

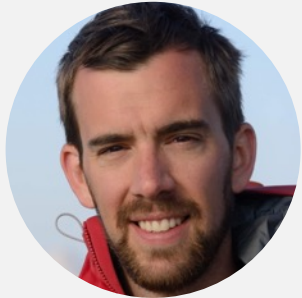
Neighborhood Feedback **1165 R Mass**

Mill Brook

Community feedback from Ryder Street & Beck Road residents for Zoning Board of Appeals meeting on January 5th, 2021

Personal Impact

Putting a face to the feedback.



Alex Tee & Family

4th and 5th Generation Arlington Residents

My name is Alex, and I have been living at 2 Ryder Street with my family for the past 7-years.

This quirky corner of town has been a delightful place to settle down with a tight knit community of neighbors and family run businesses.

While I am cautiously optimistic about the prospects of new neighbors, I do have concerns that it could threaten the safety of those in this community if not approached in an inclusive and integrative manner.

This document represents a good faith effort to collaborate with the town and developers as we have not yet had an opportunity to meaningfully contribute to making this a successful development for all parties.

Prioritized Topics

Concerns and considerations for 1165 Development

Traffic Burden

(Health & Safety)

Our neighborhood is already a disorganized yet heavily utilized thoroughfare for commercial and community.

Increasing the strain on this infrastructure that has not been intentionally designed to support this mixed-use traffic could have dangerous consequences.

We would like to understand why access to Ryder street is necessary at all, and what will be done to mitigate the concern.

Property Protections

(Infrastructural Integrity and Value)

A project of this scale could not only disrupt our neighborhood during construction, but permanently alter the neighborhood itself.

We would like to discuss specific concerns we have about the potential disproportionate impact this project may have and how those will be considered in the design and development process, which to date has not included our input.

Conscientious Inconvenience

(Daily Impact For Our Area)

Understanding how the property will mitigate daily impact during construction and contribute their share to the upkeep and maintenance of the private way is important to understand before granting approval.

Our Front Step Today

Where else do you encounter this mix of use cases without any safety infrastructure in place?

Traditional Traffic

Car traffic is a given, and unsafe drivers and conditions are certain to happen anywhere you find cars.

Unlike traditional roads, where professional design guidelines and enforcement are assumed, our free-for-all parking lot layout does nothing to promote safety and control flow.



Middle School Highway

During a normal school year, there will be a steady stream of middle schoolers coming off Turkey Hill and making their way up Ryder Street in the morning and then back home early afternoon.

With no clear pedestrian path to guide them, they wander throughout the street, horsing around 4-across or walking alone with headphone on oblivious to the truck behind them.

Commercial Equipment

It's never a dull moment with 18-Wheelers, Teams of Landscape Trucks and Trailers, Front-End Loaders, Bobcats, Contractor Vans, Moving Trucks, Plows, Cranes rushing to their next job.

While this activity has always been here, the relocation of the DPW is putting additional strain on our neighborhood.

Bike Path On-Ramp

Throughout the week you can find bikers, strollers, roller-bladers of all ages traversing down Ryder Street to access the bike path.

These users, especially children, are vulnerable as cars have a blind left turn out of the proposed development area, with their drivers being distracted looking both ways for traffic of different sorts.

Close Calls

Our Personal Experiences

Late For School – A panicked parent with kids who are already late for school flew through our street at 40mph to avoid the traffic backup at the Forest Street and Mass Ave, almost hitting a pedestrian in the process.

Brushed Off – This fall, a driver was distracted trying to squeeze around a log jam of traffic, and brushed my wife who was gardening, pinning her to the garden bed without even realizing it.

Unloading Groceries – Three weeks ago I was double parked unloading groceries into our home when a DPW truck sped by coming within 3 inches of hitting me and my car.

Texting & Turning – A car turning out of the mill building turned wide to avoid slowing down and nearly struck our stroller, which was thankfully empty, all while texting.

Our Front Step Today

Where else do you encounter this mix of use cases without any safety infrastructure in place?



Why Is Vehicle Access to Ryder Street Absolutely Necessary?

While the development did not create the problem, why risk making it worse?

Why does the development need a 2nd access point?

