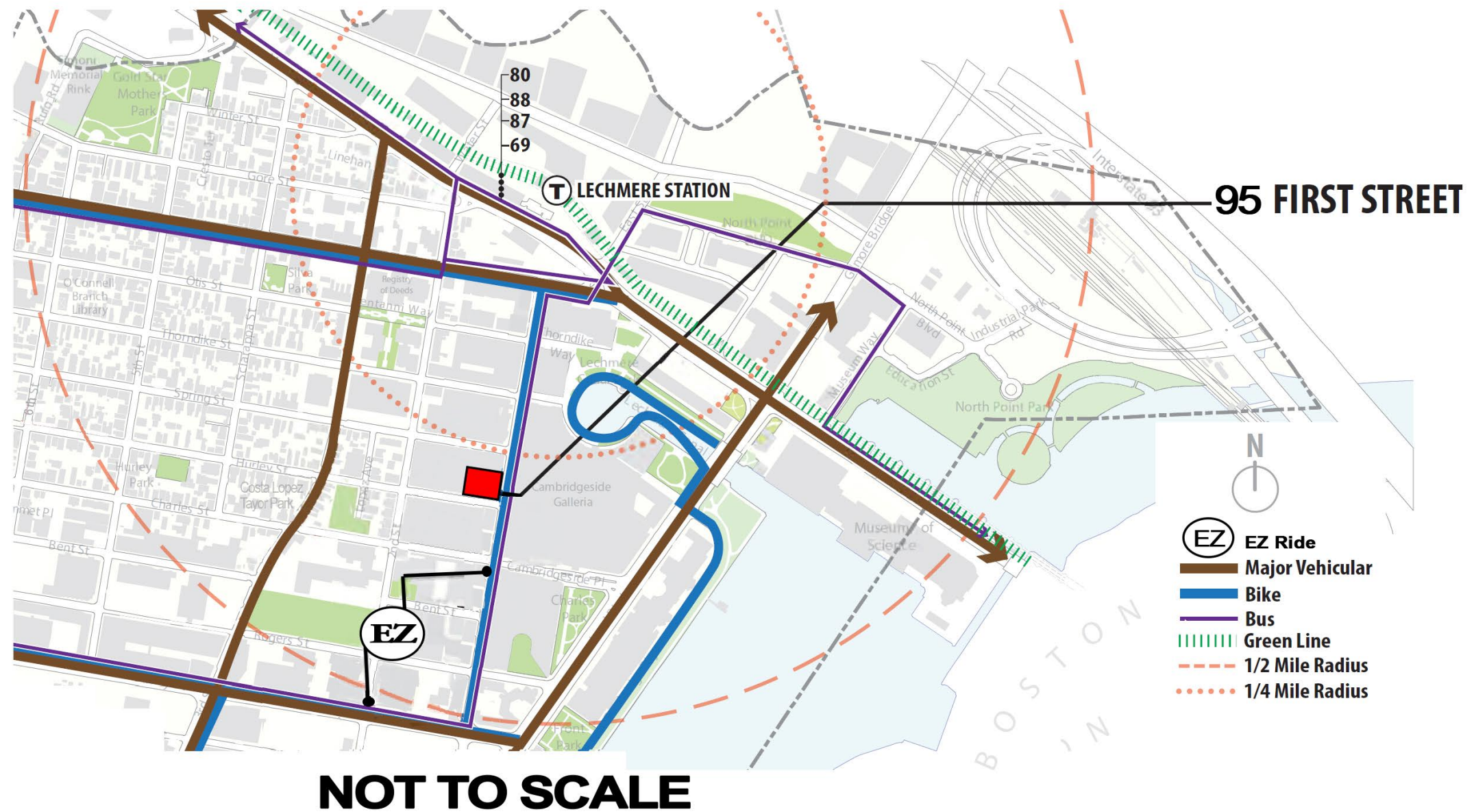


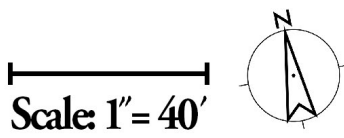
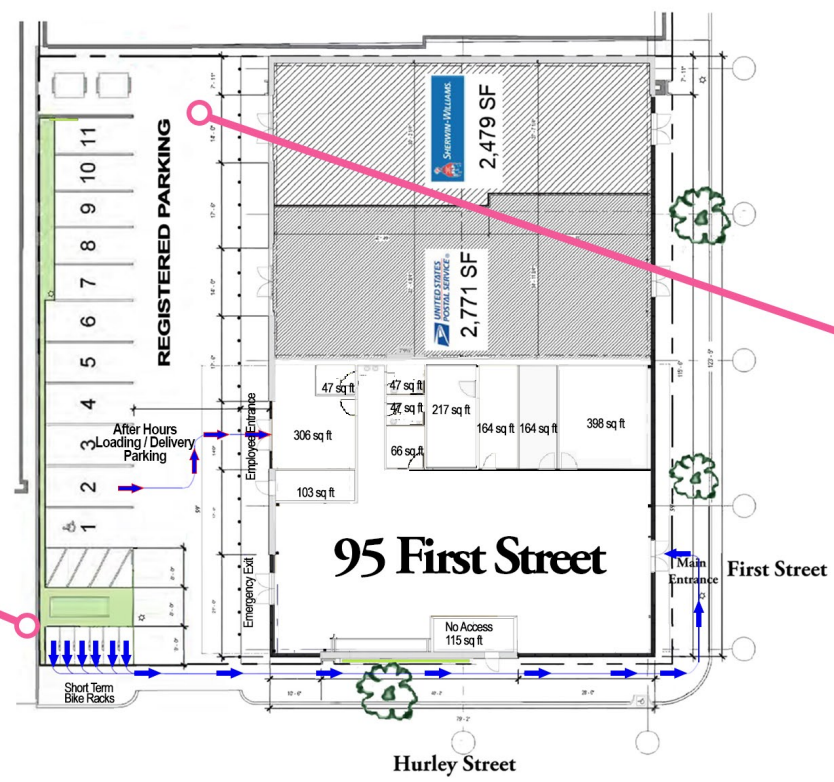
## Appendix 1





PARKING/SHORT TERM BIKE PARKING PLAN

Preexisting Short Term Bike Rack



Refuse Loading Area



**PARKING/BIKE PLAN NOTES**

4 VEHICLE SPACES ALLOCATED FOR THE THE PROPOSED DISPENSARY WILL BE ACCESSED VIA HURLEY STREET. LOADING/ DELIVERIES WILL OCCUR AFTER HOURS IN THE REGISTERED PARKING. REFUSE WILL BE RETRIEVED FROM BEHIND THE SHIELDING WALL THEN LOADED BY A PRIVATE SERVICE.

