

From: Stephanie Kiefer <SKiefer@smolakvaughan.com>
To: 'Christian Klein' <CKlein@town.arlington.ma.us>
Cc: 'Rick Vallarelli' <RVallarelli@town.arlington.ma.us>
Date: Fri, 1 Oct 2021 20:41:00 +0000
Subject: FW: Thorndike Place TDM Clarification

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Christian,

As you requested during yesterday's call, I requested our traffic engineer to confirm those TDM measures incorporated into the current project proposal. Please see VAI's response below and incorporate the same into the record.

Best,
Stephanie

From: Scott Thornton [mailto:sthornton@rdva.com]
Sent: Friday, October 01, 2021 4:30 PM
To: Stephanie Kiefer
Cc: Derek Roach
Subject: Thorndike Place TDM Clarification

Stephanie,

You have asked VAI to confirm the TDMs associated with the current project proposal. In the Thorndike Place Overview memo submitted to the ZBA dated August 3, 2021, prepared by Smolak & Vaughan, the six TDM measures for the revised project were described (i.e., the jitney service; scheduled deliveries for vendors/trash pick up/etc. outside of peak traffic hours; staffing schedules outside of peak traffic hours; parking charges for garage parking; bicycle parking, including interior and exterior racks; reach out to Zip Car for possible car-share option). VAI confirms that these TDMs are associated with the current proposal. VAI also recommends that the transit information welcome package (which had originally been proposed for the 176-unit multifamily building) also be made available to the tenants and staff at the senior living building. The other TDMs that had been proposed within the 176-unit project (e.g., a bluebike station, transitscreen, and first month T-pass to residents) are not effective measures for the senior housing population.

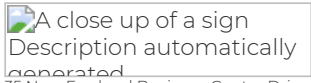
On a related note, as you recall, the Town's peer reviewers BETA Group, Inc. had suggested in their traffic peer review memo of June 28, 2021, that "[i]t is noted that the Applicant's traffic evaluation conservatively evaluated Land Use Code 252 – Senior Adult Housing – Attached. As per ITE, this land use assumes internal services are not provided with residents typically living a more active independent lifestyle. The discussion presented by the Applicant on June 10, 2021 suggests the facility may function more consistent with LUC 253 – Congregate Care Facility. This land use provides internal services for residents that typically do not drive. As a result, trips are typically generated by employees/staff, visitors, or group transportation. BETA notes that LUC 253 generates fewer trips and less parking demand than Senior Adult Housing – Attached."

As stated in VAI's prior response to the BETA peer review, we concurred that our traffic analysis utilized a conservative LUC classification. However, it may be relevant for the Board to understand the significance of the conservative LUC approach used by VAI. Specifically LUC 252 (the trip generation code used by VAI) assesses daily trip generation for the senior living dwelling units to be 3.7 trip per day. In contrast, LUC 253 (what which was recommended by BETA) has a daily trip generation of 2.02 trips per day, which is a reduction of 45% over the trip generation numbers that were employed in VAI's traffic analysis. As explained previously, ITE trip generation codes take into account not just the daily trips of a dwelling unit resident but those trips associated with the development and are an average across the use type.

Should the Board have any questions regarding the TDMs, we are happy to discuss the same during next week's hearing.

Thank you,
Scott

Scott W. Thornton P.E.
Principal

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