If the developers of this property have been successful without this condition on past projects, then why is it necessary to burden our neighborhood with this request?



"A lot of projects this size live with one curb cut on a street like Mass Ave"

- Daniel St. Clair



"A lot of people were concerned with Legacy...which is in a more congested area...but there haven't been any problems"

- Julia Mirak

Right of Way vs. Ownership

Consider the disproportionate burden on the neighboring abutters.

As Proposed

The graphic presented below during the June 24th meeting is misleading as the property does not have ownership over portion of land on Ryder Street as shown below.



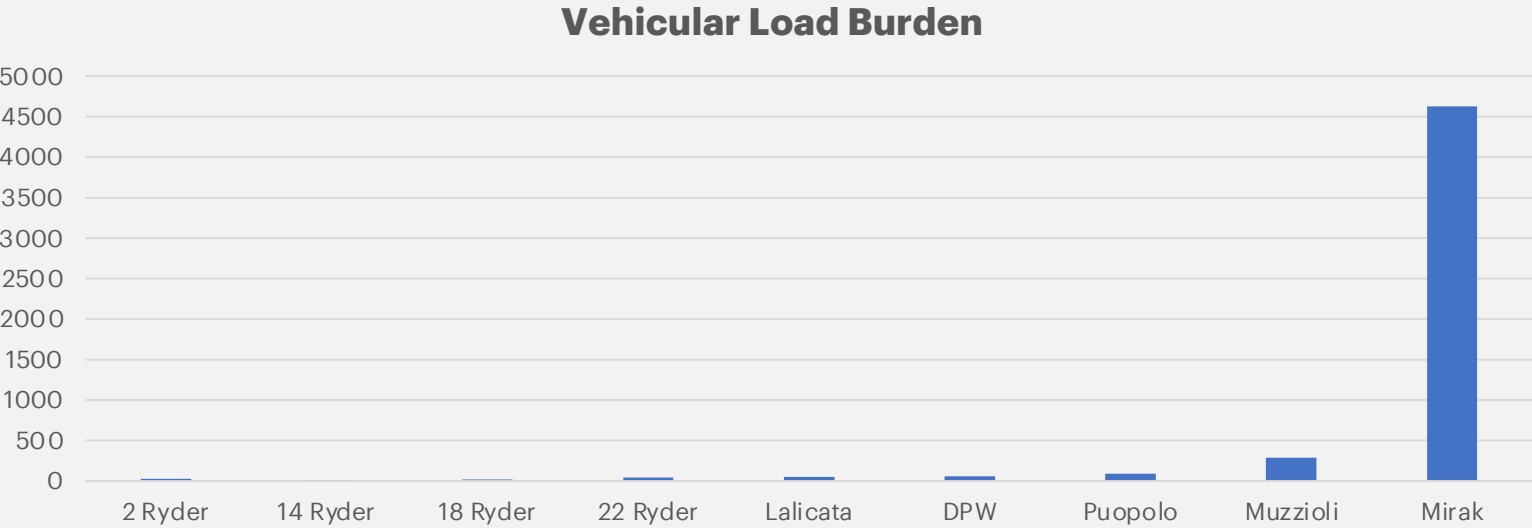
Property Map

The graphic presented below during the June 24th meeting is misleading as the property does not have ownership over the land shown in yellow.



Quantifying The Disproportionate Burden

Highlights severe inequity in usage.



Assumptions

Property	Frontage	% Frontage	# Cars	Burden Factor
2 Ryder	47	15%	4	27
14 Ryder	23	7%	1	14
18 Ryder	28.5	9%	2	23
22 Ryder	20.5	6%	3	47
Lalicata	60	19%	10	54
DPW	56	17%	10	58
Puopolo	14.3	4%	4	90
Muzzioli	22.2	7%	20	290
Mirak	16	5%	230	4629

Frontage Estimated From Google Earth in Meters
Total Frontage 322

Costs

Not only does traffic impact our quality of life (noise, air, safety), but it also impacts the street itself.

In 201X, the abutters to Beck road pooled their resources and paid for repaving at their own expense.

How has your current design considered these factors?

Have you explored any of the following options?