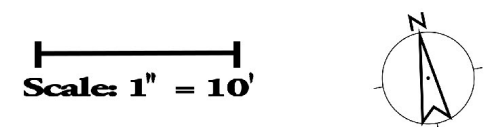
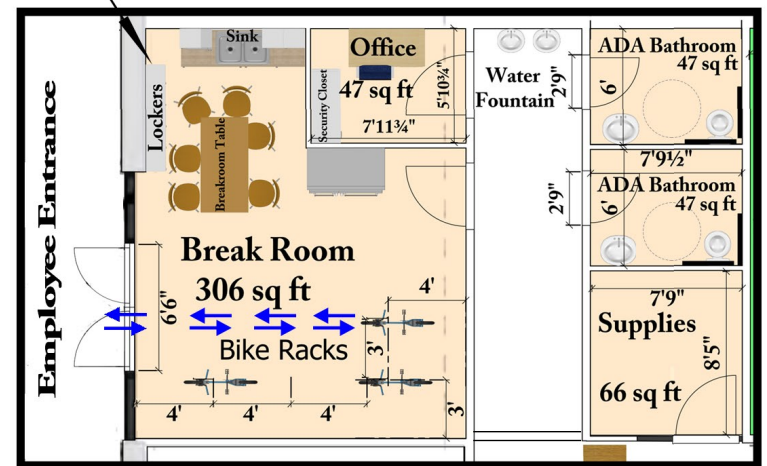
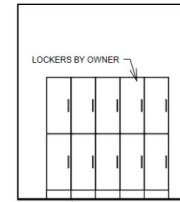
6 SHORT TERM BIKE RACKS ACCESSED VIA HURLEY STREET.

**LEGEND**

SHORT TERM BIKE PARKING ACCESS ROUTE

LOADING/DELIVERIES ACCESS ROUTE

LONG TERM BIKE PARKING PLAN



**BIKE PARKING PLAN NOTES**

BIKE REQUIREMENTS:  
LONG TERM PARKING = 1/1,000 S.F.  
\*\*5 SPACES REQUIRED\*\*

EMPLOYEE LOCKERS PROVIDED.

**LEGEND**

INTERNAL ACCESS ROUTE

**DERO** A PLAYCORE Company

35"

22.5"

2.375"

6"

