

**Mahlowitz & Kanarek, LLC**

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August 11, 2021

Cambridge Planning Board  
Ms. Catherine Preston Connolly, Chair  
City of Cambridge  
344 Broadway  
Cambridge, MA 02139

Re: Retail Cannabis Special Permit #PB353 (45-51 New Street)

Dear Ms. Connolly,

Please accept this revised special permit application for a Retail Dispensary at 45-51 New Street (the "Property").

At a hearing with the Cambridge Planning Board on September 24, 2019 the Applicant presented its initial application for a Retail Dispensary at the Property. After subsequent discussions with the Planning Board, listening to their comments and concerns, we have substantially revised the attached application and corresponding drawings. We have outlined the main changes and also provided a summary and responses to the Planning Board's comments below.

The main changes of this updated narrative and drawings packet are as follows:

1. Parking for the Dispensary will utilize the four (4) pre-existing on-site spaces and no longer utilizing spaces across the street and behind the building.
2. Extended the appointment only model from six (6) months to twelve (12) months.
3. Reduced the number of payment registers/kiosks from nine (9) to three (3), increased the capacity of the internal queuing area and reduced the size of the retail space.
4. Removed the onsite parking attendant.

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5. Increased the number of exterior short-term bicycle racks from eight (8) to twelve (12) bicycles.
6. Improved the aesthetic of the front façade of the Dispensary from glass block to large windows creating an inviting customer experience.

Summary and responses to the Planning Board's Comments

(9/24 /20119 PB hearing):

1. There are a total of twenty (28) Registered parking spaces on site (see Parking Plan at A-301). The Dispensary will have exclusive use of the four (4) spaces onsite in the front of the property.
2. We do not believe there is an approved PTDM plan for the Property at this time. We request that the Board provide a condition that will permit the use only after a PTDM plan gets approved.
3. The Dimensional Form has been updated to correct the Dispensary interior square footage, number of off-street parking, long and short-term bicycle parking.
4. The retail area has been corrected in the application from 5,000 square feet to 3,167 square footage.
5. The Locus Plan has been updated to indicate the future multi-use path running behind the parcel (Plan A-020).
6. The Site Plan has been updated show the following (Plan A-022):
  - a. The parking and turn-around area for the delivery vehicle (which will only make delivered before store hours).
  - b. The parking and layout for the entire parcel with the registered number of parking spaces (see Parking Plan A-301).
7. The existing trash enclosure will remain and the utility pole will remain undisturbed.
8. The chain link fence is owned by the owner of the adjacent property.

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9. Exterior lighting has been updated and is detailed on the Site Plan (see Plan A-102).
10. The garage door shall be sealed and the sole entrance and egress will be used fronting onto New Street.
11. The area between the building and the railroad will not be utilized.
12. There will be no additional rooftop mechanicals installed.
13. The forecourt has been improved with landscaping and appropriate lighting to be an engaging space and a positive contribution to the street. These updates can be seen on (see Plans A-022, A-023).
14. Dimensions have been added to the Dispensary floor plan including the door width. In addition, we confirm that the storefront doors and adjacent grade are level with the landing and do not require a walkway to ramp into the establishment.
15. An exterior customer queuing has been added to ensure waiting patrons do not block the parking area. (see Plan A-022).
16. The glass block treatment previously proposed for the front of the building has been replaced with glass windows to bring the property in line with the aesthetics of the surrounding area without violating CCC regulations. (see Plan A-300)
17. The exterior signage detail has been updated with compliant lighting.
18. The internal queuing area has been enlarged and customer chairs have been removed from the waiting area.
19. A detailed plan for the management of overflow has been added as follows:
  - a. reduced the number of payment kiosks from 9 to 3,
  - b. increased reservations only from 6 to 12 months,
  - c. enlarged the waiting areas from being able to hold 22 to 38 customers and provided an additional overflow area.

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- d. Will implement a scheduling/appointment software to assist with any walk-up customers.
- 20. Additional responses from the Traffic Engineer are located on Pages 52-57 of the Application.
- 21. The updated narrative and special permit criteria did not include sections from the original application that were unchanged.

Warm Regards,



David Mahlowitz, Esq.

**REVISED DIMENSIONAL FORM**

**Project Address:** 45-51 New Street

**Date:** August 9, 2021

	<b>Existing</b>	<b>Allowed or Required</b> (max/min) Industry A-1	<b>Proposed</b>	<b>Permitted</b>
	25,082	5,000	25,082	
Lot Width (ft)	126'-0"	50'-0"	126'-0"	
Total Gross Floor Area (sq ft)	*3,167/14,18	31,352	14,138/3,200sf	
Residential Base	N/A	N/A	N/A	
Non-Residential Base	*3,167/14,138	31,352sf	14,138/3,200sf	
Inclusionary Housing Bonus	n/a	N/A	N/A	
Total Floor Area Ratio	.56	1.25	.56/.127	
Residential Base				
Non-Residential Base	.56	1.25	.56/.127	
Inclusionary Housing Bonus	N/A	N/A		
Total Dwelling Units	N/A	N/A	N/A	
Base Units	N/A	N/A	N/A	
Inclusionary Bonus Units	N/A	N/A	N/A	
Base Lot Area / Unit (sq ft)	N/A	N/A	N/A	
Total Lot Area / Unit (sq ft)	N/A	N/A	N/A	
Building Height(s) (ft)	20'-0" +/-	45'-0"	20'-0"	
Front Yard Setback (ft)	30'-0"	0'-0"	30'-0"	
Side Yard Setback – Right (ft)	3'-0"	0'-0"	3'-0"	

)				
Side Yard Setback – Left (ft)	N/A	0'-0"	N/A	
Rear Yard Setback (ft)	10'-0"	0'-0"	10'-0"	
Open Space (% of Lot Area)	N/A	N/A	N/A	
Private Open Space	None	None	None	
Permeable Open Space	N/A	N/A	N/A	
Other Open Space (Specify)	N/A	N/A		
Off-Street Parking Spaces	4	No Change	4	
Bicycle parking short-term	0	0	7 Long/12 short term	
Bicycle Parking long-term				
Loading Bays	0	0	0	

**Use space below and/or attached pages for additional notes:**

\* 14,138 is the entire building. The retail dispensary is 3,167sf.

\*\* New proposed non-residential use does not require additional parking from pre-existing auto-repair use pursuant to 6.103.1.

## **Revised Project Narrative and Special Permit Criteria**

This firm represents Bhari Inc. (the "Applicant") regarding its application for a Special Permit from the Cambridge Planning Board (the "Board"), to allow the operation of its proposed Retail Dispensary inside the building located at 45-51 New Street, Cambridge, MA 02139 (the "Property"). The Property is located in the Industry A-1 ("I-A1") zoning district in the Alewife Area and the Special Permit Application is submitted pursuant to Article 11, Section 11.800 of (the "Ordinance"). The Use of the Property for a Retail Dispensary is permitted through the granting of a Special Permit from the Board. Therefore, the Applicant respectfully submits that its proposal satisfies the requirements necessary for granting the Special Permits as set forth in Article 11, Section 11.800 and Article 10, Section 10.43 of the Ordinance.

At a hearing with the Planning Board on September 24, 2019 the Applicant presented its initial application for a Retail Dispensary at the Property. After a full presentation and comments from the community the planning board feedback focused on the Applicants proposed parking across New Street and in the rear of the facility. As highlighted in the revised application materials the Dispensary shall utilize the existing four (4) parking spaces in front of the building and have abandoned plans for parking across New Street and behind the building after consultation with Cambridge's Traffic and Parking Department. Additionally, the gross floor area and number of registers have all been reduced to mitigate any impact on any congestion, nuisance or hazard on the adjacent streets and neighboring community. Finally, the revised drawings packet including with the written application includes a series of design changes/improvements that impact the Dispensary program and design such as the front exterior façade and lighting treatment, interior square footage, enlarged queuing area and reduction in the number of registers.

The proposed Dispensary consists of approximately 3,167 square feet of ground floor commercial formerly the garage and repair shop for High Tech-Auto body although the Dispensary floor area has been reduced and the interior waiting area has been expanded to hold 38 customers whereas previously it held 22. This portion of the auto-body shop is recessed from the street and is naturally shielded from the public view due to the angular shape of the lot and vehicle parking in front of the auto-body shop.

The majority of the Dispensary will be used as for retail sales and the remainder will be used as storage space and office/administrative space, bicycle parking and staff areas. The enlarged entry vestibule area will provide ample room for patrons to enter the building while waiting for an I.D. check thereby reducing queuing or excessive lines on the street.

The large glass window will allow for transparency and light into the Dispensary that is designed to soften the concrete block building into a welcoming retail destination. The applicant's proposed parking plan has been revised to utilize the existing parking on site for customer, handicapped parking and employee parking.

The primary changes to the Dispensary program are as follows:

1. Parking has been reduced to 4 on-site spaces for handicapped and employee parking only. The previous parking plan that included parking across New street and in the rear of the building have been abandoned;
2. Increased the appointment only model from 6 months to 12 months;
3. Reduced the number of payment kiosks from 9 to 3 and reduced the size of the retail space;
4. Increased the number of exterior customer bicycle racks from 8 bikes to 12;
5. Interior waiting area has been increased in size from 22 to 38 customers;
6. Exterior customer waiting line has been added to prevent waiting on the public way.

**I. The Applicant respectfully requests relief under Section 10.43 and Section 11.80 of the Cambridge Zoning Ordinance**

**a. The Requirements of the Ordinance will be met:**

The Applicant requests zoning relief under the Cambridge Zoning Ordinance, specifically pursuant to Article 10, Section 10.43 as all the requirements of Section 11.800 of the Ordinance will be met once a Special Permit is granted. Proof of Applicants compliance with the Ordinance will be outlined in Applicant's application herein.

