



CITY OF CAMBRIDGE

TRAFFIC, PARKING, + TRANSPORTATION

MEMORANDUM

To: Cambridge Planning Board

From: Joseph E. Barr, Director

Date: March 12, 2020

Subject: Proposed Cannabis Retail Store at 701&703B Mt. Auburn Street (PB#360)

The Cambridge Traffic, Parking, and Transportation Department (TP+T) has reviewed the Special Permit Application and the Transportation Logistics Plan from the KG Collective, LLC to operate an approximately 3,668 square foot Cannabis Retail Store at 701-703b Mount Auburn Street. TP+T offers the Planning Board the following comments for your consideration.

- TP+T believes the key issue with this proposed use at this location is the limited parking availability.
 - Although the project is several minutes walking distance to MBTA bus stops for Routes #71, #73, and #72, and a Bluebike station, the location is generally not known as being a highly transit-oriented location. Weekday peak hour headways are pretty good for Bus Routes #71 and #73 (6 to 9-minute headways), and 8 to 20-minute peak hour headways for Route #72, but off-peak hours and weekend bus headways are longer for all buses and no Sunday bus service is provided for Route 72. Route #75 on Huron Avenue is about an 8-minute walking distance to the site with approximately 8-minute peak hour headways. Overall, bus access is available, however the Applicant's Transportation Logistic Plan estimated that only 16% of customers will use public transit. The majority of customers are expected to arrive by automobile (41% drive-alone and 13% carpool). The mode share assumption was based on 2018 customer's survey at the Registered Medical Marijuana Dispensary (RMD) site at 1001 Massachusetts Avenue (Sira Naturals). TP+T is not convinced that only 54% of customers for this site will travel by automobile because it is more suburban in nature than urban.
 - The Applicant's Transportation Logistics Plan estimates a peak hour parking demand of approximately 25 parking spaces (with no appointment only operation) and 6 peak hour vehicle parking spaces (with appointment only operations).
 - There are fifteen (15) metered parking spaces off Mt. Auburn Street at this location (8 am to 6 pm, except Sundays, 2 -hour maximum time limit), and additional on-street parking spaces primarily on Belmont Street for a total of approximately 43 on-street parking spaces within a 500 foot radius of the site. A parking study conducted on Wednesday, November 21, 2019 found that out of the 43 total on-street spaces, 8 to 15 spaces were vacant between 10 AM and 7 PM and 3 to 13 spaces were vacant on Saturday November 23, 2019. On those

particular days, there was not enough available parking spaces to operate with no appointment only system.

- The Transportation Logistic Plan estimated a peak parking demand needed for employees is 6 spaces, however, there will be no spaces available for employees.
- Given the limited number of on-street parking spaces, customers may be tempted to park in the Star Market Parking lot which could become an issue among private property owners. Renting parking spaces from Star Market may violate various parking or zoning regulations. For example, the parking at the Star Market site is accessory parking for the Star Market only.
- The Applicant indicated that loading will occur on-street in front of the Site, however, there is no Loading zone in front of the site as shown in Figure 2 in the Transportation Analysis. It's not clear why the Applicant's Architectural Plan shows a Loading Zone at 2 parking meter spaces on-street in front of the site. That request has not been made to TP+T and if granted it will further reduce available on-street spaces for customers.
- No detailed plans were provided for the proposed short-term and long-term bicycle parking (i.e., 1" = 10 feet scale). There were no details about the comment in the Application that the proposed long-term bicycle parking will be in a "fence, platform area to suffice as long-term bike parking."
- The Application's Dimensional form indicated 6,313 square feet of gross floor area, but the narrative states the facility will be 3,668 sf. This should be clarified.
- If the Planning Board approves a Special Permit for this Project, **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 Cannabis Retail 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.
 - g. 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.
- 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' traffic and parking impacts on the surrounding area. **Because the Project is an Economic Empowerment Applicant, TP+T recommends the Applicant contribute \$35,000 to the City with half due prior to the issuance of a Building Permit and half due prior to the issuance of an Occupancy Permit to help improve transportation services, operations, and information in the area.**
 - **Lastly, TP+T recommends that the Applicant work with TP+T and the Cambridge Police Department on an operations plan and opening period plan which should be approved by the City prior to issuance of an Occupancy Permit.**