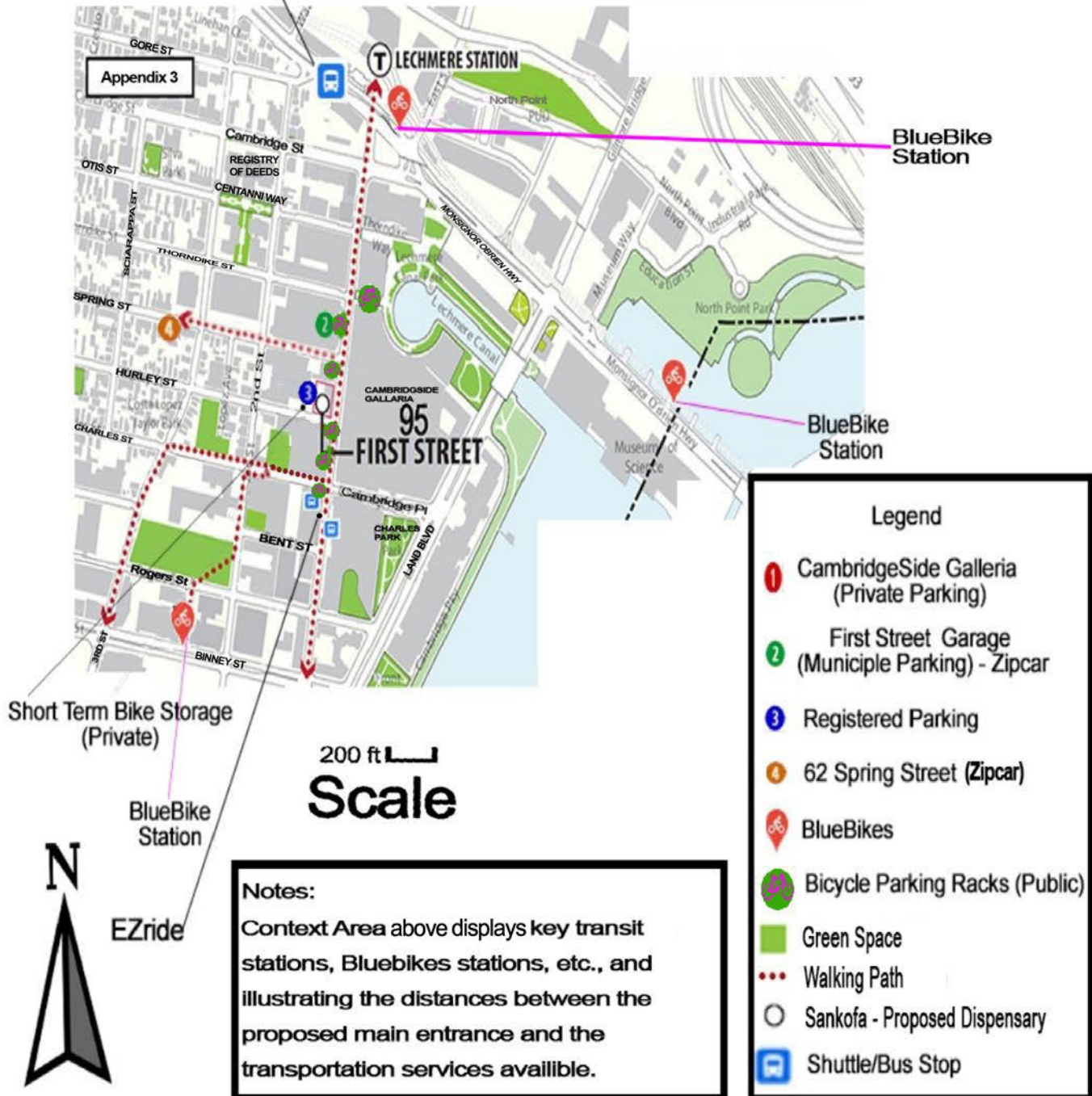
**PROPOSED HEAVY DUTY HOOP RACK**



## Appendix 3

Lot Name	Location	Distance	Walking Time
Monitor Building Public Garage	2 Canal Park	988 feet	3 minutes
First Street Municipal Garage	51 First Street	278 feet	1 minutes
Cambridgeside Galleria	78-90 First Street	40 feet	>1 minutes
198 Third Street	198 Third Street	1044 feet	5 minutes

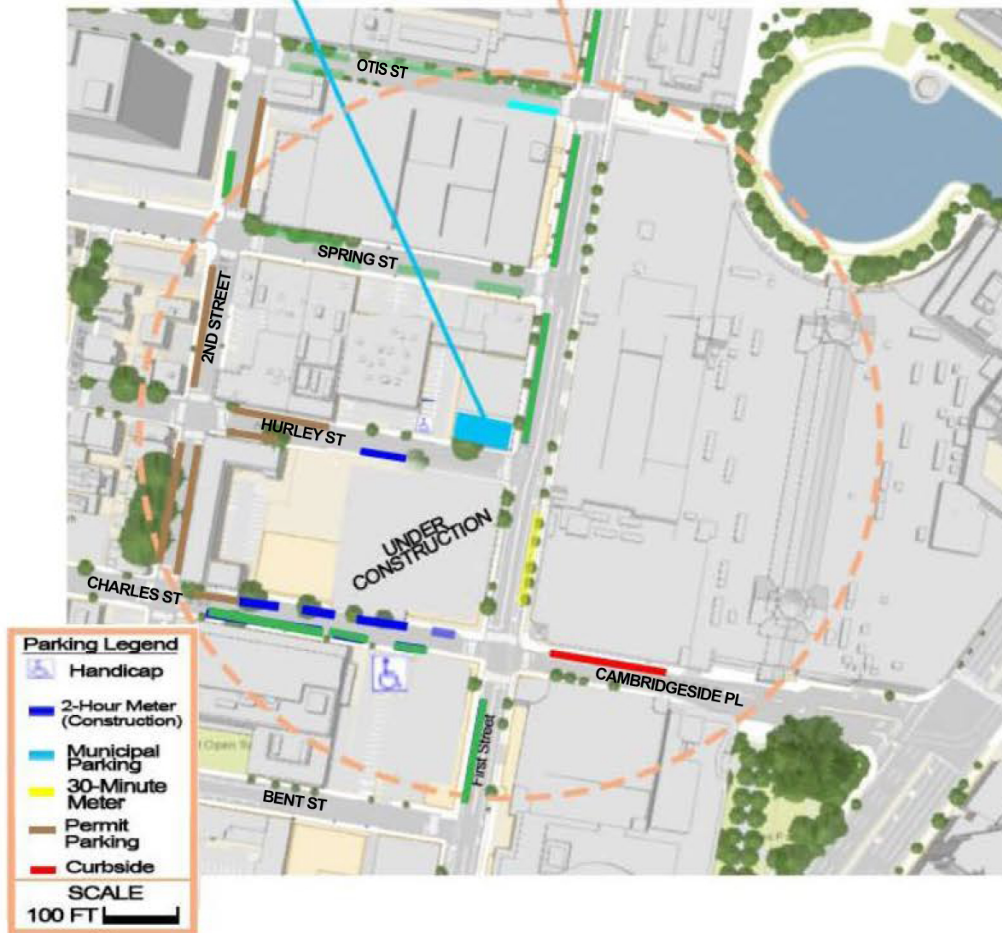
Lechmere MBTA Station  
(Green Line)  
Bus Route: 69, 80, 87, 88



## Appendix 4

95 First Street  
Proposed Dispensary  
(Locus)

500 Foot Radius



Note:

500-foot radius around the site. Includes streets, sidewalks, on-street parking coded by regulation (e.g., metered 2-hour parking, 15-minute parking, resident permit only parking, handicap parking spaces, etc.).

# **Exhibit A**



ECONOMIC EMPOWERMENT PRIORITY APPLICANT APPROVALS

April 18, 2018

#	APPLICATION NUMBER	FIRST NAME POINT OF CONTACT	LAST NAME POINT OF CONTACT	BUSINESS NAME (If Established)	AS CLAIMED BY APPLICANT						DATE SUBMITTED
					FIRST CRITERIA	SECOND CRITERIA	THIRD CRITERIA	FOURTH CRITERIA	FIFTH CONDITION OR FACT	SIXTH CRITERIA	
1	EEA202197	Gabriela	Cartagena		Applicable	Applicable	Not Applicable	Not Applicable	Applicable	Applicable	2018-04-13
2	EEA201914	Chauncy	Spencer	Ivy League Technologies, LLC	Applicable	Not Applicable	Applicable	Applicable	Applicable	Not Applicable	2018-04-08
3	EEA202201	Marcus	Williams	Roxbury Seed Co	Applicable	Not Applicable	Applicable	Not Applicable	Applicable	Not Applicable	2018-04-12
4	EEA201934	Leah	Daniels	Alchemy League	Applicable	Applicable	Applicable	Applicable	Applicable	Applicable	2018-04-12
5	EEA202069	Ricardo	Acevedo		Applicable	Applicable	Applicable	Not Applicable	Applicable	Not Applicable	2018-04-08
6	EEA201826	Ross	Bradshaw	New Dia (Diversity - In - Action)	Applicable	Not Applicable	Applicable	Not Applicable	Applicable	Applicable	2018-04-03
7	EEA201827	Kijana	Rose	I & I Rose Garden Co.	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	2018-04-03
8	EEA201832	Roy	Iaflamme	Bracts & Pistils, LLC	Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	2018-04-03
9	EEA201884	Vrinda Jody	Mendoza Pekala	High Expectations, LLC dba Mojos	Not Applicable	Applicable	Applicable	Not Applicable	Applicable	Applicable	2018-04-13

Source: [https://mass-cannabis-control.com/wp-content/uploads/2018/04/Economic-Empowerment-Priority-Cerification-Decisions\\_Approvals\\_04182018.pdf](https://mass-cannabis-control.com/wp-content/uploads/2018/04/Economic-Empowerment-Priority-Cerification-Decisions_Approvals_04182018.pdf)

# **Exhibit B**

**Certification Application Approved**



CannabisLicensing (CNB) <cannabislicensing@state.ma.us>  
Wed 4/18/2018 1:18 PM



To: You

April 18, 2018

Dear Chauncy Spencer,

Your application for Economic Empowerment priority certification has been approved. Your certification number is: EEA201914.