**b. Traffic Generated and or patterns of access or egress would not cause congestion, hazard, or substantial change in established neighborhood character for the following reasons:**

Traffic generated and patters of access or egress will not cause congestion, hazard, or substantial change in the established neighborhood character. New Street is in an industrial district under transformation into more a of a mixed-use neighborhood including retail, automotive and two larger residential developments soon to be constructed. As more particularly depicted in the drawings packet there shall be a total of four (4) parking spaces exclusive to the Dispensary at all times. The four (4) preexisting spaces in front of 45-51 New Street will include one handicapped space, two customer spaces and one employee space. The other previously proposed parking spaces across New street are no longer part of the application after consultation with Cambridge traffic and parking. The asphalt next to the bike racks will be marked with way finding markers providing customers with a "pathway" to get into the Dispensary.

**c. The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would not be adversely affected by the nature of the proposed use for the following reasons:**



The proposed retail use of the Dispensary will not adversely affect the continued operation of, or the development of, adjacent uses or the neighborhood. There will be no packaging, cultivation or processing of any type occurring at the proposed Dispensary. The signage will be appropriate for surrounding buildings and use and compliant with the Ordinance as well as Cannabis Control Commission regulations. Additionally, the exterior lighting has been updated to ensure the safety of the staff and customers while access and exiting the Dispensary.

**D. Nuisance or hazard would not be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City for the following reasons:**

No nuisance or hazard will be created by the proposed Dispensary that will affect the health, safety or welfare of the occupant of the proposed use or the Citizens of the City. In 2016, over 70 percent of the Citizens of the City of Cambridge voted overwhelmingly to legalize the use of adult-use Cannabis in the Commonwealth. In addition, in December 2018 when Cambridge adopted its zoning, it purposefully identified certain districts as being appropriate for adult-use including the proposed site.

**E. For other reasons, the proposed use will not impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance for the following reasons:**

The proposed use would not impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance. The proposed Dispensary is located within the designated Zoning area IA-1 and its unique retail use will not be apparent from the public way. The presence of this Dispensary will likely draw on local residents from the development mixed use neighborhood along the New Street corridor. The Applicants security procedures will allow for proven safe and efficient entry and egress for customers and will prevent noise, congregating and loitering outside of the Dispensary. Additionally, due to substantial changes in the retail behavior in Cannabis and other industries, home delivery will likely dominate the Cannabis market thereby reducing vehicle trips to the Dispensary. The majority of customers are anticipated to be from the Fresh pond neighborhood as Cambridge will have at least eight (8) dispensaries in Cambridge in fact there are currently four (4) approved Dispensaries within 2 miles of the Dispensary so there will be little concern for overcrowding or congestion.

**II. The use of the building is consistent with the Urban Design Objectives set forth in Section 19.30**

- a. The proposed use of the building is consistent with the Urban Design Objectives as set forth in Section 19.30 of the Ordinance. The Applicant has exercised

considerable care in designing the exterior façade to compliment the aesthetic of the surrounding industrial aesthetic. The Applicant's proposal does not involve the development of a new building and will not affect the anticipated pattern of development. In addition, the entire sales area and products will be shielded from public view and buffered by a customer waiting area. The proposed lighting will be focused on the entrances, exits and walkway/driveway. The rear and side yards will utilize show box lighting on motion sensor to avoid light spillage on the adjacent properties. Special care will be taken for lighting and security adjacent to the railroad tracks and future bike path. All exterior lighting on the façade shall be illuminated in compliance with City of Cambridge ordinances.

**III. The Applicant satisfies the general zoning Criteria for Approval of a Retail Dispensary as set forth in Article 11, Section 11.800 of the Ordinance.**

**A. 11.803 Location Standards.**

**11.803.1 Cannabis Retail Stores.** (a) Cannabis Retail Stores shall be allowed only by Planning Board Special Permit within the following districts: Business A (BA), Business A-1 (BA-1), Business A-2 (BA-2), Business A-3 (BA-3), Business B (BB), Business B-1 (BB-1), Business B-2 (BB-2), Business C (BC), Industry A-1 (IA1) Industry B (IB), Industry B-1 (IB-1), and Industry B-2 (IB2) districts, and special districts and overlay districts whose use regulations are based on those of any of the aforementioned districts, subject to any limitations set forth in the regulations of those districts. In the Business A1 district, only applicants that have been designated as Economic Empowerment Applicants or certified as eligible to participate in the Social Equity Program by the Massachusetts Cannabis Control Commission may be permitted and it shall be made a condition of the special permit that such designation or eligibility shall be maintained.

*The proposed Dispensary is in the Alewife neighborhood and has an Industry A-1 base zoning district and is an allowed Use by Special Permit. The Applicant will qualify as a Minority Business based on qualification of the Commonwealth of Massachusetts Supplies of Diversity Office or similar requirements provided by the City of Cambridge.*

(b) A Cannabis Retail Store shall not be permitted within one thousand and eight hundred (1,800) feet of another Cannabis Retail Store, except if the applicant has been designated as an Economic Empowerment Applicant or certified as eligible to participate in the Social Equity Program by the Massachusetts Cannabis Control Commission and it is made a condition of the special permit that such designation or eligibility shall be maintained.

*The proposed Dispensary is not located within 1,800 feet of an approved Dispensary or RMD therefore the Economic Empowerment designation is not required.*

(c) All products offered to consumers shall be pre-packaged off site, and no packaging or repackaging of cannabis or Cannabis products shall take place on the premises of a Cannabis Retail Store unless it also meets the requirements for a Cannabis Production Facility.

*The Applicant is proposing to provide Cannabis products that are pre-packaged at a separate Cultivation facility. There is no cultivation, packaging or re-packaging being proposed at the Dispensary.*

**11.803.3 Buffer Zones.**

(a) A Cannabis Retail Store or Cannabis Production Facility shall not be permitted within 300 feet of a preexisting public or private school providing education in kindergarten or any of grades one through 12, except where the Planning Board, in issuing a special permit, approves a reduced distance upon finding that the location will cause no substantial adverse impact due to site-specific factors or other mitigating efforts agreed to in writing by the permittee and made conditions of the special permit.

*As depicted in the Locus Plan A-020 and Plan A-021 there are no pre-existing public or private school providing education in kindergarten or any of grades one (1) through twelve (12) within 300 of the Dispensary. However, the edge of Danehy Fields/Park is approximately 1/10 of a mile or 528' from the site and there is a proposed affordable housing development by Just-A-Start that will be constructed and occupied in the next few years.*

(b) A Cannabis Retail Store or Cannabis Production Facility shall not be permitted within 300 feet of a preexisting public children's playground, public youth athletic field, or public youth recreation facility, except where the Planning Board, in issuing a special permit, approves a reduced distance upon finding that the location will cause no substantial adverse impact due to site specific factors or other mitigating efforts agreed to in writing by the permittee and made conditions of the special permit.

*The proposed Dispensary is not within 300' pre-existing public children's playground but a small portion of the Danehy Park soccer field is within 300'. The proposed Dispensary will not be visible from any portion of the Danehy Fields because the new Just-A-Start building will block any line of site and the siting of the Dispensary is set back from the public way.*

**11.805 Special Permit Criteria.**

**11.805** Special Permit Criteria. In granting a special permit for a Cannabis Retail Store or Cannabis Production Facility, in addition to the general criteria for issuance of a special permit as set forth in Section 10.43 of this Zoning Ordinance, the Planning Board shall find that the following criteria are met:

- a. The site is designed such that it provides convenient, safe and secure access and egress for customers and employees arriving to and leaving from the site using all modes of transportation, including drivers, pedestrians, bicyclists and public transportation users.

*The access and egress for customers of the proposed Dispensary shall be through main entrance fronting on New Street. The building is set back from the street providing for a natural shielding from the public way as well as room for vehicle and short-term bicycle parking for customers. Additionally, the applicant is proposing an interior bicycle room, changing lockers for employees who bicycle to work and twelve (12) visitor bicycle parking on the exterior of the Dispensary.*

- b. On-site loading, refuse and service areas are designed to be secure and shielded from abutting uses.

*The loading will occur in a standard sized passenger van during off-peak hours. Trash, refuse and service areas will be contained within the Dispensary and any trash and recycling will be handled by a private refuse removal service.*

- c. The building and site have been designed to be compatible with other buildings in the area and to mitigate any negative aesthetic impacts that might result from required security measures and restrictions on visibility into the building's interior.

*The proposed Dispensary is sited within an existing building containing other ground automotive/repair uses and has very little fenestration on its façade. The applicant has revised its front façade to replace the glass block with a large window to enhance the aesthetic of the emerging mixed use district while complying with the screening requirements of the Cannabis Control Commission. Other security measures include 24 hour surveillance cameras for the exterior and interior as mandated by the CCC.*

- d. In retail areas, the location and design of the Cannabis Use will not detract from the sense of activity with opaque, unwelcoming façades at the ground floor. Where interior activities must be screened from public view, such areas should be screened by transparent, publicly accessible active business uses where possible. Opaque façades should be minimized, and where they are necessary, they should include changing public art displays or other measures to provide visual interest to the public.

*The dispensaries frontage and street facing facade along New Street will incorporate the use of materials, clear glass window adjacent to the front entry, lighting and landscaping elements to activate the streetscape as depicted on plan A-102*

- e. If the proposed Cannabis Retail Store or Cannabis Production Facility is not proposed to include a Medical Cannabis Treatment Center, it will nevertheless provide programs to assist qualifying patients within the city or neighborhood who are registered through the Massachusetts Medical Use of Cannabis Program in obtaining services under that program.

*The proposed Dispensary will not provide Medical grade Cannabis during its initial opening phase but has designated a private medical consultation room for registered medical patients and will provide all Medical Patients who have a valid registration card priority in any waiting line and shall have a designated information and pay station accessible at all times.*

## **NARRATIVE**

### **I. Description of Facility**

The Proposed Dispensary Facility consists of 3,167 square feet located at 45-51 New Street, Cambridge, MA. The space will be used as a retail Dispensary only.

