



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
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MEMORANDUM

To: Cambridge Planning Board
From: Joseph E. Barr, Director
Date: November 9, 2017
Re: 1385 Cambridge Street (RMD) (PB#331)

The Cambridge Traffic, Parking and Transportation Department (TP&T) has reviewed the Special Permit Application from Commonwealth Alternative Care, Inc. for a project to operate a Registered Marijuana Dispensary (RMD) at 1385 Cambridge Street, located in the Inman Square neighborhood.

1385 Cambridge Street is an approximately 11,253 square foot three and a half story brick building currently occupied by a convenience market on the ground floor known as the Quick Food Mart, with office space above. The Applicant proposes to renovate and convert 3,214 square feet on the ground floor to a medical marijuana dispensary and build-out 300 square feet on the ground floor for sub-tenant space. The Applicant proposes to use the second and third floor of the building for its corporate offices. TP&T offers the Planning Board the following comments for your consideration.

Trip Generation and Parking

The Special Permit Application included a Transportation Assessment by Hayes Engineering, Inc. dated September 7, 2017. Hayes Engineering estimated the RMD would serve approximately 50 patients per day, with approximately 28 patients traveling by vehicle, 13 patients traveling by public transit, and 9 patients traveling by walking or bicycling on a typical day.

Overall, Hayes Engineering estimated that the project would decrease the vehicle trips to the site because it assumed an RMD is expected to have less vehicle trips than a convenience market. TP&T is not sure about that exact comparison because 1.) We do not believe the Quick Food Mart located in Inman Square generates vehicle trips at the same rate as a convenience market located in a more suburban locations as reported by the Institute of Transportation Engineers Trip Generation Manual, and, 2.) At this time, there is limited data on trip generation for a registered marijuana dispensary. Nonetheless, the TP&T Department agrees with Hayes Engineering that the project is not anticipated to have adverse effects to the prevailing traffic conditions by the proposed RMD use, given the generally low levels of daily trip making. Furthermore, the site is served by the MBTA bus routes #69, #83 and #91, there are three Zipcars in Inman Square, and a Hubway bicycle sharing station is located nearby. For patients that need to drive,

there is an existing Municipal surface parking Lot (Lot #14) on Springfield Street and on-street metered parking spaces.

The City's Inman Square intersection improvement project is being designed to improve pedestrian, bicycling, and transit trips in and through Inman Square. Springfield Street remains two-way for vehicles, however left-turns are prohibited from Cambridge Street eastbound onto Springfield Street to reduce vehicular conflicts at the Cambridge Street/Springfield Street intersection. The planning and design for the Inman Square intersection improvement project is currently ongoing and a copy of the most recent draft plan is attached for the Planning Board's information. This intersection redesign project is expected to widen the sidewalk in front of this site, enhancing the attractiveness of the entrance area.

TP&T believes that the best way to minimize any traffic and parking impacts from the 1385 Cambridge Street project is for the applicant to **provide robust Transportation Demand Management (TDM) measures** to advise and encourage all staff and patients to travel by sustainable modes, such as walking, bicycling and taking public transit, as well as a transportation monitoring program.

TP&T recommends the Planning Board consider adding the following conditions to any special permit that may be granted for the project.

Bicycle Parking

Because of the limited space available at the project site to accommodate bicycle parking, the Applicant should contribute to the City's Bicycle Parking fund. TP&T recommends that the project provide two (2) long-term bicycle spaces and four (4) short-term bicycle spaces, which may be provided by making a contribution to the City's Public Bicycle Parking Fund for 6 bike racks.

Transit Support

To support the use of transit for employees and patrons, TP&T recommends the Applicant contribute \$15,000 to the City prior to the issuance of a Building Permit, to help improve transit services and information in Inman Square. The funds would be used by the City to benefit transit, such as providing real-time bus arrival information at bus stops.

Implement Transportation Demand Management (TDM) Measures

1. Provide 65% MBTA T-Pass subsidies, up to the federal fringe benefit limit, to all employees (may pro-rate incentive for part-time employees).
2. Offer all employees Gold Level Hubway membership.
3. Provide lockers in the break room 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 Transportation Demand Management (TDM) measures and a Transportation Monitoring program. 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 in the vicinity of the Project site.
 - ii. MBTA maps, schedules and fares.

- iii. "Getting Around in Cambridge" map (available at the Cambridge Community Development office).
- iv. Locations of bicycle parking.
- v. Carsharing/ridematching programs.
- vi. Hubway regional bikesharing system.
- vii. Carpooling/vanpooling programs.
- viii. Other pertinent transportation information.
 - Instead or in addition to posting paper MBTA schedules, provide a real-time transit and Hubway display screen or tablet in a central location to help people decide which mode to choose for each trip.
- b. Compile and provide to all employees up-to date transportation information explaining all commuter options. This information should also be distributed to all new employees as part of their orientation.
- c. Provide or describe to customers information on transportation options to access the site.
- d. Provide and maintain information on the project's/facility's public website, newsletters, social media, etc. on how to access the site by all modes, with emphasis on non-automobile modes.
- e. The TC will participate in any TC training offered by the City of Cambridge or a local Transportation Management Association.