Sincerely,

The Cannabis Control Commission

[Reply](#) | [Forward](#)



# Exhibit C

# Transportation Logistics Plan

To: City of Cambridge Planning Board  
From: Chauncy Spencer  
Date: April 1, 2021  
Subject: Ivy League Technologies, LLC Proposed Adult-Use Cannabis Retail - Sankofa  
CC: Adam Shulman

Ivy League technologies, LLC (“**the Applicant**” or “**the Company**”) has completed a Transportation Logistics Plan in order to determine potential impacts associated with the proposed cannabis (**Sankofa**) to be located at 95 First Street in Cambridge, Massachusetts (hereafter referred to as “**The Project**”). The purpose of this memorandum is to identify available public transit options, evaluate parking supply/demand, evaluate loading/delivery areas and the impacts on nearby streets, sidewalks, estimate traffic volumes expected to be generated by the proposed facility, and articulate a Transportation Demand Management (TDM) Plan (“**The Plan**”) for customers, employees, and delivery/loading activities, in order to minimize Project impacts. The general scope of this assessment is outlined in the City of Cambridge Transportation Logistics Plan Guidelines.

## **PROJECT DESCRIPTION**

The proposed Project will consist of a 4575 sq. ft (gross leasable space) cannabis dispensary. The driveway provides access to 11 parking spaces. The facility will be opened seven days a week from **10:00 AM to 11:00 PM Monday through Friday, 10:00 AM to 11:00 PM Saturday and, 11:00 AM to 8:00 PM Sunday**. Vehicular access to the site is by way of a curb cut on Hurley Street. The public entrance that faces First Street has an 11 foot sidewalk including the 3.5 foot setback. The rear entrance has a 5 foot wide walkable pathway along the width of the building with bollards separating the vehicle traffic in parking lot from the walkable path. The dispensary will have nine registers with employees working in on the sales floor with handheld devices to expedite ordering, and at the door to manage the queuing system to ensure the building does not exceed capacity (56 customers).

## **INTRODUCTION**

Contained in The Plan is comprehensive field inventory of available public transit options, parking supply and demand, loading zone, pedestrian, and bicycle facilities within the study area surrounding 95 First Street. In The Plan the Applicant will be, due to COVID-19 restrictions on area businesses at the time of this study, will attempt to draw conclusion based on the Applicant’s own parking observations on November and December of 2020. Also The Plan includes references to a memorandum<sup>[1.]</sup> that compiles trip generation studies, mode shares studies, and related calculations and The Plan uses these to arrive at estimates for the proposed dispensary. The Plan has an overlaid 500-foot radius (the area of impact) around The Project site on the maps which will be **The Context. Appendix 1 – 4 of Volume 3** depicts a survey of the inventory discussed. The existing conditions of the

lot and adjacent sidewalks, streets, and curb regulations on both sides of the street are detailed in the graphics **A001.01** and **A001.02 of Volume 2**.

### **PEDESTRIAN AND BICYCLE FACILITIES**

The Project site is conveniently located in a pedestrian-friendly area and will be accessed by customers at the store's front entrance on First Street. The 11 foot wide sidewalk is in the front of the building and 10 foot sidewalks on the Hurley Street side of the building. As mentioned above, there is a 3.5 foot setback in the front of the building, and this stretch of property ensure the smooth ingress of customers, thus ensuring public pedestrian traffic passing by no interference from movement in either direction. In addition, dedicated bike lanes are provided along both sides of First Street which pass directly in the front of the entrance of The Project (see **Appendix 1**). Available public transit and bike facilities/stations are provided within less than a 2-minute walk. On-site there are 11 short term bicycle parking spaces (see **Appendix 2 Figure 2**). There are several short term bike racks within 500 ft of The Project locus (see **Appendix 3**).

### **PUBLIC TRANSPORTATION SERVICES**

The Project site is conveniently located in close proximity to the MBTA Lechmere. As such, a significant portion of employees and customers will utilize transportation to access the site via the routes illustrated in **Appendix 1**. Public transportation services are provided within the study area by the Massachusetts Bay Transportation Authority (MBTA) for Bus service (see **Appendix 3**) and listed below in **Table 1**. Within the study area, the MBTA operates the following bus and subway services:

**Table 1**  
**MBTA BUS STATION SERVICE SUMMARY**

<i>Route</i>	<i>Service</i>	<i>Stop Closest to Site</i>	<i>Distance From Site</i>	<i>Distance Walking</i>
<b>69</b>	Harvard Square - Lechmere Station	Lechmere	1024 feet	6 minutes
<b>80</b>	Arlington Center - Lechmere Station	Lechmere	1024 feet	6 minutes
<b>87</b>	Clarendon Hill or Arlington Center – Lechmere Station	Lechmere	1024 feet	6 minutes
<b>88</b>	Clarendon Hill - Lechmere Station	Lechmere	1024 feet	6 minutes

**Table 2**  
**MBTA SUBWAY SERVICE SUMMARY**

<i>Route</i>	<i>Stop Closest to Site</i>	<i>Distance From Site</i>	<i>Distance Walking</i>
<b>Green Line</b>	Lechmere	1024 feet	6 minutes

EZride Shuttle which connects Boston's North Station and Cambridgeport via Kendall Square, serving North Point, Community College, Lechmere, East Cambridge, and MIT stops within a few feet of the proposed site's front entrance and is open to the general public. See **Appendix 1** and **Table 3 below** for the distance from the Project.