The retail dispensing area will include: (a) an expanded vestibule area where customers will demonstrate that they are of age in order to gain access to the facility; (b) a reception/waiting area so customers will not have to wait outside the facility; (c) a reduced dispensing area; (d) a sales and transaction area with no more than 3 sales kiosks; (e) a packaged products fulfillment area that is separate and secure from the dispensing area where customer orders will be filled, packaged in child-proof exit bags, and labeled with important health and safety information; and (f) an separate exit to allow for secure exit from the facility. There will be a secure storage area. The facility will not conduct any activities related to Cannabis cultivation or product manufacturing.

### **II. Dispensary Operational Information**

Dispensary Operational Information (Revised):

Hours of Operation: The proposed Dispensary hours are seven (7) days a week opening at 2pm and closing 10pm.

Parking Allocation/Management: There shall be a total of four (4) parking spaces exclusive to the Dispensary Use at all times. There will be four (4) spaces in front of 45-51 New Street to accommodate handicapped access and employee parking as depicted on plan A-022. The four pre-existing spaces will be allocated as follows: one handicapped space and three employee parking spaces. After consultation, there will no longer be a parking attendant on duty to facilitate use of the parking spaces.

**The Applicant will implement the following Transportation Demand Management (TDM):**

Reducing the amount of traffic generation by the Project is an important component of the development. The goal of the TDM plan is to reduce the use of single occupant vehicles by encouraging healthy transportation choices. The following measures will be implemented in an effort to reduce the number of vehicle trips generated:

- Provide MBTA T-Pass subsidies to all employees.
- Offer all employees Gold-Level Bluebikes<sub>SM</sub> Bikeshare membership.
- Provide lockers for employees that walk or bike to work.
- Have available an air pump and bicycle repair tools for employees and customers to use when needed.
- Designate an employee of the facility as a Transportation Coordinator (TC) to manage the implementation of TDM measures. The TC will:
  - Post in a central and visible location (i.e., lobby for customers, breakroom for employees) information on available non-automobile services in the area, including, but not limited to:
    - \* Available pedestrian and bicycle facilities near the Project site
    - \* “Getting Around Cambridge” map
    - \* Locations of bicycle parking
    - \* Bluebikes regional public bikeshare system
    - \* Carpool-matching programs
  - 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.
  - Participate in any TC training offered by the City.
  - 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 Traffic Parking and Transportation Department (TP+T) for TP+T’s approval.
  - Provide a one-time contribution to the City toward transit and/or bicycle improvements to support non-automobile usage.

Crowd and Customer Management Logistics: To manage the anticipated customer volume during the opening days and months the following is being proposed:

- Appointment Only: For the initial first twelve (12) months of operation Bhari will require customers make preschedule appointments in order to enter the Dispensary. Customers that show up at the Dispensary without an appointment will be encouraged to make an appointment via the online application/website and to shop at the adjacent Fresh Pond shopping center until the designated time.
  - Additional Staff: There will be additional security/concierge specifically focused on managing the crowds both internally and on the street along New Street to help manage crowd/customer flow. These additional staff members will serve as concierge and will not replace the required security and check in personnel as required by the CCC regulations.
  - Customer Queuing : The interior waiting area has been intentionally designed to maximize the number of customers that can be accommodated inside the Dispensary as they are waiting for their I.D's to be checked prior to entering. Additionally, the Dispensary will utilize an appointment only model for the initial 12 months to ensure there are not excessive lines for patrons. Further, the Dispensary will also implement queuing software as needed which will allow patrons to frequent neighborhood businesses while waiting for their appointment. Lastly, there will be an external queuing area in front of the building for 5-10 people.
  - Loading and Delivering Plan: All loading will be handled utilizing the Dispensary parking space in front of 45-51 New Street during daylight hours but prior to opening. Loading and deliveries will be 3 to 4 times per week and should take no longer than 45 minutes. Due to the frequency of deliveries smaller vans will be used without the need for large trucks.
- 5) Trash and Refuse: All trash, recycling and refuse will be brought out for pick up on New Street via the Employee entrance and picked up by a private trash and recycling company at least once a week.

**Cannabis Retail Stores Summary Form**

<b>Project Site:</b>		
1	Store Address.	45-51 New Street
2	Total floor area of store (including sales, back of house, other).	3,167 sf
3	Retail sales area (including customer waiting areas).	1,368 sf
4	Maximum customer capacity – sales area.	15 customers
5	Maximum customer capacity – waiting area.	38 customers
<b>Employees:</b>		
6	Number of full-time employees (total).	Total employees: 4 Total employees: 2 (each day)
7	Number of part-time employees (total).	Total employees: 6 Total employees: 4 (each day)
8	Maximum number of employees on-site at one time.	6 employees
	<b>Employee mode shares:</b>	One space will be provided for one employee, other employees will be required to take rideshare services, public transit and walk or bike.
9	% single-occupancy vehicle (SOV) (including ride-hailing):	54%
10	% high-occupancy vehicle (HOV):	10%
11	% public transit:	16%
12	% walk:	4%
13	% bike:	10%
14	% other:	6%
TDM monitoring reports from 10 Wilson Road (2017), 767 Concord Avenue (2019), and 75 Moulton Street (2019) PTDM report.		
<b>Customers:</b>		
15	Number of customers per day.	96 Customers – Appointment only
16	Maximum number of customers expected at any one time.	6 Customers – Appointment only
	<b>Customer mode shares:</b>	Based on the 355 Fresh Pond Parkway 2017 transportation monitoring report presented.
17	% single-occupancy vehicle (SOV) (including ride-hailing):	65%
18	% high-occupancy vehicle (HOV):	20%
19	% public transit:	9%
20	% walk:	3%
21	% bike:	3%
22	% other:	0%



**Transit Availability:**

23	List the public transportation services within ¼ mile of the site, including type (subway, bus, bike share), walking distance, and frequency.	<p><u>Subway</u></p> <ul style="list-style-type: none"> <li>• MBTA Red line - 0.7 Miles South - 16 minutes Frequency: First 05:59a, Last 01:12a, Every 1 Min to 12 Mins.</li> </ul> <p><u>Bus</u></p> <ul style="list-style-type: none"> <li>• 74 Belmont Center - Harvard via Concord Avenue - 446 ft. south - 2 minutes</li> <li>• 78 Arlmont Village - Harvard - 446 ft. south - 2 minutes</li> <li>• 75 Belmont Center - Harvard via Fresh Pond Parkway - 0.2 miles south - 4 minutes</li> </ul> <p><u>Buses at Alewife Station - 0.8 miles north - 20 minutes walking</u></p> <ul style="list-style-type: none"> <li>• 62 Bedford VA Hospital – (Line Suspended)</li> <li>• 67 Turkey Hill – Alewife</li> <li>• 76 Lincoln Lab/Hanscom Air Force Base</li> <li>• 79 Arlington Heights – Alewife -(Line Suspended)</li> <li>• 84 Arlmont Village – Alewife - (Line Suspended)</li> <li>• 350 North Burlington</li> <li>• 351 EMD Serono/Bedford Woods</li> </ul> <p><u>Bike Share</u></p> <ul style="list-style-type: none"> <li>• Service Available outside the 500 ft within 0.4 miles radius from project site.</li> </ul>
24	List the duration and frequency of public transit services for weekdays and weekends.	<p><u>Subway</u></p> <ul style="list-style-type: none"> <li>• First 05:59a, Last 01:12a, Every 1 Min to 12 Mins.</li> </ul> <p><u>Bus</u></p> <ul style="list-style-type: none"> <li>• 74 – (weekday) First 05:51a, Last 01:17a, Every 22 Mins to 1 Hr 35 Mins (Saturday) First 05:50a, Last 06:56p, Every 35 Mins to 1 Hr 20 Mins.</li> <li>• 78 – (weekday) First 05:57a, Last 12:14a, Every 1 Min to 1 Hr. (Saturday) First 06:32a, Last 12:40a, Every 1 Hr 1 Min to 1 Hr 11 Mins.</li> <li>• 75 – (weekday) First 07:07a, Last 10:28p, Every 50 Mins to 2 Hrs 5 Mins. (Saturday) First 07:25a, Last 06:25p, Every 50 Mins to 1 Hr 14 Mins.</li> <li>• 62 – (Line Suspended)</li> <li>• 67 – (weekday) First 06:34a, Last 08:32p, Every 22 Mins to 50 Mins. (Saturday) No service</li> <li>• 76 – (weekday) First 06:37a, Last 10:39p, Every 21 Mins to 1 Hr 14 Mins. (Saturday) First 08:00a, Last 08:00p, Every 50 Mins to 1 Hr10 Mins.</li> <li>• 79 – (Line Suspended)</li> <li>• 84 – (Line Suspended)</li> <li>• 350 –(weekday) First 08:20a, Last 10:20p, Every 15 Mins to 1 Hr. (Saturday) First 08:30a, Last 09:50p, Every 50 Mins to 1 Hr.</li> <li>351 - (Line Suspended)</li> </ul>

**Auto Parking Availability:**

25	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).	<p style="text-align: right;">On Street Parking = Spaces: 16</p> <p><u>Vacant Spaces</u></p> <p>Weekday 10:00 AM: 11 vacant spaces  Weekday 12:00 PM: 12 vacant spaces  Weekday 3:00 PM: 9 vacant spaces  Weekday 5:00 PM: 8 vacant spaces  Weekday 7:00 PM: 11 vacant spaces  Saturday 12:00 PM: 7 vacant spaces  Saturday 3:00 PM: 12 vacant spaces  Saturday 7:00 PM: 15 vacant spaces</p>
26	Estimated peak parking demand needed for employees.	1– One space will be provided for one employee, other employees will be required to take rideshare services, public transit and walk or bike.
27	Estimated peak parking demand for customers.	5 Customers – Appointment only

28	Number of employee parking spaces on-site.	1 – employee space
29	Number of customer parking spaces on-site.	3
30	Number of employee parking spaces off-site (describe location and distance from site).	Employees will be required to take rideshare services, public transit, and walk or bike.
31	Number of customer parking spaces off-site (describe location and distance from site).	There are 16 on-street parking spaces available within 500 ft radius.