Only Bike/Pedestrian Access From Ryder St.

Opportunity to build a portion of Arlington's vision for a streamside park.

In-Bound Access Only

Remove the risk factor of a car turning onto Ryder Street and hitting a pedestrian due to confusion of uncontrolled traffic flows and blind spots.

Speed Control

Introduce features to better control speeds to and from the development.

- Stop Signs
- Interactive Speed Limit Signs
- Speed Humps
- Narrow Lanes
- Curb Extensions
- Jogs In Roadway

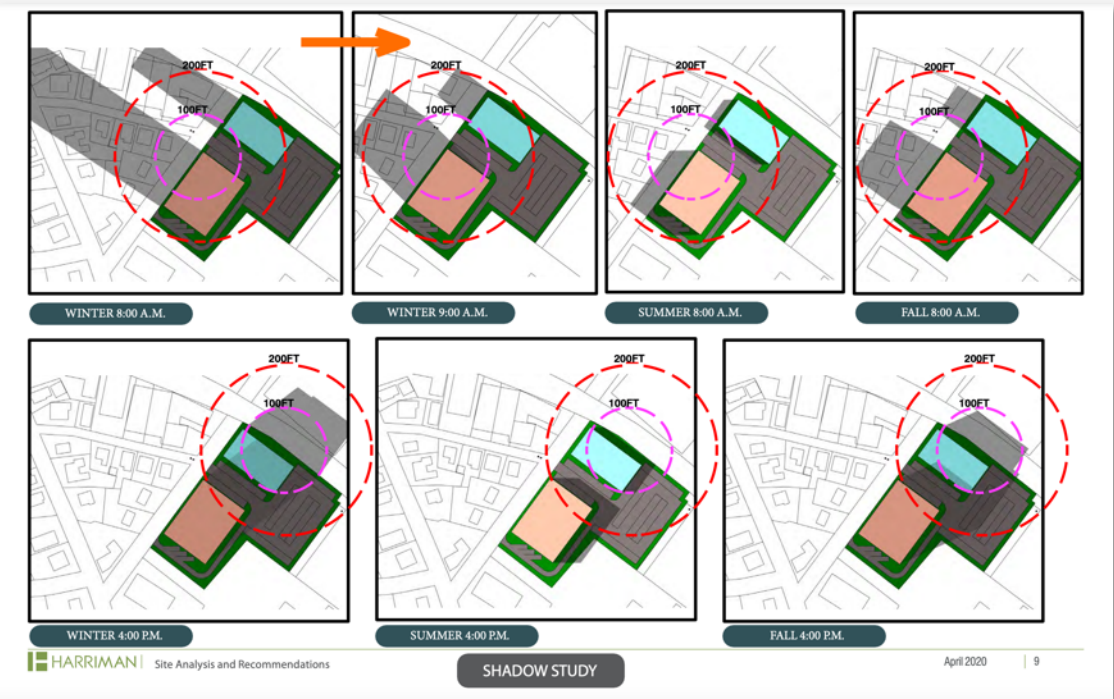
Infrastructure Improvements

Finance the design and improvement of Ryder Street itself to better accommodate both volume and types of traffic.

- Elevated & Continuous Sidewalk from Forest St to Bike Path
- Delineated Bike Lane
- [Shared Street Design](#)

Could our neighborhood be subjected to TWO developments?

How does zoning account for the potential of both developments?