**Table 3**  
**EZride SERVICE SUMMARY**

<i>Route</i>	<i>Stop Closest to Site</i>	<i>Distance From Site</i>	<i>Distance Walking</i>
<b>Inbound</b>	First at Charles Street	479 feet	3 minutes
<b>Outbound</b>	First at Charles Street	400 feet	2 minutes

### **PROJECT-GENERATED TRAFFIC**

Peak hour observations of pedestrian traffic was conducted at the NETA Brookline (an existing and operating cannabis adult-use and medical dispensary) during typical weekday evening peak hours (4:00 – 6:00 PM) and during typical Saturday midday peak hours (11:00 AM – 2:00 PM). Trip Generation rates per register were developed based upon these cited observations and presented on **Table 7** with background calculations contained in this same publicly available source material<sup>[1.]</sup> and results were applied to this proposed facility.

**Table 4**  
**TRIP GENERATION SUMMARY - 95 FIRST STREET DISPENSARY**

<b>Time Period/Direction</b>	<b>Proposed Cannabis Dispensary<sup>a</sup> (9 Registers)</b>	<b>Drive Alone Trip (41%)</b>	<b>Ridesharing Trips (13%)</b>	<b>Transit Trips (16%)</b>	<b>Pedestrian Trips (19%)</b>	<b>Bicycle Trips (6%)</b>	<b>Other Trips (5%)</b>	<b>Total<sup>b</sup> Vehicle Trips</b>
Weekday Evening Peak Hour:								
Entering	152	62	24	20	29	9	8	77
Exiting	152	62	24	20	29	9	8	77
<b>Total</b>	<b>304</b>	<b>125</b>	<b>49</b>	<b>40</b>	<b>58</b>	<b>18</b>	<b>15</b>	<b>155</b>
Saturday Midday Peak Hour:								
Entering	117	48	15	19	22	7	6	59
Exiting	117	48	15	19	22	7	6	59
<b>Total</b>	<b>233</b>	<b>96</b>	<b>30</b>	<b>37</b>	<b>44</b>	<b>14</b>	<b>12</b>	<b>119</b>

<sup>a</sup>Based on customer counts conducted at the Existing Cannabis Dispensary in Brookline June 19. Weekday evening peak hour rate = 16.9 customers per register. Saturday midday peak hour rate = 12.95 customers per register.

<sup>b</sup>Drive-alone plus rideshare person trips divided by vehicle occupancy ratio of 1.06 persons per vehicle per American Community Survey 2017 5-year estimates for U.S. Census Tract 3543.

### **Project-Generated Traffic Summary**

The dispensary is predicted to generate approximately 155 vehicle trips (77 vehicles entering and 77 exiting) expected during the weekday evening peak-hour, and 119 vehicle trips (59 vehicles entering and 59 exiting) expected during the Saturday midday peak hour. The vast majority of customers observed stay on the premises no longer than 15 minutes before exiting. Therefore, 15 – 19 parking spaces are demanded every 15 minutes by Sankofa customers. It should be noted that at least 40 percent of the customers' peak hour trips will be transit, pedestrian and bicycle trips. All other methods of travel by the generated traffic can be supported by the surround transit infrastructure like bike lanes, bike racks, and walkways.

### **PARKING AND LOADING AVAILABILITY**

There are 11 registered spaces behind the building. The proposed loading and deliveries will occur in the off-street service area in the rear of the building and is accessed via Hurley Street and delivery vehicles will use customer parking. There will be no need to utilize on-street loading. The service area for loading trash and deliveries is expected to be utilized 4

times a week after hours of operation. Unregulated solid waste (i.e., trash) and recyclables will be stored inside the building in wheeled in bins for regularly scheduled collection by a private hauler. All regulated materials will be store in secure quarantine prior to transport by a Cannabis Control Commission licensed transporter for proper disposal or destruction at another Cannabis Control Commission licensed facility. No waste materials of a regulated nature will be stored or contained on the outside/exterior of the facility.

There are several private garages and lots and a municipal garage within a 12 minute walk or less (although, some are not in the 500' radii survey area at the proposed facility). See **Table 5** for a list and distances and **Appendix 2** for illustrations of these distances.

**Table 5**  
**PARKING GARAGE OPTIONS**

<i>Garage/Lot</i>	<i>Location</i>	<i>Spaces</i>	<i>Distance From Site</i>	<i>Distance Walking</i>
<i>Monitor Building Public Garage</i>	2 Canal Park	50 spaces	988 feet	3 minutes
<i>First Street Municipal Garage</i>	11 Spring / 51 First St.	1110 spaces	278 feet	1 minutes
<i>Cambridgeside Galleria</i>	78-90 First Street	2538 spaces	40 feet	>1 minutes
<i>198 Third Street</i>	198 Third Street	8 spaces	1044 feet	5 minutes

Note: First Street Garage and Cambridgeside Garage are the only two in the survey area.

**Table 6**  
**PARKING GARAGE UTILIZATION**

<i>Weekday</i>				
<i>Street</i>	<i>Time of Day</i>	<i>Percent Utilized</i>	<i>Utilized Spaces</i>	<i>Total Spaces</i>
<i>First Street Municipal Garage</i>	10:00 AM	83%	921	1110
<i>Cambridgeside Galleria</i>	10:00 AM	8%	856	2088
<i>First Street Municipal Garage</i>	12:00 PM	80%	888	1110
<i>Cambridgeside Galleria</i>	12:00 PM	11%	1095	2088
<i>First Street Municipal Garage</i>	3:00 PM	65%	722	1110
<i>Cambridgeside Galleria</i>	3:00 PM	12%	1128	2088
<i>First Street Municipal Garage</i>	5:00 PM	34%	377	1110
<i>Cambridgeside Galleria</i>	5:00 PM	10%	887	2088
<i>First Street Municipal Garage</i>	7:00 PM	19%	211	1110
<i>Cambridgeside Galleria</i>	7:00 PM	6%	541	2088
<i>Saturday</i>				
<i>Street</i>	<i>Time of Day</i>	<i>Percent Utilized</i>	<i>Utilized Spaces</i>	<i>Total Spaces</i>
<i>First Street Municipal Garage</i>	12:00 PM	16%	20	1110
<i>Cambridgeside Galleria</i>	12:00 PM	28%	580	2088
<i>First Street Municipal Garage</i>	3:00 PM	16%	21	1110
<i>Cambridgeside Galleria</i>	3:00 PM	34%	701	2088
<i>First Street Municipal Garage</i>	5:00 PM	15%	25	1110
<i>Cambridgeside Galleria</i>	5:00 PM	32%	678	2088
<i>First Street Municipal Garage</i>	7:00 PM	16%	21	1110
<i>Cambridgeside Galleria</i>	7:00 PM	28%	590	2088