**Bicycle Parking Availability:**

32	Number of Employee long-term bicycle parking spaces on the Project site.	7
33	Number of Customer short-term bicycle parking spaces on the Project site.	12
34	Number of public bicycle parking spaces within 100 feet of the main entrance of the site.	0

**Loading and Delivery:**

35	Address of proposed Loading and Delivery Service Location (note whether it is on-street or off-street).	All loading deliveries will be made via van. The Applicant will schedule delivery times to occur when the dispensary is closed.
36	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: 3 times per week Cash: Max twice per day (Outside business hours) Trash: 3 times per week

**Project Trip Generation:**

37	Daily, Morning and Evening Peak Hour Employees and Customer trip generation by mode.		Employees			Customers Trips <sup>d</sup>		
			Daily <sup>a</sup>	Evening <sup>b</sup>	Saturday <sup>c</sup>	Daily <sup>c</sup>	Evening	Saturday
		SOV	2	1	1	62	16	16
		HOV	0	0	0	19	6	6
		Transit	4	1	1	9	2	2
		Walk	2	1	0	3	0	0
		Bike	4	1	1	3	0	0
		Other	0	0	0	0	0	0
<b>Total</b>			<b>12</b>	<b>4</b>	<b>3</b>	<b>96</b>	<b>24</b>	<b>24</b>

<sup>a</sup> Based on number of employees each day (2 employees full-time and 4 employees part-time). Employees will be required to take rideshare services, public transit, and walk or bike and only one employee space will be provided on-site.

<sup>b</sup> Assumed 30% of employees trip occurs on typical weekday evening peak hour.

<sup>c</sup> Assumed 25% of employees trip occurs on typical Saturday peak hour.

<sup>d</sup> Appointment only.

# MEMORANDUM

**TO:** Bhari Inc.  
45-51 New Street  
Cambridge, MA 02139

**FROM:** Scott W. Thornton, P.E. *and*  
Jennifer Conners  
Vanasse & Associates, Inc.  
35 New England Business Center Drive  
Suite 140  
Andover, MA 01810-1066

**DATE:** August 6,2021

**RE:** 8193

**SUBJECT:** Transportation Logistics Plan  
Proposed Cannabis Dispensary – 45-51 New Street  
Cambridge, Massachusetts

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Vanasse & Associates, Inc. (VAI) has prepared a Transportation Logistics Plan in order to determine potential impacts associated with the proposed cannabis dispensary to be located at 45-51 New 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, and surrounding neighborhoods, estimate traffic volumes expected to be generated by the proposed facility, and recommend a Transportation Demand Management (TDM) 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 Project consists of a 3,167 square foot (sf) cannabis dispensary with three registers. The facility will be open seven days a week from 2:00 PM to 10:00 PM, Monday through Sunday. During the first year of operation, the facility will operate by appointment only. A total of 19 bicycle parking spaces will be provided, including 7 interior bicycle spaces for employees and 12 short-term outdoor bicycle spaces for customers. The dispensary will provide a total of 4 parking spaces for vehicles, including 3 customer spaces and 1 employee space. Figure 1 depicts the site location in relation to the local roadway network.

## **EXISTING CONDITIONS**

As part of this study, a comprehensive field inventory of available public transit options, parking supply and demand, loading zone, pedestrian, and bicycle facilities within the study area was undertaken in June 2019, within a 500-foot and quarter-mile radius around the site. Figure 2 graphically depicts a survey of the inventory of public transportation services.





Figure 1  
Site Location Map



Figure 2

Area Inventory  
45-51 New Street

## Pedestrian and Bicycle Facilities

The Project site is conveniently located in a pedestrian-friendly area and will be accessed by customers at the store entrance onto New Street. Within the study area, sidewalks are provided along both sides of all streets with a mid-block painted crosswalk provided across New Street north of the site. Available public transit and bike facilities/stations are provided within a 16-minute walk. Figure 3 graphically depicts a survey of the inventory of pedestrian and bicycle facilities. It is important to note that a planned multi-use trail is proposed alongside the existing railroad tracks passing behind the Project site. The future multi-use pathway will connect the shopping center neighborhood to the proposed Watertown-Cambridge Greenway. The planned multi-use pathway is depicted in the latest May 2021 Cambridge bicycle facility map. At this time, no direct access is expected to be provided between the Project site and the future pathway. Access between the pathway and the site could be provided at the intersection of the future pathway and the existing two-way cycletrack along Concord Avenue, which in turn provides access to New Street.

## Public Transportation Services

The Project site is 0.8 miles south of the Massachusetts Bay Transportation Authority (MBTA) Alewife Station. Public transportation services are provided within the study area by the MBTA for bus and subway service. A description of the bus routes in the site vicinity is depicted on Figure 4. Within the study area, the MBTA operates the following bus and subway services:

**Table 1**  
**MBTA SERVICE SUMMARY**

Bus Route	Service	Hours of Operation	Stop Closest to Site	Distance from Site	Distance Walking
74	Belmont Center - Harvard via Concord Avenue	Inbound - 5:10 AM-1:08 AM Outbound- 5:30 AM-1:22 AM	Concord Avenue at New Street	446 ft. south	2 minutes
78	Arlmont Village - Harvard	Inbound - 5:35 AM-12:26 AM Outbound - 5:45 AM-12:54 AM	Concord Avenue opposite New Street	446 ft. south	2 minutes
75	Belmont Center - Harvard via Fresh Pond Parkway	Inbound - 5:20 AM-11:14 PM Outbound - 5:42 AM-11:19 PM	Concord Avenue at Birch Street	0.2 miles south	4 minutes
62	Bedford VA Hospital - Alewife	(Line Suspended)	Alewife Station		
67	Turkey Hill - Alewife	Inbound - 6:25 AM-7:37 PM outbound - 6:00 AM-7:23 PM	Alewife Station		
76	Lincoln Lab/Hanscom Air Force Base - Alewife	Inbound - 6:00 AM-10:38 PM Outbound - 5:00 AM-9:37 PM	Alewife Station		
79	Arlington Heights - Alewife	(Line Suspended)	Alewife Station	0.8 miles north	20 minutes
84	Arlmont Village - Alewife	(Line Suspended)	Alewife Station		
350	North Burlington - Alewife	Inbound - 6:00 AM-11:08 PM Outbound - 6:16 AM-11:05 PM	Alewife Station		
351	EMD Serono/Bedford Woods – Alewife Station	(Line Suspended)	Alewife Station		
<b>MBTA Subway</b>					
Subway Line	Stop Closest to Site	Distance from Site	Distance Walking		
MBTA Red line Braintree/Alewife	Alewife Station	0.8 miles north	20 minutes		



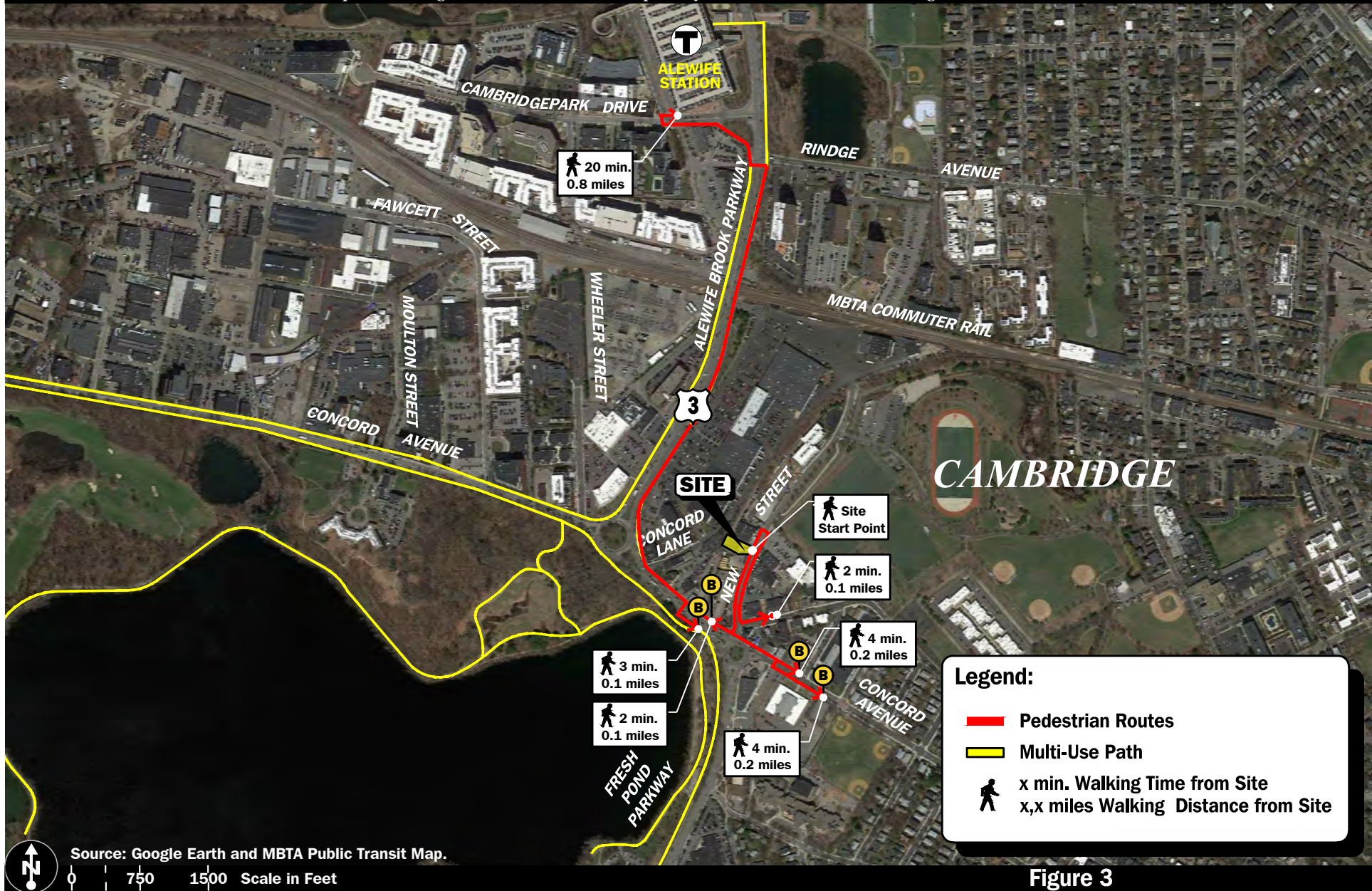


Figure 3

Pedestrian/Bikes Route  
45-51 New Street





**Parking and Loading Availability**

The Project proposes 4 on-site parking spaces at the facility front entrance onto New Street. The 4 spaces will include 3 customer spaces and 1 employee space. In order to determine the availability of parking spaces, a parking supply/demand survey was conducted within 500 feet around the site. The survey was conducted in June 2019 and consists of inventory of on-street parking coded by regulation (e.g., metered 2-hour parking, 15-minute parking, resident permit only parking, handicap parking spaces, loading zones, etc.) and existing parking garage in the vicinity of the site. In order to identify parking trends occurring within the study area, parking demand surveys were conducted on a typical weekday at 10:00 AM, 12:00 PM, 3:00 PM, 5:00 PM, and 7:00 PM, and a Saturday at 12:00 PM, 3:00 PM, and 7:00 PM. Table 2 and Figure 5 summarize the parking supply and demand observations for the available customer parking.

