSNOLD ST	WORCESTER, MA 01606
FORSBERG, DAVID C + FLORENCE L	12-007-00005	0035 GOSNOLD ST	WORCESTER, MA 01606
FIALHO, PAULO CESAR +	12-007-00012	0013 ANDOVER ST	WORCESTER, MA 01606
CONNOR, LOIS A(LIFE ESTATE)	12-007-0001B	0376 WEST BOYLSTON ST	WORCESTER, MA 01606
TRAN, THU AKA TRAN, THU THI BOA	12-007-00006	0096 SQUANTUM ST	WORCESTER, MA 01606
TRAN, THU AKA TRAN, THU THI BOA	12-007-00006	0096 SQUANTUM ST	WORCESTER, MA 01606
PARENT, DAVID G + JEAN A	12-007-00011	0012 POND ST	PAXTON, MA 01612
JHS REAL ESTATE INVESTMENT LLC	12-007-00026	0038 CHESTNUT ST	WESTBOROUGH, MA 01581
342 WEST BOYLSTON LLC	12-007-00009	0040 JACKSON ST SUITE 1000	WORCESTER, MA 01608

MWANGI,CAROL W	12-007-00021	0022 GOSNOLD ST	WORCESTER, MA 01606
GORDON,DAVID W + ANDREA M	12-007-00034	0098 PROSPECT STREET	WEST BOYLSTON, MA 01583
O'SULLIVAN PROPERTIES LLC	12-007-00020	0042 LAWS BROOK RD	CONCORD, MA 01742
RUSSO,MICHELLE	12-007-00F-2	0025 ANDOVER ST UNIT 2F	WORCESTER, MA 01606
FLOOD,JOSEPH	12-007-00022	0018 GOSNOLD ST	WORCESTER, MA 01606
ROTTI,JOSEPH W + WALTER R TRUSTEES	12-007-00023	0012 GOSNOLD ST	WORCESTER, MA 01606
GREEN,SADIE	12-007-00F-1	0025 ANDOVER ST UNIT F-1	WORCESTER, MA 01606
NELSON,JAMES E	12-007-00F-3	0025 ANDOVER ST UNIT F3	WORCESTER, MA 01606
COSTA,CHARLES II + MERRILL,LAUREN	12-007-00G-1	0025 ANDOVER ST UNIT G-1	WORCESTER, MA 01606
DEMARIS,MELANIE	12-007-00G-3	0025 ANDOVER ST	WORCESTER, MA 01606-2341
MOORE,HAILEY C	12-007-00F-4	0025 ANDOVER ST UNIT F-4	WORCESTER, MA 01606
MANGAN,PATRICIA A	12-007-00G-2	0025 ANDOVER ST	WORCESTER, MA 01606
GEENTHEY,JOSEPH	12-007-00S-1	0025 ANDOVER ST UNIT S-1	WORCESTER, MA 01606
MOTTA,MARY L + RONALD A	12-007-00S-2	0025 ANDOVER ST UNIT S-2	WORCESTER, MA 01606
FRANKLIN,RICHARD C JR	12-007-00S-4	0025 ANDOVER ST UNIT S-4	WORCESTER, MA 01606
CITY OF WORCESTER CITY MANAGER	12-004-00024	455 MAIN STREET	WORCESTER, MA 01608
FALVELLA,GEORGE P	12-007-00S-3	0025 ANDOVER ST UNIT S-3	WORCESTER, MA 01606
FERREIRA,WERNER G + CHRISTINE A	12-007-00024	0150 WHEELER RD	MASHPEE, MA 02649
SAINT-GOBAIN ABRASIVES INC	13-035-00001	13155 NOEL RD STE 100	DALLAS, TX 75240
LEONARD,DEAN	12-007-00019	16 CLARK STREET	WORCESTER, MA 01606
MILOSH,ARTHUR P + SANDRA L	12-007-00033	0016 KING PHILIP RD	WORCESTER, MA 01606-2332
ITALIANO,WILLIAM S JR	12-007-00004	P.O. BOX 60481	WORCESTER, MA 01606

This is to certify that the above is a list of abutters to Assessor's Map-Block-Lot's 12-007-00009 as cited above.

Certified by:



Signature

11/08/2024  
Date

Edward M. Augustus, Jr.  
CITY MANAGER



Timothy J. McGourthy  
CHIEF FINANCIAL OFFICER

Samuel E. Konieczny  
CITY ASSESSOR

CITY OF WORCESTER

ADMINISTRATION & FINANCE

### Abutters Map