Note: Field survey performed in December of 2020

### **Parking Garage Utilization Summary**

It should be noted that the Cambridgeside Galleria Garage parking capacity may be reduced in the near future, so its use for parking consideration may be unpredictable until the developers' plans have materialized. Due to the pandemic's unprecedented impact on businesses and parking demand, using older parking utilization data could be an alternative representation of what parking conditions will be when the dispensary is operational. The Company will not rent parking spaces from private property.

## **METERED PARKING UTILIZATION SUMMARY**

Within the 500 foot Project locus there are 67 metered spots of varying regulations - the Context Map can be found in **Appendix 4** and attached graphics **A001.01** and **A001.02** street sign regulations. **Table 7** contains the Applicant's observed parking utilization for those spaces on one weekday during the hours of 10AM, 12PM, 3PM, 5PM, and 7PM and one Saturday during the hours of 12PM, 3PM, 5PM, and 7PM, which revealed a parking supply of 16, 17, 20, 15, and 18 spaces on the weekday and 17, 7, and 7 spaces during those respective hours.

**Table 7**  
**METERED PARKING UTILIZATION**

<i>Weekday</i>				
<i>Street</i>	<i>Time of Day</i>	<i>Percent Utilized</i>	<i>Utilized Spaces</i>	<i>Total Spaces</i>
<i>First Street</i>	10:00 AM	75%	22	29
<i>Charles Street</i>	10:00 AM	80%	16	20
<i>Hurley Street</i>	10:00 AM	75%	3	4
<i>Spring Street</i>	10:00 AM	87%	11	13
<i>Thorndike Street</i>	10:00 AM	50%	2	4
<i>First Street</i>	12:00 PM	70%	20	29
<i>Charles Street</i>	12:00 PM	85%	17	20
<i>Hurley Street</i>	12:00 PM	75%	3	4
<i>Spring Street</i>	12:00 PM	83%	11	13
<i>Thorndike Street</i>	12:00 PM	50%	2	4
<i>First Street</i>	3:00 PM	72%	21	29
<i>Charles Street</i>	3:00 PM	78%	16	20
<i>Hurley Street</i>	3:00 PM	75%	3	4
<i>Spring Street</i>	3:00 PM	57%	7	13
<i>Thorndike Street</i>	3:00 PM	75%	3	4
<i>First Street</i>	5:00 PM	87%	25	29
<i>Charles Street</i>	5:00 PM	80%	16	20
<i>Hurley Street</i>	5:00 PM	72%	3	4
<i>Spring Street</i>	5:00 PM	54%	7	13
<i>Thorndike Street</i>	5:00 PM	50%	2	4
<i>First Street</i>	7:00 PM	73%	21	29
<i>Charles Street</i>	7:00 PM	40%	8	20
<i>Hurley Street</i>	7:00 PM	72%	3	4
<i>Spring Street</i>	7:00 PM	67%	9	13
<i>Thorndike Street</i>	7:00 PM	25%	1	4
<i>Saturday</i>				
<i>Street</i>	<i>Time of Day</i>	<i>Percent Utilized</i>	<i>Utilized Spaces</i>	<i>Total Spaces</i>
<i>First Street</i>	12:00 PM	79%	23	29
<i>Charles Street</i>	12:00 PM	55%	11	20
<i>Hurley Street</i>	12:00 PM	100%	4	4
<i>Spring Street</i>	12:00 PM	100%	13	13
<i>Thorndike Street</i>	12:00 PM	25%	1	4
<i>First Street</i>	3:00 PM	86%	25	29
<i>Charles Street</i>	3:00 PM	90%	18	20
<i>Hurley Street</i>	3:00 PM	100%	4	4
<i>Spring Street</i>	3:00 PM	100%	13	13
<i>Thorndike Street</i>	3:00 PM	75%	3	4
<i>First Street</i>	7:00 PM	93%	27	29
<i>Charles Street</i>	7:00 PM	100%	20	20
<i>Hurley Street</i>	7:00 PM	100%	4	4
<i>Spring Street</i>	7:00 PM	85%	11	13
<i>Thorndike Street</i>	7:00 PM	25%	1	4

Note: Municipal and Residential parking not including in the counts.

**Table 8**  
**Zipcar SERVICE SUMMARY**

<i>Location</i>	<i>Distance From Site</i>	<i>Distance Walking</i>
<i>35 First Street</i>	540 feet	3 minutes
<i>62 Spring Street</i>	893 feet	6 minutes



Zipcar hubs are indicated Appendix 3 and the walking distance is listed in **Table 8**.

### **OPENING CONDITIONS OPERATIONS PLAN**

Given the possibility of a large crowd during the opening day, the following is being proposed:

- Two managers/employees trained in Crowd Management and certified by the Massachusetts Executive Office of Public Safety and Security will be on-hand for opening week.
- Additional Staff: There will be additional security/concierge specifically focused on managing potential crowds both internally and on the street along the rear of the building. These additional staff member(s) will serve as concierge and will not replace the required security and check-in personnel as required by the CCC regulations.
- There will be a maximum of 56 customers in the facility at any one time. The average customer time in the dispensary will be approximately 10-15 minutes <sup>[1.]</sup>.
- Crowd Management Software/Technology: We will utilize **Faster-Q**, an Appointment Scheduling and Queue Management System designed to allow customers to schedule an appointment on-site, email, QR code, via mobile phone or our website. With queue management software, customers are given a personal wait time forecast. Timely updates and notifications alert customers as they move to the front of the queue. Although maintaining physical lines are a traditional practice, they are no longer necessary. The web-based software will update customers via text messaging and then will notify the customer when it is their turn. The QR code to join the queue will be placed on the outside First Street facing window.
- Coordinate with Cambridge Police and TP&T: In advance of its opening day Sankofa will discuss with the Cambridge Police whether any proposed logistics for crowd management are deficient and the Company will share any operational information the police may find useful.
- The Company will place a sidewalk sign on First and Hurley Street indicating that parking is located behind the building.