**Table 2  
CAMBRIDGE PARKING SUPPLY AND DEMAND OBSERVATIONS**

		<i>On Street Parking – Vacant Spaces</i>							
<i>Zone</i>	<i>Supply</i>	<i>Wednesday 06/19/19</i>					<i>Saturday, 06/15/19</i>		
		<i>10:00 AM</i>	<i>12:00 PM</i>	<i>3:00 PM</i>	<i>5:00 PM</i>	<i>7:00 PM</i>	<i>12:00 PM</i>	<i>3:00 PM</i>	<i>7:00 PM</i>
<i>1</i>	5	3	5	5	5	5	2	3	5
<i>2</i>	3	2	3	3	0	3	2	2	3
<i>3</i>	8	6	4	1	3	3	3	7	7
<b><i>Total</i></b>	<b>16</b>	<b>11</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>11</b>	<b>7</b>	<b>12</b>	<b>15</b>

As shown in Table 2, the peak-hour demand during a typical weekday occurs at 5:00 PM when 8 spaces were vacant and the peak-hour demand during a typical Saturday occur at 12:00 PM when 7 spaces were vacant. As the dispensary will not open until 2:00 PM, on Saturday the most relevant time period in the above data set is for 3:00 PM, when 12 spaces were available. Additional on-street parking is available outside of the 500-foot zone along Concord Lane and Bay State Road. All loading deliveries will be made via van and will occur before the store opens or after the store closes. The Applicant will schedule delivery times to occur outside business hours, although for security reasons required, the specific delivery times and dates will vary and will need to be kept confidential.

**PROJECT-GENERATED TRAFFIC – APPOINTMENT ONLY**

For the first year of operation the applicant will require customers be by appointment only. During the initial 6 to 12 months of operation there will be additional staff to monitor lines as concierge/security to maintain order in the public way.

The total daily volume of customers in this format is as follows: The dispensary will have a maximum of 96 customers per day (8 hours per day x 4 customers per register per hour x 3 registers = 96). During this appointment-only period, there will be a maximum of 6 customers (1 customer per register x 3 registers x 2 potential sets of customers (1 set entering and 1 set exiting) = 6) in the facility at any one time. The average customer time in the dispensary will be approximately 15 minutes after which the customer leaves and the next appointment will begin.





**Figure 5**  
**Parking Alternative**  
**On-Street Parking**  
**45-51 New Street**

**Table 3**  
**TRIP-GENERATION SUMMARY CANNABIS DISPENSARY – APPOINTMENT ONLY**

Time Period/Direction	Person Trips							Customer Vehicle Trips <sup>b</sup>	Employee Vehicle Trips <sup>c</sup>	Total Vehicle Trips
	Proposed Cannabis Dispensary (3 Registers) <sup>a</sup>	Drive-Alone Trips (65%)	Ridesharing Trips (20%)	Transit Trips (9%)	Pedestrian Trips (3%)	Bicycle Trips (3%)	Other Trips (0%)			
<i>Weekday Evening Peak Hour:</i>										
Entering	12	8	3	1	0	0	0	10	1	11
<u>Exiting</u>	<u>12</u>	<u>8</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>
Total	24	16	6	2	0	0	0	20	1	21
<i>Saturday Midday Peak Hour:</i>										
Entering	12	8	3	1	0	0	0	10	1	11
<u>Exiting</u>	<u>12</u>	<u>8</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>10</u>
Total	24	16	6	2	0	0	0	20	1	21

<sup>a</sup>Based on appointment only.

<sup>b</sup>Drive-alone plus rideshare person trips divided by vehicle occupancy ratio of 1.05 persons per vehicle per Census Tract 3546, Middlesex County, Massachusetts.

<sup>c</sup>Employees will be required to take rideshare services, public transit and walk or bike and only one employee space will be provided on-site.



As can be seen in Table 3, the cannabis dispensary under appointment-only operations is predicted to generate approximately 21 vehicle trips (11 entering and 10 exiting) expected during the weekday evening and Saturday midday peak hours.

### **PROJECT-GENERATED TRAFFIC – UNRESTRICTED OPERATION**

Unlike many other types of land uses, regulated marijuana dispensaries are a new use in the Commonwealth and standardized data regarding how comparable facilities operate is not yet available. In order to establish traffic characteristics for the proposed cannabis facility under unrestricted operation, empirical trip rates obtained prior to the occurrence of the COVID-19 pandemic from two similar facilities located within Massachusetts urban areas were used. The similar facilities are located at 160 Washington Street, Brookline, Massachusetts (New England Treatment Access (NETA) Brookline) and at 50 Grove St, Salem, Massachusetts (Alternative Therapies Group). Customer counts were collected at these facilities in June/July of 2019 during typical weekday evening peak hour (4:00 to 6:00 PM) and during a typical Saturday midday peak hour (11:00 AM to 2:00 PM). Based upon the data from both sites, an average trip-generation rate per register were developed.

Trip-generation rates per register were developed and applied to the proposed facility. Based upon observations in both facilities, the estimated unrestricted condition trip generation is presented in Table 4 with background calculations contained in the Appendix.

***It is important to note that the trip projections for the Project presented are based on data collected when there were only the two counted sites open in the Greater Boston area, and that since that time, more dispensaries have opened, reducing the trip rate at each existing site. Therefore, these rates are for the initial opening period of dispensaries in the area and as such, represent a very conservative estimate of trip generation. It should also be noted that the Applicant is proposing the first 12 months of operation be restricted to appointment-only operations, which would have the lower trip generation rates identified earlier in this report.***

As can be seen in Table 4, the cannabis dispensary under unrestricted operation is predicted to generate approximately 71 vehicle trips (36 entering and 35 exiting) expected during the weekday evening peak hour, and 59 vehicle trips (30 entering and 29 exiting) expected during the Saturday midday peak hour.



**Table 4**  
**TRIP-GENERATION SUMMARY CANNABIS DISPENSARY – UNRESTRICTED OPERATION**

Time Period/Direction	Person Trips							Customer Vehicle Trips <sup>b</sup>	Employee Vehicle Trips <sup>c</sup>	Total Vehicle Trips
	Proposed Cannabis Dispensary (3 Registers) <sup>a</sup>	Drive Alone Trips (65%)	Ridesharing Trips (20%)	Transit Trips (9%)	Pedestrian Trips (3%)	Bicycle Trips (3%)	Other Trips (0%)			
<b><i>Weekday Evening Peak Hour:</i></b>										
Entering	43	28	9	4	1	1	0	35	1	36
<u>Exiting</u>	<u>43</u>	<u>28</u>	<u>9</u>	<u>4</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>35</u>	<u>0</u>	<u>35</u>
Total	86	56	18	8	2	2	0	70	1	71
<b><i>Saturday Midday Peak Hour:</i></b>										
Entering	35	23	7	3	1	1	0	29	1	30
<u>Exiting</u>	<u>35</u>	<u>23</u>	<u>7</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>29</u>	<u>0</u>	<u>29</u>
Total	70	46	14	6	2	2	0	58	1	59

<sup>a</sup>Based on customer counts conducted at the Existing Cannabis Dispensaries in Brookline and Salem. Projections based on 14.2 customers per register during weekday evening and 11.5 customers per register during Saturday midday.

<sup>b</sup>Drive-alone plus rideshare person trips divided by vehicle occupancy ratio of 1.05 persons per vehicle per Census Tract 3546, Middlesex County, Massachusetts.

<sup>c</sup>Employees will be required to take rideshare services, public transit and walk or bike and only one employee space will be provided on-site.



## OPENING CONDITIONS OPERATIONS PLAN

### Crowd and Customer Management Logistics

In anticipation of large crowds during the opening days and months, the following is being proposed:

- ***Appointment Only:*** For the first year of operation the applicant will require customers to make an appointment to visit the site. During the initial 6 to 12 months of operation, there will be additional staff to monitor lines as concierge/security to maintain order in the public way.
- ***Coordinate with Cambridge Police:*** In advance of its opening day, Bhari Inc. will coordinate with the Cambridge Police Department to arrange for the appropriate details, discuss any proposed logistics for crowd management, and share any industry information the police may find useful.
- ***Customer Dispensary Operations:*** Dispensary operations consist of an initial ID check of all potential customers at the exterior of the building. In order to access any part of the dispensary facility, a customer must first be checked to make sure they are of legal age by presenting a valid state-issued ID card. Once customer age has been confirmed, the customer will be admitted to the secure reception area before being called into the dispensing area. The reception area consists of a reception desk, staffed by a dispensary employee, and a waiting area. When a customer visits the dispensary for the first time, they will be given a brief orientation of the facility. Customers will be admitted to the dispensing area as space allows. The process provides for one-on-one interaction between a dispensary agent and a customer throughout the dispensing process. A dispensary agent will escort the customer to an individual display pedestal where all products are displayed. The customer will be able to choose from among a variety of forms of cannabis such as cannabis flowers and cannabis infused products.