Transportation Monitoring and Reporting Program

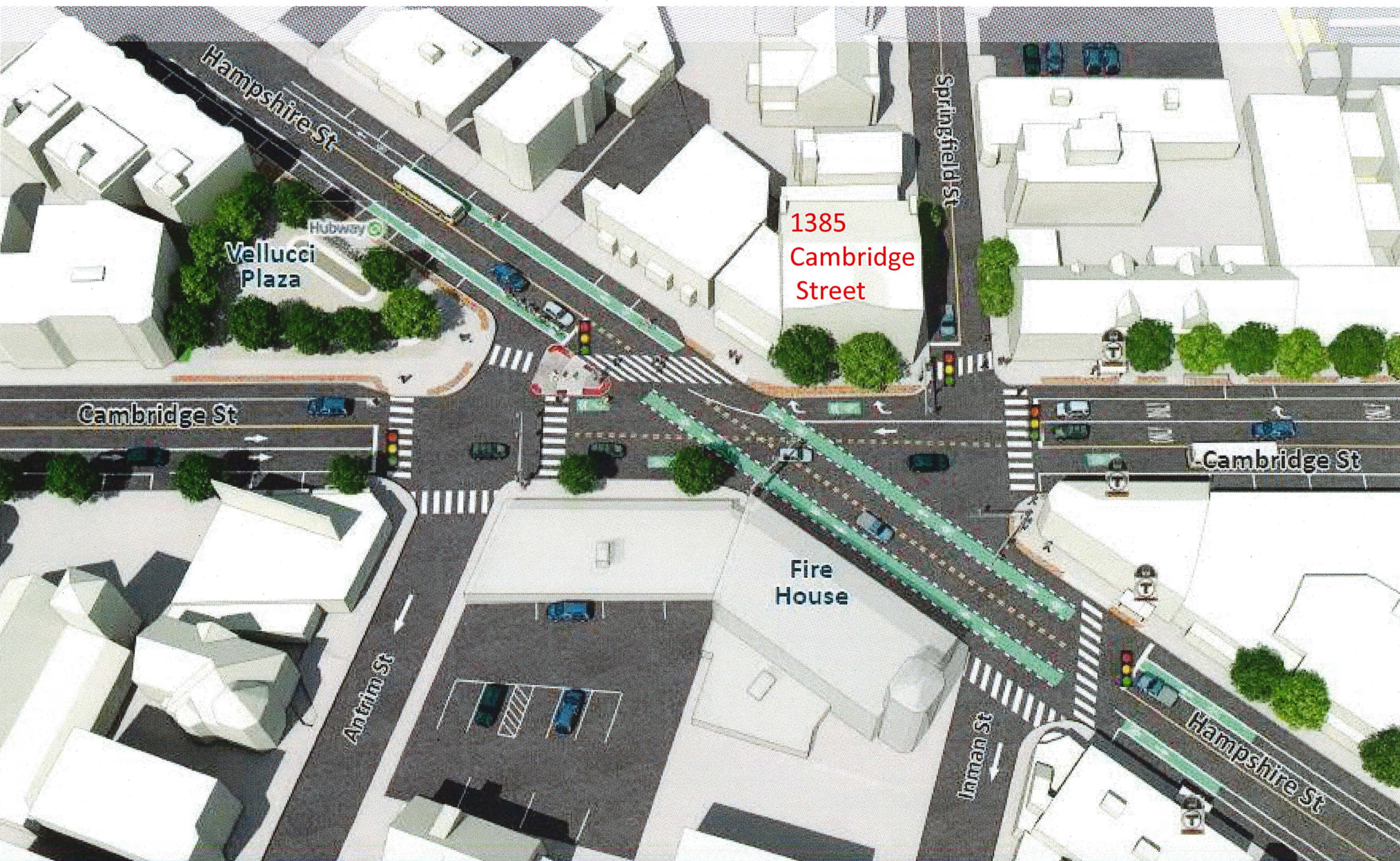
- a. The TC will implement an annual transportation monitoring program which will involve surveying employees and customers on their travel modes and where they customarily park (cars and bikes). This monitoring data should help to inform the development of future medical marijuana dispensary projects, as we begin to better understand the trip generation and the demand for various travel modes. The annual monitoring program shall be in place for 10 years following the issuance of the project's Occupancy Permit at which time TP&T will work with the applicant to determine if it would be beneficial to continue the monitoring program.
- b. The monitoring program should include observations of the loading activities on Springfield Street or Cambridge Street.
- c. All surveys shall be designed and conducted in a manner approved by the Community Development Department.
- d. Approval of the form of any survey instrument or monitoring method should be approved before issuance of the Certificate of Occupancy.
- e. Surveying shall begin one year from the date of the first Certificate of Occupancy. If the Certificate of Occupancy is issued between September 1st and February 29th, the monitoring should take place during the months of September or October and be reported to the City no later than November 30. If the Certificate of Occupancy is issued between March 1st and August 31st, monitoring should take place during the months of April or May and be reported to the City no later than June 30.

