

Dear ZBA Chair Klein,

I have a few additional notes about transportation that I wasn't able to share at the Thorndike Place meeting this morning as the conversation moved along to the issue regarding the disposition of the rest of the property. I didn't feel fully comfortable jumping in at the time so as to let the conversation flow as it did. Please accept these as additional comments for the Board's consideration:

- Playground: It would be good to understand if the Thorndike Place playground is meant solely for residents of the development or for the whole neighborhood. If it is meant to be for anyone (and chances are it will probably end up that many other kids from the neighborhood will use it unless it's gated) then the west side location in the same space as the proposed surface parking lot would be better, in my opinion, for access from the community. More visible, certainly, than its current location on the site plan. Regarding the question about crossing the driveway to get there: 1) I agree putting it around back would be better to avoid that, but again if it's meant for any kid to use the driveway will need to be crossed somewhere to get there; and 2) if the playground is close to the corner of Littlejohn/Dorothy, I would recommend putting a crossing at the driveway/Littlejohn/Dorothy intersection which is supposed to be STOP-controlled. It would be a safer and more typical crossing point.
- Car share: There seemed to be some skepticism about car share. However, like Bluebikes, I think the applicant or their consultant should engage with Zipcar about possible interest in having a few spots at this development. I don't think Uber and Lyft replace car share because they are different models -- with Zipcar you can chain multiple trips together and reserve a car for long trips too; Uber/Lyft are for short-term, one-shot trips for most people, not for all kinds of trips. For the best TDM plan there should be an "all of the above" approach that includes biking, walking, transit, car share, reduced parking, etc. It would help make the possibility of a car-less resident more viable.
- Regarding concerns of on-street parking: realistically I would expect there to be more on-street parking activity after this development is completed. On-street spaces are simply going to be more convenient for visitors and maybe residents who need to run in and come back out. This speaks more of the need to manage on-street parking as opposed to trying to eliminate it entirely. Maybe that means designating resident-only on-street spaces or timed like in our neighboring cities, which of course is a Select Board matter; but to be blunt, it's a public street and people are going to park there unless it's managed in some way to prevent that. I don't believe adding parking spaces on the development is necessarily going to mitigate all the on-street parking activity, nor do I think it's the best use of limited space and resources.
- Greg Lucas from BETA mentioned the MAPC Perfect Fit Parking Study, which can be found at: <https://perfectfitparking.mapc.org/>. Also, the ZBA might be interested in this joint Boston MPO/MAPC forum on TDM which is two weeks from today: <https://twitter.com/BostonRegionMPO/status/1355165156402196482> (or it's also at www.ctps.org.)
- Finally - I can reach out to Cambridge if there is interest in learning more about the PTDM Plan for Vox on 2.

Thanks for your time,

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