Once a customer has placed an order with a dispensary agent, he/she will move to the fulfillment area where payments will be processed, and the product will be sealed in a childproof bag. All products will be manufactured and packaged at a licensed cultivation and processing facility. The customer will exit through the secure exit. Customers are required to exit the facility as soon as their order has been filled. They are not allowed to consume their product on the premises nor loiter around the exterior of the dispensary.

A security desk is located beside the entrance on the inside of the dispensary. During business hours, the security desk will be staffed by a qualified security agent. The agent will tend to all customers entering the facility by authenticating their state issued ID's and allowing them access to the dispensary.

### TRANSPORTATION DEMAND MANAGEMENT (TDM)

Reducing the amount of traffic generation by the Project is an important component of the development. The goal of the TDM plan is to reduce the use of single occupant vehicles by encouraging healthy transportation choices. The following measures will be implemented in an effort to reduce the number of vehicle trips generated:

- Provide MBTA T-Pass subsidies to all employees.
- Offer all employees Gold-Level Bluebikes<sub>SM</sub> Bikeshare membership.



- Provide lockers for employees that walk or bike to work.
- Have available an air pump and bicycle repair tools for employees and customers to use when needed.
- Designate an employee of the facility as a Transportation Coordinator (TC) to manage the implementation of TDM measures. The TC will:
  - Post in a central and visible location (i.e., lobby for customers, breakroom for employees) information on available non-automobile services in the area, including, but not limited to:
    - \* Available pedestrian and bicycle facilities near the Project site
    - \* “Getting Around Cambridge” map
    - \* Locations of bicycle parking
    - \* Bluebikes regional public bikeshare system
    - \* Carpool-matching programs
  - 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.
  - Participate in any TC training offered by the City.
  - 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 Traffic Parking and Transportation Department (TP+T) for TP+T’s approval.
  - Provide a one-time contribution to the City toward transit and/or bicycle improvements to support non-automobile usage.

## **CONCLUSIONS**

VAI has completed a Transportation Assessment of the potential impacts on the transportation infrastructure associated with the proposed cannabis dispensary to be located at 45-51 New Street in Cambridge, Massachusetts. Based on this assessment, we have concluded the following with respect to the Project:

- For the first 12 months after opening, the dispensary will operate during 2:00 to 10:00 PM and by appointment only. The appointment-only operations will help to reduce parking demand in the area and constrain auto travel to the site during roadway peak hours.
- The need for a Traffic Management Plan for the initial opening period should be finalized prior to opening and in consultation with City staff.
- Public transportation is available in the immediate Project vicinity to accommodate both employees and customers.
- The Project proponent has committed to an aggressive TDM plan to reduce automobile travel to the site and promote transit, bicycle, and walking.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner.



APPENDIX

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SITE PLAN

EXISTING FACILITY TRAFFIC COUNTS

MODE SPLIT

TRIP GENERATION CALCULATIONS

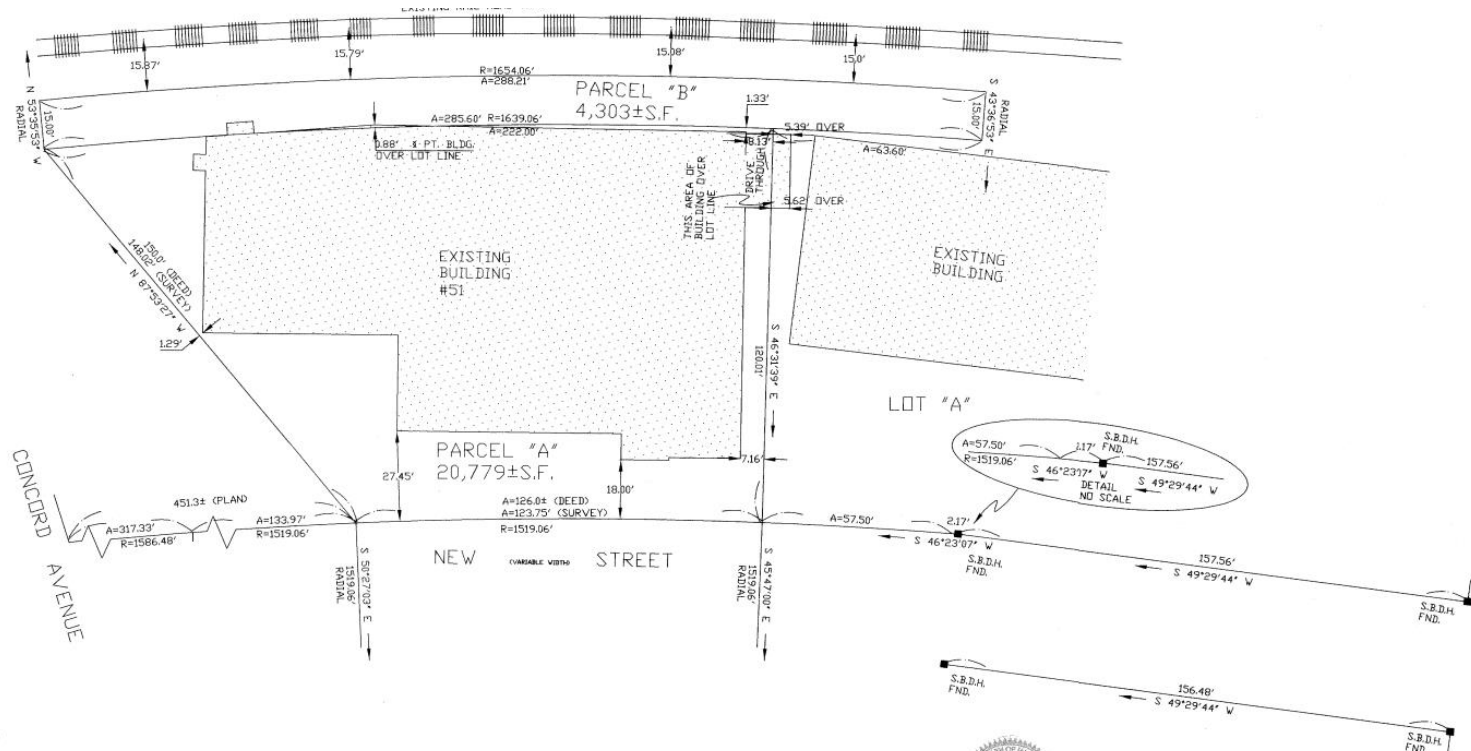






SITE PLAN

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PLAN REF: STREET LAYOUT OF NEW ST. MAY 11, 1991  
 RECORDED BOOK 13376 PAGE 285  
 RECORDED BOOK 11795 PAGE 613  
 RECORDED BOOK 11567 PAGE 368  
 RECORDED BOOK 9286 PAGE 153  
 RECORDED BOOK 8146 PAGE 115  
 RIGHT OF WAY & TRACK MAP  
 BOSTON & MAINE R.R. V362/1

FIELD CHIEF	DESIGN
CALCULATIONS	CHECKED
TOPOGRAPHY	APPROVED

Middlesex Registry of Deeds,  
 Southern District  
 Cambridge, Massachusetts  
 Plan No. 88 of 19 99  
 Rec'd 1-28 19 99  
 at 2:34pm P.m Doc No. 843  
 Rec'd, Bk 29722 Page 117  
 Attest

APPROVAL NOT REQUIRED UNDER THE SUBDIVISION CONTROL LAW BY THE BOARD OF SURVEY AND PLANNING.

\_\_\_\_\_  
 CLERK

DATE: \_\_\_\_\_

BOARD OF SURVEY AND PLANNING  
 CITY OF CAMBRIDGE, MA.

NOT SUBJECT TO \_\_\_\_\_  
*Frank Rubel*



I HEREBY CERTIFY THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE REGISTER OF DEEDS OF THE COMMONWEALTH OF MA.

*Ralph J. Bibbo*  
 P.R.L.S.

PLAN OF LAND  
 CAMBRIDGE, MA  
 SHOWING DIVISION OF LAND  
 FROM BOSTON & MAINE R.R. CORP  
 BEING CALLED PARCEL "B" WH  
 TO BE CONVEYED TO PARCEL  
 KNOWN AS #51 NEW STRE  
 RALPH J. BIBBO REG. LAND SURV  
 10 HAMMER STREET WALTHAM  
 SCALE: 1" = 20' JAN. 5

EXISTING FACILITY TRAFFIC COUNTS

Neta has primarily an entrance door and a separate exist door. The below "in" count represent pedestrian entering. The out number was neglected and we assume the entering and exiting on volumes were equal.