Loading and Service Delivery Operations and Management Plan

TP&T has the following recommendations for the project's loading and service delivery operations:

- a. The Applicant should provide a loading and service delivery management plan that includes all delivery activity to the facility, to TP&T for TP&T's approval prior to the issuance of a Building Permit.

- b. At no time shall a vehicle park or stop on Springfield Street, Cambridge Street, Hampshire Street or any other public street in a manner that blocks traffic or impedes the flow of pedestrians or bicycles. The applicant should be aware that the planned Inman Square redesign may move loading locations farther from the front door of this site, and the applicant should expect to conduct all loading from legal locations, without using No Stopping zones or Double Stopping.
- c. If loading, pick-up/drop-off activities cause issues on public users and infrastructure (e.g. vehicles blocking other vehicles, illegal parking, etc.) then the Applicant must work with the City to resolve it.
- d. The applicant indicated that they will not be operating any deliveries through the 1385 Cambridge Street site and that any delivery will be coordinated through a different dispensary not in Cambridge through the cultivation center.

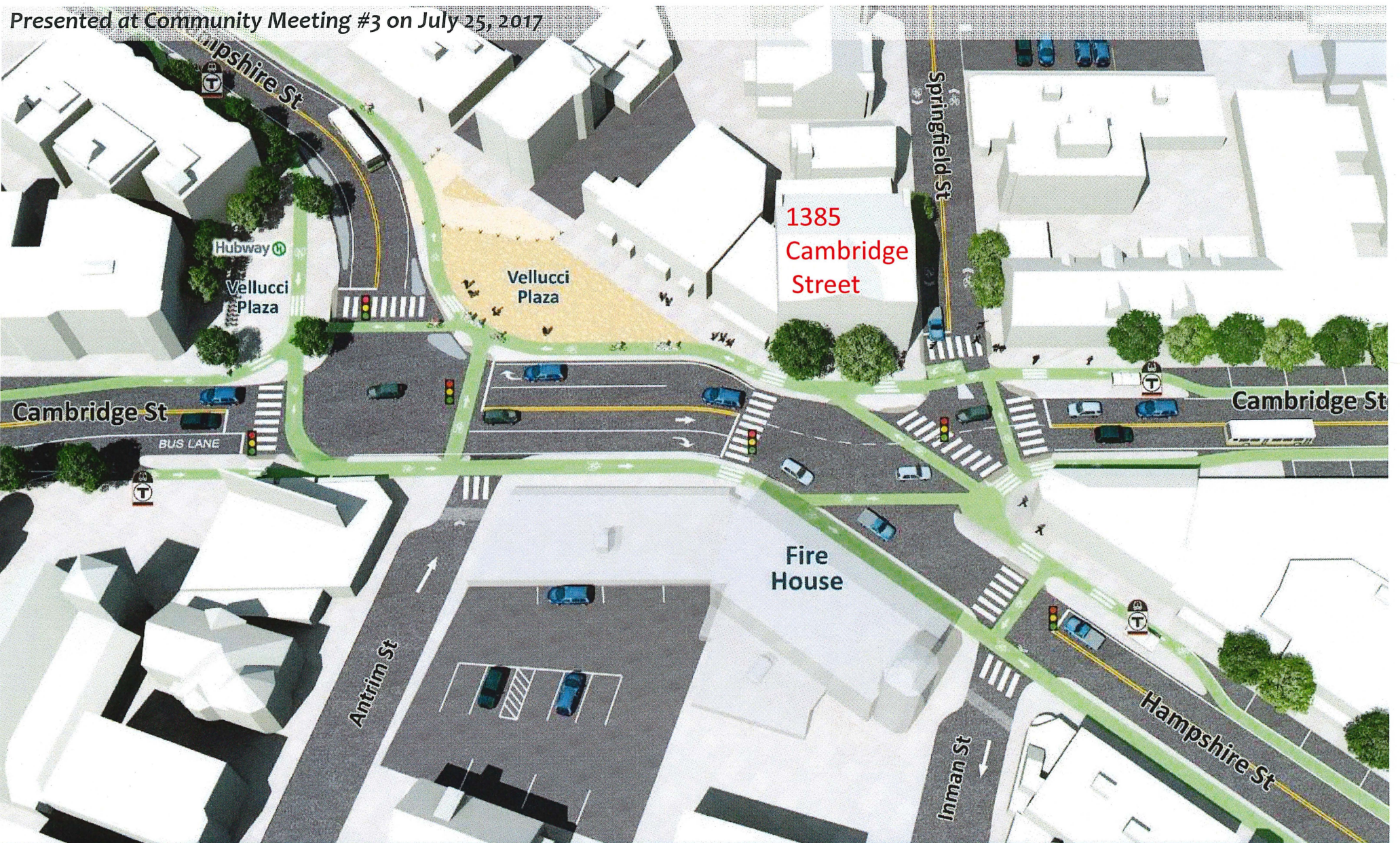


Inman Square Existing Intersection

City of Cambridge
January 2017



Presented at Community Meeting #3 on July 25, 2017



PREFERRED CONCEPT

Signalized Concept – Signal Phasing

