

Comments on the 660 Project For The Planning & Transportation Commission

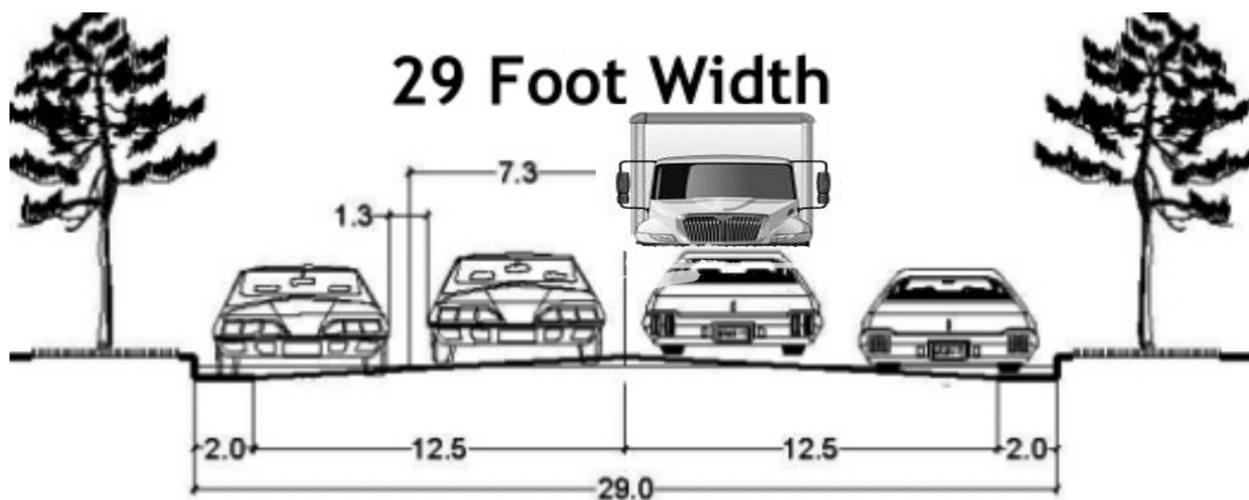
The developers have made several compromises on their original 4 story plans for the Architecture Review Board which I think put us quite close approval.

The only viable place for auto ingress/egress has ended up on Byron St. That will increase the traffic here considerably. It is for this body to weigh the problems.

1. There **will limited parking spaces in that building** and there is no parking on any street surrounding the building except Byron St.
2. Situated on “Senior Corners” (The Hamilton, Lytton Gardens, and Webster House) there are a lot of elderly pedestrians and people in wheelchairs and walkers.

Since you are charged with keeping our streets safe, the next graphic shows the width of Byron Street with the width of typical vehicles

SEE SLIDE #1



Given the 29' feet width of Byron Street, you need to consider reconfiguring it to handle reduced parking on one side or making it only one way. The average car is 7.3'-8' wide and the average delivery truck is 8-9' wide. Just 4 cars across the width = 29.2' with no space between them.

Having recently met a UPS coming toward me, I could not find anywhere to go and this shows a Fed Ex Truck trying to get by an Amazon truck April 2024 in Slide #2.

See Slide #2 shows Byron on its worst day. Another 63 units will only add to Fed Ex, Amazon, and postal deliveries, plus garbage trucks, and many vehicles.
See Slide #3

Slide 2



Slide 3



I would like to make two suggestions for this commission to give ample consideration:

1. Byron needs to be a **2-way street with parking ONLY on the east side.**
2. **The pedestrian signals that cross University at Webster and Middlefield must be set for more time.** Elderly people can make it only halfway across when the lights indicate not to go.