**Accurate Counts**  
978-664-2585

Friday

N/S Street : Entrance to NETA  
E/W Street: Boylston Street  
City/State : Brookline, MA  
Weather : Clear

File Name : 82740001  
Site Code : 82740001  
Start Date : 6/7/2019  
Page No : 1

Groups Printed- Peds

Start Time	From North		From South		Int. Total
		OUT		IN	
04:00 PM		13		82	95
04:15 PM		5		91	96
04:30 PM		9		73	82
04:45 PM		8		92	100
Total		35		338	373
05:00 PM		6		61	67
05:15 PM		2		72	74
05:30 PM		4		88	92
05:45 PM		7		92	99
Total		19		313	332
Grand Total		54		651	705
Approch %		100		100	
Total %		7.7		92.3	

Box  $\rightarrow$  2  
Register = 10 + 4 + 4 =  $\approx$  20 Register

Rate = 16,9

Rate per hour = 338 costumes hour

**Accurate Counts**  
978-864-2585

N/S Street : Entrance to NETA  
E/W Street : Boylston Street  
City/State : Brookline, MA  
Weather : Clear

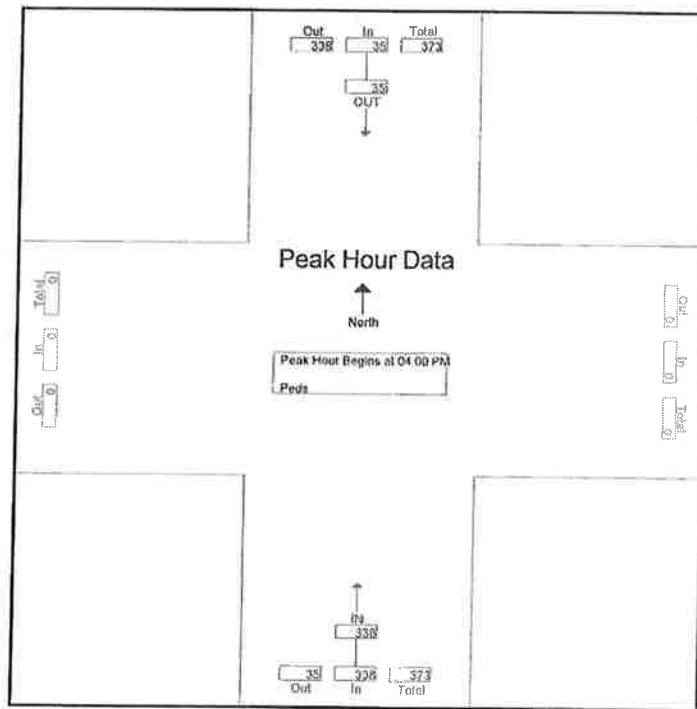
File Name : 82740001  
Site Code : 82740001  
Start Date : 6/7/2019  
Page No : 2

Start Time	From North		From East	From South		From West	Int Total
	OUT	App. Total	App. Total	IN	App. Total	App. Total	
<b>Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1</b>							
Peak Hour for Entire Intersection Begins at 04:00 PM							
04:00 PM	13	13	0	82	82	0	95
04:15 PM	5	5	0	91	91	0	96
04:30 PM	9	9	0	73	73	0	82
04:45 PM	8	8	0	92	92	0	100
<b>Total Volume</b>	35	35	0	338	338	0	373
<b>% App. Total</b>	100			100			
PHF	.673	.673	.000	.918	.918	.000	.933

**Accurate Counts**  
978-664-2665

N/S Street : Entrance to NETA  
E/W Street: Boylston Street  
City/State : Brookline, MA  
Weather : Clear

File Name : 82740001  
Site Code : 82740001  
Start Date : 6/7/2019  
Page No : 3



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM		04:00 PM		04:00 PM		04:00 PM	
+0 mins.	13	13	0	0	82	82	0	0
+15 mins.	5	5	0	0	91	91	0	0
+30 mins.	9	9	0	0	73	73	0	0
+45 mins.	8	8	0	0	92	92	0	0
Total Volume	35	35	0	0	338	338	0	0



Neta has primarily an entrance door and a separate exist door. The below "in" count represent pedestrian entering. The out number was neglected and we assume the entering and exiting on volumes were equal.

N/S Street : Entrance to NETA  
 E/W Street: Boylston Street  
 City/State : Brookline, MA  
 Weather : Clear

**Accurate Counts**  
 978-664-2565

File Name : 827400S1  
 Site Code : 82740001  
 Start Date : 6/8/2019  
 Page No : 1

Start Time	Groups Printed - Peds		IN	Int. Total
	From North	From South		
11:00 AM	OUT 3		70	73
11:15 AM	1		55	56
11:30 AM	5		73	78
11:45 AM	2		51	53
Total	11		249	260
12:00 PM	3		66	69
12:15 PM	6		69	75
12:30 PM	0		63	63
12:45 PM	3		47	50
Total	12		245	257
01:00 PM	0		71	71
01:15 PM	1		58	59
01:30 PM	2		69	71
01:45 PM	1		56	57
Total	4		254	258
Grand Total	27		748	775
Approach %	100		100	
Total %	3.5		96.5	

Handwritten notes and scribbles at the bottom right of the page.

**Accurate Counts**  
978-664-2565

N/S Street : Entrance to NETA  
E/W Street: Boylston Street  
City/State : Brookline, MA  
Weather : Clear

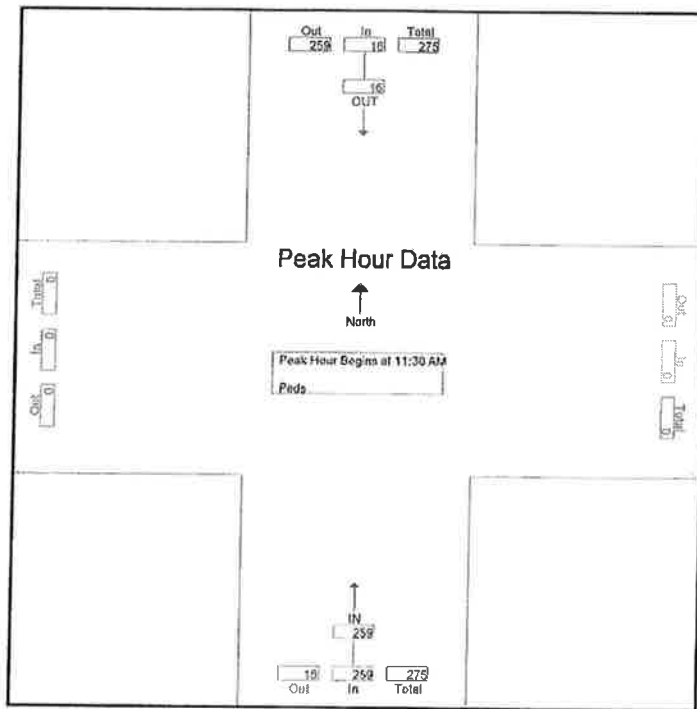
File Name : 827400S1  
Site Code : 82740001  
Start Date : 6/8/2019  
Page No : 2

Start Time	From North		From East	From South		From West		Int. Total
	OUT	App. Total	App. Total	IN	App. Total	App. Total		
<b>Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1</b>								
Peak Hour for Entire Intersection Begins at 11:30 AM								
11:30 AM	5	5	0	73	73	0		78
11:45 AM	2	2	0	51	51	0		53
12:00 PM	3	3	0	68	68	0		69
12:15 PM	6	6	0	69	69	0		75
<b>Total Volume</b>	16	16	0	259	259	0		276
<b>% App. Total</b>	100			100				
<b>PHF</b>	.667	.667	.000	.667	.667	.000		.681

**Accurate Counts**  
978-664-2565

N/S Street : Entrance to NETA  
E/W Street : Boylston Street  
City/State : Brookline, MA  
Weather : Clear

File Name : 827400S1  
Site Code : 82740001  
Start Date : 6/8/2019  
Page No : 3



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:30 AM		11:00 AM		11:30 AM		11:00 AM	
+0 mins.	5	5		0	73	73		0
+15 mins.	2	2		0	51	51		0
+30 mins.	3	3		0	66	66		0
+45 mins.	6	6		0	69	69		0
<b>Total Volume</b>	<b>16</b>	<b>16</b>		<b>0</b>	<b>259</b>	<b>259</b>		<b>0</b>



		Weekday					
Customers using the store		In	out				
<i>Peak</i>	4:00	37	26			Register	10
	4:15	28	26			Peak In	115
	4:30	23	26			Peak Out	105
	4:45	27	27	115	105	Total	220
	5:00	21	24	99	103	Rate per Register	22
	5:15	26	21	97	98		<i>Total trip</i>
	5:30	12	18	86	90		
	5:45	20	21	79	84		

Average Customers per car								
	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45
	1	1	1	1	1	1	3	1
	1	1	1	2	1	1	1	1
	2	2	1	1	1	1	1	1
	1	1	1	1	1	2	1	1
	2	2	1	1	1	1	1	1
	1	1	1	1	1	1	1	2
	1	1	1	1	1		1	2
	1	1	1	1	2		1	1
	1	2	1	1	2		1	2
	3	1	1	1	1			2
			1					
			2					
			1					
			1					
			1					
<b>Average</b>	1.40	1.30	1.07	1.10	1.20	1.17	1.22	1.40

**Total Average 1.23**



**Vanasse & Associates, Inc.**

Alternative Therapies Group  
50 Grove St, Salem, MA 01970

Date 7/27/2019

**Saturday Midday**

Costumers using the store		Total		Register	10
Peak	In	out	Total	Peak In	Peak Out
11:00	26	22	48	102	102
11:15	19	25	44	102	102
11:30	34	29	63	204	204
11:45	23	26	49	Rate per Register	20.4
12:00	23	20	43	102	204
12:15	19	22	41	100	199
12:30	32	24	56	97	196
12:45	34	23	57	92	189
13:00	21	22	43	108	197
13:15	18	13	31	106	197
13:30	26	21	47	82	187
13:45	24	29	53	79	178
	<b>299</b>	<b>276</b>		85	174

Average Costumers per car												
11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	
1	3	2	2	1	1	2	1	2	2	1	1	13:45
1	2	1	2	1	2	1	1	1	2	1	2	13:30
2	1	1	1	1	2	1	1	1	2	1	1	13:15
1	1	1	2	2	1	1	2	2	1	1	1	13:00
2	1	3	1	3	1	1	1	2	1	2	3	12:45
1	2	1	1	1	1	1	2	1	2	1	2	12:30
1	1	1	1	1	1	2	1	2	2	2	2	12:15
2	1	1	1	3	1	1	2	2	1	2	2	12:00
1	1	1	1	2	1	1	1	2	1	2	1	11:45
2	1	1	1	1	1	1	3	2	1	2	1	11:30
1	2	2	1	2	2	2	2	2	2	2	2	11:15
1	1	1	1	1	1	1	1	1	1	1	1	11:00

**Average** 1.33 1.42 1.38 1.23 1.64 1.25 1.22 1.29 1.67 1.64 1.17 1.40

**Total Average** 1.38

MODE SPLIT

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# CITY OF CAMBRIDGE

## TRAFFIC, PARKING, + TRANSPORTATION

Joseph E. Barr, Director  
344 Broadway, Suite 102  
Cambridge, MA 02139

August 27, 2019

Giles Ham  
Managing Partner  
Vanasse & Associates, Inc.  
35 New England Business Center Drive  
Suite 140  
Andover, MA 01810-1066

Jacob Vance  
Senior Development Manger  
Cabot, Cabot & Forbes  
185 Dartmouth Street  
Boston, MA 02116

RE: Proposed Mixed-Use Development – Quadrangle Transportation Impact Study (TIS) Scope

Dear Giles and Jacob:

The Cambridge Traffic, Parking, and Transportation Department (TP&T) received your June 28, 2019 request for a Transportation Impact Study (TIS) scope for a proposed mixed-use development off Mooney Street in the Alewife area known as the "Quadrangle".