Shadow Study

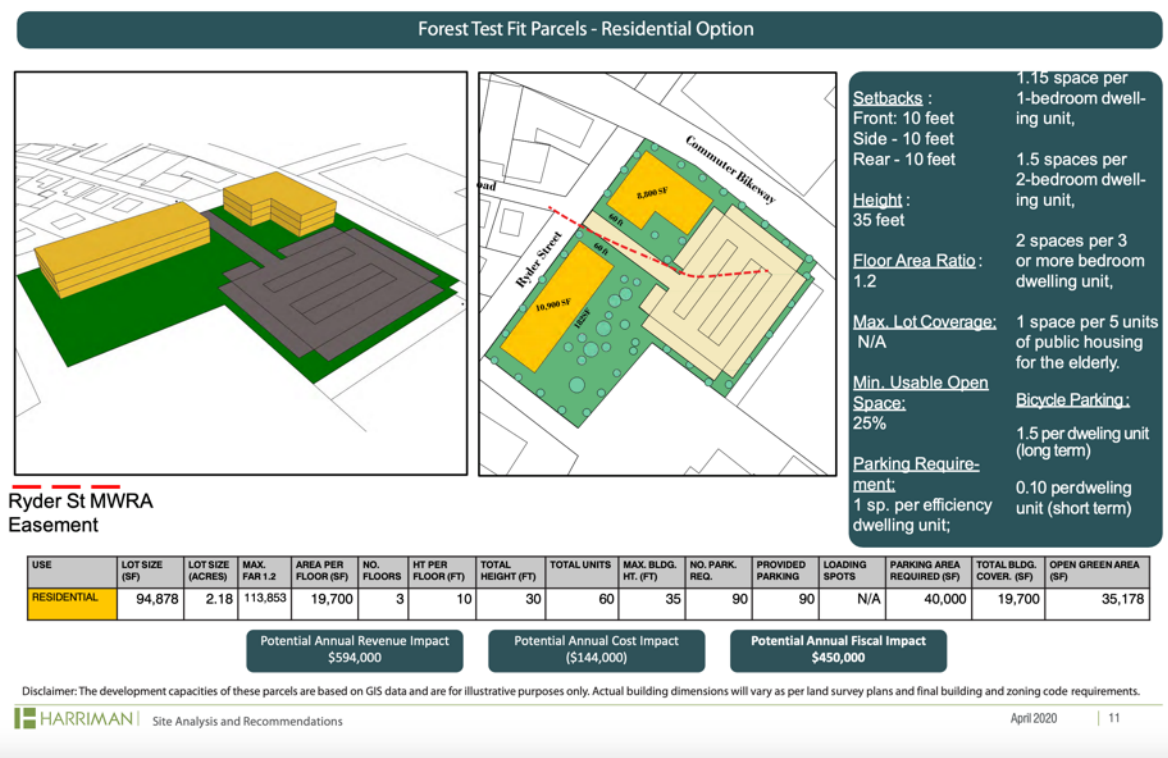
How will this new development compare to the shadow study above as the current designs show an even more imposing structure?

<https://www.arlingtonma.gov/home/showdocument?id=51128>

Integrative Design

Has any forethought been made on how these properties co-exist, or are we going to be subjected to the results after the fact?

Pushing the buildings right up against Ryder St is imposing and could create oppressive experience for pedestrians on way to bike path.



Property Protections

Have you explored any of the following considerations?

Damage During Construction

How will developers protect our homes during construction?

- Our home has been damaged three times when trucks failed to make turn between the development site and Ryder.
- Will the developers provide engineering services and strain gauges on our foundations to assess any damage due to construction?
- Is there an opportunity to temporarily or permanently gain access through adjacent Mirak property to minimize disruption to our confined residential street?
- Provide regular street sweeping to remove construction debris (nails) & dust?

Light & Noise Pollution

What can we expect in terms of light and noise pollution once the building is occupied?

- Installation of mature large-format trees around property
- Downwash lighting vs. invasive spotlights
- Outdoor congregating areas on north and east sides away from residential neighborhoods.

Property Value Impact

Has a study been conducted to understand abutters property valuations once an apartment complex is in place?

Flood Zone Study

How might this development impact the areas flood-zone rating, as we are already at high risk as evidenced by rapidly increasing insurance rates, and the previous owners of our property witnessed flooding on that property years ago.

Conscientious Inconvenience

Once built, how will the property manager commit to stewardship of neighborhood?

Parking

How will the development accommodate overflow and guest parking, and enforce parking restrictions on adjacent properties, as Ryder St is already over capacity much of the year?

- Parking Surveillance/Towing

Infrastructure Investments

Will funds be set aside to re-invest in the abutting infrastructure to a level that represents the developments impact on the neighboring areas?

- Repaving Costs
- Street Sweeping/Plowing

Community Inclusiveness

What consideration has been given to providing more meaningful 'affordable income' rates as the minimum commitment in 40B requirements still excludes a wide range of potential residents?