


CITY OF CAMBRIDGE
Traffic, Parking and Transportation
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MEMORANDUM

To: Cambridge Planning Board
From: Joseph E. Barr, Director 
Date: November 6, 2018
Re: 200 Monsignor O'Brien Highway (RMD) (PB#342)

The Cambridge Traffic, Parking and Transportation Department (TP&T) has reviewed the Special Permit Application from Ascend Mass, LLC for a Project to operate a Registered Marijuana Dispensary (RMD) in an existing 5,212 square foot building (currently known as Lechmere Rug store) located at 200 Monsignor O'Brien Highway. TP&T offers the Planning Board the following comments for your consideration.

- Currently, the site has an unregistered parking lot with approximately 7 parking spaces. The Applicant has applied to Stephanie Groll, PTDM Planning Officer, for a small Parking and Transportation Demand Management (PTDM) Plan, pursuant to City Ordinance 10.18. No Special Permit should be issued by the Planning Board absent approval of the small PTDM plan from the PTDM Planning Officer.
- The Special Permit Application included a transportation analysis by Hayes Engineering, Inc. on behalf of the Applicant. The transportation analysis estimated the RMD will serve approximately 67 medical customers daily. TP&T has been working with the Applicant and their Engineering consultant. Overall, because the existing building is already a retail store, TP&T believes that the proposed RMD project will generate a low amount of new vehicle trips. The site is also located near the Lechmere Green Line station, MBTA bus routes #69, #80, #87 and #88, and a Bluebikes bikeshare station at Lechmere Station.
- For patients that need to drive, the Applicant should prevent employees from using up the site's parking spaces which could cause spill over parking elsewhere. The Applicant should require or encourage employees and customers to use sustainable modes of transportation (i.e., transit, walking and bicycling).
- The Applicant's site plan proposes to provide short-term bicycle parking spaces on-site, which is positive. However, given the number of expected daily customers, TP&T questions if the number of short-term bike racks is right. TP&T recommends that the Applicant work with the Community Development Department urban design staff and TP&T on a final site plan, including opportunities to provide enhanced landscaping in the parking area. TP&T recommends 4 minimum short-term bicycle spaces (i.e., 2 bike racks). The Applicant should also provide 2 minimum long-term secure, weather protected bicycle parking spaces for employees, such as in bike lockers.
- To support the use of transit for employees and patrons, TP&T recommends the Applicant contribute \$35,000 to the City prior to the issuance of a Building Permit, to help improve transit services and

information in area. The funds would be used by the City to benefit transit, such as providing real-time bus arrival information at bus stops.

- TP&T believes that loading and service activities can be accommodated on-site.
- Lastly, TP&T believes that the best way to minimize any traffic and parking impacts from this 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, and carpooling, as well as a transportation monitoring program. TP&T recommends the following TDM measures and monitoring program which are consistent with the other approved registered marijuana dispensaries in Cambridge as described below.

Transportation Demand Management (TDM) Measures

1. Provide 65% MBTA T-Pass subsidies, up to the federal fringe benefit limit, to all employees (may provide incentive for part-time employees). The program shall be administered by the employer through the MBTA Corporate Pass 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. 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 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 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.

Transportation Monitoring and Reporting Program

1. 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.
2. The monitoring program should include information/observations of the loading activities (i.e., locations, number of times per week, etc.).
3. All surveys shall be designed and conducted in a manner approved by TP&T and the Community Development Department (CDD).
4. Approval of the form of any survey instrument or monitoring method should be approved before issuance of the Certificate of Occupancy.
5. 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.