By being within close proximity to hundreds of under-utilized parking spaces and on a main street corridor, the infrastructure surrounding the Project location is uniquely positioned to handle a large influx of traffic and parking as the area was designed to support.

## **TRANSPORTATION DEMAND MANAGEMENT (TDM)**

The Applicant will work to encourage mass transit to the establishment – including employees. The Applicant is willing to commit to the following transportation demand management (TDM) measures to ensure that the potential impact to the surrounding roadways is minimized:

- 65% MBTA pass subsidy for full-time employees;
- Implement a pre-order system to reduce in-store time for customers;
- Provide BlueBikes memberships to employees;
- Provide 5 secure, long-term bicycle parking for employees;
- Have an air pump and bicycle repair tools available for employees and customers;
- Provide lockers for employees that walk or bike to work;
- Promote transit and bicycle options online and in marketing material to inform clients and employees of non-vehicular travel options;
- Designate a Transportation Coordinator (TC) to oversee and administer the implementation of TDM measures;
- Conduct employee and customer mode share surveys to provide updates to the City on request for the ways people are traveling to the dispensary; and
- Provide a contribution (\$35,000) to the City toward transportation improvements – the Applicant requests this contribution be paid within the first month of store opening.

## **CONCLUSIONS**

The Project can be expected to have minimal impact on the surrounding roadways given the host of parking options and supply (demonstrated in tables of parking utilizations), and transit options. The two parking garages, First Street Municipal Garage and Cambridgeside Galleria Garage, in the immediate vicinity of the proposed establishment, during the projected weekday and weekend peak hours (4-6 PM and 11 AM - 2 PM respectively) of the dispensary's operation, appear under-utilized (**see Table 6**) and can support the proposed dispensary's customer parking. The parking lot walkway behind the Project building is wide enough to safely accommodate any unexpected customer overflow in a way that doesn't interfere with pedestrian foot traffic (**see graphic A001.01 Volume 2**).

In addition the above mentioned under-utilized garage parking, on-street metered parking may be available to customers should the registered parking spaces not be available, as demonstrated by the observed metered parking supply (15 spaces weekday peak hour and 16 spaces Saturday peak hour) during the hours of the proposed dispensary. It is worth noting that the adjacent building tenants businesses close for the day midway into the projected peak hours for the dispensary, so it can be expected that the on-street and registered parking supply will be significantly improved after 5:00 PM on the weekday.

With 155 projected vehicle trips during the weekday peak hours and 119 on the Saturday peak, that approximately calculates to 39 and 30 vehicle trips every 15 minutes respectively (assuming a customer/parking space turnover rate based on the maximum amount of time customers were observed in the studied dispensary). This equates to a projected 15 – 19 parking space demand every 15 minutes (4 spaces can be satisfied by

registered parking on-site) thus leaving an 11-15 parking space demand. That remaining parking demand by Sankofa customers can be met by metered parking (17 spaces suggested to be available on weekday peak and 7 spaces weekend peak according to study) or area lots at First Street and Cambridgeside Galleria Garage which have combined hundreds of available spaces during these hours.

The Applicant will work with the City to implement measures to reduce the number of customers that take private vehicles to the dispensary. The need for a Traffic Management Plan for the initial opening period should be finalized prior to opening and in consultation with City staff.

1. References: Mr. F. Giles Ham and Derek Roach, “**MEMORANDUM (SUBJECT: Transportation Logistics Plan Proposed Retail Marijuana Dispensary).**” Vanasse & Associates, Inc., 16 Jan. 2020, [https://www.cambridgema.gov/-/media/Files/CDD/ZoningDevel/SpecialPermits/sp360/sp360\\_appnarrative\\_20200116.pdf](https://www.cambridgema.gov/-/media/Files/CDD/ZoningDevel/SpecialPermits/sp360/sp360_appnarrative_20200116.pdf)



**Cannabis Retail Stores Summary Form****Project Site:**

Store Address.	95 First Street
Total floor area of store (including sales, back of house, other).	4575 sq.ft.
Retail sales area (including customer waiting areas).	3,971 sq.ft.
Maximum customer capacity – sales area.	56
Maximum customer capacity – waiting area.	3

**Employees:**

Number of full-time employees (total).	24
Number of part-time employees (total).	0
Maximum number of employees on-site at one time.	15
<b>Employee mode shares:</b>	<b>We will encourage employees to use bike or public transit.</b>
% single-occupancy vehicle (SOV) (including ride-hailing):	0
% high-occupancy vehicle (HOV):	0
% public transit:	80
% walk:	
% bike:	20
% other:	

**Customers:**

Number of customers per day.	1,309 = 155/(ITE hr rate/weekday rate) <sup>[1.]</sup>
Maximum number of customers expected at any one time.	155/hr
<b>Customer mode shares:</b>	Based upon Sira Natural's Survey 2018
% single-occupancy vehicle (SOV) (including ride-hailing):	41
% high-occupancy vehicle (HOV):	13
% public transit:	16
% walk:	19
% bike:	6
% other:	5

**Transit Availability:**

List the public transportation services within ¼ mile of the site, including type (subway, bus, bike share), walking distance, and frequency.	<u>Bus Route</u>	<u>Service</u>	<u>Stop Closest to Site</u>	<u>Distance From Site</u>	<u>Distance Walking</u>
	69	Harvard Square - Lechmere Station	Lechmere	1024 feet	6 minutes
	80	Arlington Center - Lechmere Station	Lechmere	1024 feet	6 minutes
	87	Clarendon Hill or Arlington Center - Lechmere Station	Lechmere	1024 feet	6 minutes
	88	Clarendon Hill - Lechmere Station	Lechmere	1024 feet	6 minutes

