



CITY OF CAMBRIDGE

TRAFFIC, PARKING, + TRANSPORTATION

MEMORANDUM

To: Cambridge Planning Board

From: Joseph E. Barr, Director 

Date: September 19, 2019

Subject: Proposed Cannabis Retail Store at 45-51 New Street, Bhari Inc. (PB353)

The Cambridge Traffic, Parking, and Transportation Department (TP+T) has reviewed the Special Permit Application and the Transportation Logistics Plan from Bhari Inc. to operate an approximately 3,200 square foot Cannabis Retail Store at 45-51 New Street. TP+T offers the Planning Board the following comments for your consideration.

- The proposed Transportation Logistics Plan and Summary Form are attached.
- TP+T's key concern with this project is its limited number of available parking spaces for customers. The project proposes approximately 4 spaces for customers, but the Logistic Plan estimates a peak demand of approximately 24 spaces for customers and 5 spaces for employees. There are no on-street parking spaces on New Street, a limited number of spaces on Bay State Road, and visitors will not be able to park at the Fresh Pond Shopping Center. The location is at least 0.7 miles from the Alewife MBTA Station. Bus routes #78 and #74 have stops on Concord Avenue, about 446 feet away from the site, however the stops appear to not be accessible (for example one stop is in a grass strip).
- TP+T found some records that this site is a pre-existing auto body repair and used car dealership, however, the number of registered parking spaces are unclear (such as how many spaces for cars being sold or repaired versus auto repair customer parking. The proposed Cannabis Retail Store application indicates 5+ existing parking spaces and should be clarified. It also indicates 5 spaces for the proposed project. It will need to be determined if the project triggers a PTDM plan because of a change in use from an auto-repair facility to a cannabis retail shop.
- The Project's Logistics Plan Summary Form indicates 4 spaces, including 1 accessible space, however, their Special Permit Dimensional Form indicated 5 spaces. This should be clarified.
- The Application indicates the applicant has reserved the option to rent additional parking spaces in the rear of the building. More information is needed for TP+T to determine if this would violate the City's Commercial Parking permit regulations.
- Loading and Service activities are proposed on-site which would be necessary since there is no loading zones on the street. It is unclear in the site plan exactly how vehicles will access loading in the back of the building since cars appear to be parking on the site today which would block access to the rear.

- If approved by the Planning Board, TP+T recommends that the Applicant work with TP+T and the Cambridge Police Department to address the issues above and that an acceptable parking and operations plan should be approved by TP+T prior to issuance of a Building Permit. This plan should address in greater detail how the Applicant intends to address the parking needs and accommodate potential lines of people both inside and outside the building including preventing sidewalk crowding in a manner that maintains safety and access to adjacent buildings, transit, and other key uses, especially during initial opening period
- The Applicant proposed 7 long-term bicycle parking spaces on site and 7 short-term bicycle spaces for customers on site. If approved, TP+T would review the bicycle parking plan in detail as part of the Building Permit process.
- TP+T believes that the best way to minimize any traffic and parking impacts from a Project in Cambridge is for the Applicant to provide robust Transportation Demand Management (TDM) measures to advise and encourage employees and customers to travel by sustainable modes, such as walking, bicycling taking public transit, and carpooling. TP+T recommends the following baseline TDM measures and monitoring program, which are routinely recommended by TP+T as conditions for special permit approval and are consistent with approved Retail Cannabis Stores in Cambridge.
 1. Provide 100% MBTA T-Pass subsidies to all employees. (may be pro-rated for part-time employees) The program shall be administered by the employer through the MBTA Corporate Pass/Perq Program.
 2. Offer all employees Gold-Level Bluebikes bikeshare membership, to be administered through the Bluebikes Corporate Program by the employer.
 3. Provide lockers for employees that walk or bike to work.
 4. Have available an air pump and bicycle repair tools for employee and customers to use when needed.
 5. Designate an employee of the facility as a Transportation Coordinator (TC) to manage the implementation of TDM measures and a transportation monitoring program if required. The TC will:
 - a. Post in a central and visible location (i.e., lobby for customers, break room for employees) information on available non-automobile services in the area, including, but not limited to:
 - i. Available pedestrian and bicycle facilities near the Project site.
 - ii. MBTA maps, schedules and fares.
 - iii. "Getting Around Cambridge" map (available at the Cambridge Community Development office).
 - iv. Locations of bicycle parking.
 - v. Bluebikes regional public bikeshare system.
 - vi. Carpool-matching programs.
 - vii. Other pertinent transportation information.
 - Instead or in addition to posting paper MBTA schedules, provide a real-time transportation display screen in a central location to help people decide which mode to choose for each trip.
 - b. Compile and provide up-to-date transportation information explaining all commuter options to all employees. This information should also be distributed to all new employees as part of their orientation. Transportation information packets may be obtained from the Community Development Department.

- c. Provide customers with sustainable transportation information to access the site.
- d. Provide and maintain information on the project's public website, newsletters, social media, etc. on how to access the site by all modes, with emphasis on sustainable modes.
- e. Participate in any TC training offered by the City or local Transportation Management Association.
- f. If requested by TP+T or the Community Development Department (CDD), the Applicant should provide TP+T and CDD information on employee and customer travel modes and where they customarily park, as well as information on loading and delivery operations. Surveys of employees and customer shall be designed and conducted in a manner approved by TP+T and CDD.
- Prior to the issuance of a Building Permit, the Applicant should provide a loading and service delivery management plan that includes all delivery activity to TP+T for TP+T's approval. No offsite deliveries should be made from this location to customers.
- Provide a one-time contribution to the City toward transportation, parking, transit and/or bicycle improvements to support non-automobile travel modes for employees and customers and to mitigate the Project's traffic and parking impacts on the surrounding area. As a **Non-economic empowerment Applicant**, **TP+T recommends the Applicant contribute \$70,000 to the City prior to the issuance of a Building Permit to help improve transportation services, operations, and information in the immediate area.**