	<u>Trolley Route</u>	<u>Stop Closest to Site</u>	<u>Distance From Site</u>	<u>Distance Walking</u>
	Green Line	Lechmere	1024 feet	6 minutes
	<u>EZride Route</u>	<u>Stop Closest to Site</u>	<u>Distance From Site</u>	<u>Distance Walking</u>
	Inbound	First at Charles Street	479 feet	3 minutes
	Outbound	First at Charles Street	400 feet	2 minutes
	<u>Bluebike Station</u>		<u>Distance From Site</u>	<u>Distance Walking</u>
	Lechmere Station		0.19 miles	6 minutes
List the duration and frequency of public transit services for weekdays and weekends.	<u>Bus Route</u>	<u>Duration</u>	<u>Weekday Frequency</u>	<u>Weekend Frequency</u>
	69	First Trip 5:40AM Last Trip 1:20 AM	20 min.	30 min.
	80	First Trip 5:28AM Last Trip 1:10 AM	30 min.	30 min.
	87	First Trip 5:52AM Last Trip 7:29 AM	20 min.	30 min.
	88	First Trip 5:37AM Last Trip 1:22 AM	15 min.	25 min.
	<u>Trolley Route</u>	<u>Duration</u>	<u>Weekday Frequency</u>	<u>Weekday Frequency</u>
	Green Line	Lechmere	6 min.	7 - 13 min.
	<u>EZride Route</u>	<u>Duration</u>	<u>Weekday Frequency</u>	<u>Weekday Frequency</u>
	Inbound	First Trip 6:56AM Last Trip 7:40 AM	12 min.	12 min.
	Outbound	First Trip 6:30AM Last Trip 7:22 AM	12 min.	12 min.

### Auto Parking Availability:

List public parking facilities within 500 feet of site (with addresses/locations, distance, and number of spaces) and parking occupancy for minimum one weekday (e.g., minimum 10 am, 12 pm, 3 pm, 5 pm, 7 pm), and minimum one Saturday (e.g., minimum noon, 3 pm and 7 pm).

### PARKING GARAGE UTILIZATION

Weekday				
Street	Time of Day	Percent Utilized	Utilized Spaces	Total Spaces
First Street Municipal Garage	10:00 AM	83%	921	1110
Cambridgeside Galleria	10:00 AM	8%	856	2088
First Street Municipal Garage	12:00 PM	80%	888	1110
Cambridgeside Galleria	12:00 PM	11%	1095	2088
First Street Municipal Garage	3:00 PM	65%	722	1110
Cambridgeside Galleria	3:00 PM	12%	1128	2088
First Street Municipal Garage	5:00 PM	34%	377	1110
Cambridgeside Galleria	5:00 PM	10%	887	2088
First Street Municipal Garage	7:00 PM	19%	211	1110
Cambridgeside Galleria	7:00 PM	6%	541	2088
Saturday				
Street	Time of Day	Percent Utilized	Utilized Spaces	Total Spaces
First Street Municipal Garage	12:00 PM	16%	20	1110
Cambridgeside Galleria	12:00 PM	28%	580	2088
First Street Municipal Garage	3:00 PM	16%	21	1110
Cambridgeside Galleria	3:00 PM	34%	701	2088
First Street Municipal Garage	5:00 PM	15%	25	1110
Cambridgeside Galleria	5:00 PM	32%	678	2088
First Street Municipal Garage	7:00 PM	16%	21	1110
Cambridgeside Galleria	7:00 PM	28%	590	2088

Estimated peak parking demand needed for employees.	Employees will be discouraged from driving into work. 0 Spaces
Estimated peak parking demand for customers.	19 spaces weekday and 15 spaces weekend during peak hour. Projections anticipate parking space turnover every 15 minute.
Number of employee parking spaces on-site.	0
Number of customer parking spaces on-site.	4

Number of employee parking spaces off-site (describe location and distance from site).	0						
Number of customer parking spaces off-site (describe location and distance from site).	0						
<b>Bicycle Parking Availability:</b>							
Number of Employee long-term bicycle parking spaces on the Project site.	6						
Number of Customer short-term bicycle parking spaces on the Project site.	11						
Number of public bicycle parking spaces within 100 feet of the main entrance of the site.	11						
<b>Loading and Delivery:</b>							
Address of proposed Loading and Delivery Service Location (note whether it is on-street or off-street).	95 First Street off-street loading						
List the types of loading and delivery trips that will service the site (e.g., product delivery, cash pick-up, refuse collection) and expected number of trips per week for each type.	Product delivery of cannabis, cannabis products, accessories, and cash. 4 trips per a week for products. 4 trips per week for cash 1 time per week for trash						
<b>Project Trip Generation:</b>							
Daily, Morning and Evening Peak Hour Employees and Customer trip generation by mode.		Employees			Customers		
		Daily	Morning	Evening	Daily	Evening	Saturday
	SOV	0	0	0	537	62	48
	HOV	0	0	0	170	24	15
	Transit	19	11	8	209	20	19
	Walk	0	0	0	249	29	22
	Bike	5	3	2	79	9	7
	Other	0	0	0	66	8	6

# Exhibit D



From **Grover, Mike** on 2021-05-03 08:55



Details



Plain text

Who is the project architect? Have you spoken with that person?

If there is not one currently, one will be required for submission of the building permit.

If the space is less than 3,000 ft<sup>2</sup> then a vestibule is not required. The project architect will need to certify that.

Michael Grover  
Acting Senior Building Inspector  
Cambridge ISD

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**From:** Chauncy Spencer <chauncy@sankofacannabis.com>

**Sent:** Friday, April 30, 2021 11:46 AM

**To:** Grover, Mike <mgrover@cambridgema.gov>

**Subject:** Vestibule requirement for 2,950 sqft retail space

Hello Michael Grover,

My name is Chauncy Spencer and I'm preparing for a special permit 95 First Street which is a new construction (2018). CDD wanted me to check to see if I needed a vestibule/airlock for the space. My reading is that the 2009 and 2012 IECC require that primary entrance doors accessing spaces 3,000 ft<sup>2</sup> or greater have vestibules, but this is less than 3,000. Can you confirm? Thank you.