The Project proposes to demolish several existing commercial/industrial low-rise buildings and construct an approximately 1.2 million gross floor area (GFA) mixed-use development project consisting of 525 housing units, 600,000 GFA square feet of office/R&D space, and 65,000 GFA square feet of retail space. The number of proposed automobile and bicycle parking spaces was not indicated in the scoping request letter. A separate proposed pedestrian (and bicycle) bridge is planned from the corner of the site over the MBTA railroad connecting to Cambridgepark Drive and the Alewife MBTA station.

Based on staff review, the TIS scope is approved as follows:

- The TIS shall comply with the Cambridge TIS Guidelines.  
<http://www.cambridgema.gov/traffic/alldocuments/Documents/T/trafficstudyguidelines>.  
Please provide 4 hard copies of the full TIS and one CD-ROM that includes the full TIS, TIS appendices and all electronic files. TP&T may request that traffic counts be entered into a database or excel spreadsheet provided by TP&T.

9. Fawcett Street at Smith Place
10. Alewife Brook Parkway at Route 2 (Consult with TP&T about the specific intersection approaches that should be reported in one table for this intersection).
11. Concord Avenue west rotary
12. Alewife Brook Parkway at Cambridgepark Drive
13. Alewife Brooke Parkway at Rindge Avenue

- Provide 48-hour automatic traffic recorder (ATR) counts and 12-hour Bicycle and Pedestrian Counts at the following locations:
  - A. Concord Avenue, west of Smith Place
  - B. Smith Place, north of Concord Avenue
  - C. Mooney Street at Smith Place
- The TIS should provide a chart showing hourly traffic volumes for Concord Avenue and Smith Place.
- The TIS should include Cambridge Police Department crash data for the three most recent years available at all study area intersections. Bicycle and pedestrian crash rates should be listed separately. Crash rates should be compared to district and statewide averages for signalized and un-signalized intersections.
- The TIS mode split assumptions for the Project's trip generation analysis should be as shown below or as otherwise approved by TP&T.

Land Use	SOV	HOV	Transit	Bike	Walk	Other
<b>Office/R&amp;D</b>	53%	7%	18%	10%	5%	7%
<b>Residential</b>	36%	6%	43%	11%	4%	0%
<b>Retail</b>	65%	20%	9%	3%	3%	0%

Sources: Office/R&D from PTDM monitoring reports; 10 Wilson Road (2017), 767 Concord Avenue (2017&2018), 200 Cambridgepark Drive (2017&2018) and estimates by TP&T and CDD assuming a new pedestrian/bicycle bridge over the railroad tracks to Alewife MBTA station and increase in biking from biking trends and BlueBike station(s).

Residential from Special Permit Transportation Monitoring reports, Commute to Work/School, 2019 160 Cambridgepark Drive, 2018 165 Cambridgepark Drive, 2018 Attmark, and TP&T/CDD assumption that with a bridge over the railroad tracks, the Quad project will have similar Residential mode shares.

Retail mode share based on 355 Fresh Pond Parkway 2017 transportation monitoring report.

- As suggested in your TIS scoping letter, you may use the Institute of Engineers (ITE) trip generation rates for Multifamily Housing Mid-Rise Land Use Code (LUC) 221, and General Office (LUC) 710.
- Determining the trip generation for the retail portion of the project is challenging because of the exact type(s) and sizes of the retail stores has not been defined. Furthermore, the ITE Trip Generation manual has a limited number of retail trip generation rates. TP&T worked with you on reviewing various trip generation options and finds that the use of the Shopping Center Trip rate and multi-use trip generation methodology is acceptable for this project.
- Any trip credits should be documented and justified in detail.



Transportation Impact Study

# 101 Smith Place 75/109 *Smith Place* *Redevelopment* Cambridge, Massachusetts

PREPARED FOR  
The Davis Companies  
125 High Street, Suite 2111  
Boston, MA 02110

PREPARED BY



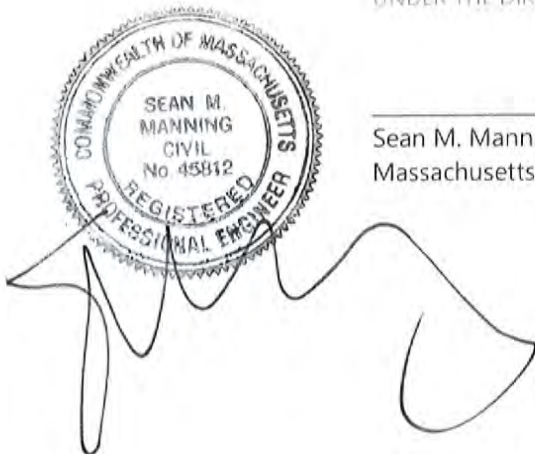
99 High Street, 10<sup>th</sup> Floor  
Boston, MA 02110  
617.728.7777

September 27, 2019

UNDER THE DIRECTION OF

---

Sean M. Manning, PE, PTOE  
Massachusetts Registration No. 45812



**PROJECT**

Project Name: 101 Smith Place (75/109 Smith Place Redevelopment)  
 Project Address: 75/109 Smith Place  
 Cambridge, MA 02138  
 Owner/Developer Name: The Davis Companies  
 Contact Person: Chris Chandor  
 Contact Address: 125 High Street, Suite 2111  
 Boston, MA 02110  
 Contact Phone Number: 617-451-1300

**SIZE**

ITE sq. ft.: 142,200 GSF  
 Land Use Type: Research and Development

**PARKING**

Registered Parking Spaces: 183 Use: Warehouse/Office/Manufacturing  
 Existing Parking Spaces\*: 165 Use: Warehouse/Office/Manufacturing  
 New Parking Spaces: 155 Use: Laboratory/R&D  
 Net New Parking Spaces: -10 (compared to existing)  
 \*Surveyed parking spaces

**TRIP GENERATION**

	Daily	Morning Peak Hour	Evening Peak Hour
<b>Total Person Trips</b>	<b>1,880</b>	<b>68</b>	<b>68</b>
SOV	1,096	30*	30*
HOV	98	4	4
Transit	176	7	6
Walk	138	5	5
Bicycle	156	5	6
Other	216	8	8

\*Net-New Project Generated Trips

**MODE SPLIT (Person Trips)**

	R & D Use
SOV	56%
HOV	10%
Transit	9%
Walk	8%
Bike	7%
Other	11%

**TRANSPORTATION CONSULTANT**

Company Name: VHB  
 Contact Name: Sean M. Manning, PE, PTOE  
 Contact Phone Number: 617-728-7777

# COMMUTING CHARACTERISTICS BY SEX

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

## Census Tract 3546, Middlesex County, Massachusetts

### Total

Label	Estimate	Margin of Error
▼ Workers 16 years and over	3,582	±430
▼ MEANS OF TRANSPORTATION TO WORK		
▼ Car, truck, or van	48.9%	±8.3
Drove alone	44.4%	±8.4
▼ Carpooled	4.5%	±2.7
In 2-person carpool	4.0%	±2.6
In 3-person carpool	0.0%	±1.0
In 4-or-more person carpool	0.5%	±1.0
Workers per car, truck, or van	1.05	±0.03
Public transportation (excluding taxicab)	26.7%	±6.8
Walked	5.6%	±3.8
Bicycle	6.1%	±3.3
Taxicab, motorcycle, or other means	2.7%	±2.3
Worked from home	9.9%	±5.3
▼ PLACE OF WORK		
▼ Worked in state of residence	96.0%	±3.6
Worked in county of residence	61.8%	±7.5
Worked outside county of residence	34.3%	±6.2
Worked outside state of residence	4.0%	±3.6
▼ Living in a place	100.0%	±1.0
Worked in place of residence	39.0%	±7.0
Worked outside place of residence	61.0%	±7.0
Not living in a place	0.0%	±1.0
▼ Living in 12 selected states	100.0%	±1.0
Worked in minor civil division of residence	39.0%	±7.0
Worked outside minor civil division of residence	61.0%	±7.0
Not living in 12 selected states	0.0%	±1.0
▼ Workers 16 years and over who did not work from home	3,227	±480
▼ TIME OF DEPARTURE TO GO TO WORK		
12:00 a.m. to 4:59 a.m.	1.3%	±1.6
5:00 a.m. to 5:29 a.m.	0.0%	±1.1
5:30 a.m. to 5:59 a.m.	0.0%	±1.1
6:00 a.m. to 6:29 a.m.	4.1%	±3.8
6:30 a.m. to 6:59 a.m.	5.1%	±3.6
7:00 a.m. to 7:29 a.m.	13.6%	±4.8

## Table Notes

---

### COMMUTING CHARACTERISTICS BY SEX

**Survey/Program:**

American Community Survey

**Year:**

2019

**Estimates:**

5-Year

**Table ID:**

S0801

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: [Change to Means of Transportation](#).

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

**Explanation of Symbols:**

An "\*\*\*" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "." entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "\*\*\*" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "\*\*\*\*\*" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community

TRIP GENERATION CALCULATIONS

---

Job 8193  
 Location 45-51 New Street Cambridge MA  
 Calculated by: JC

## Calculation

### Trip Generation

#### Neta Brookline

weekday evening Vehicle trips		Saturday Middy									
In 338		In 259									
Out <u>338</u>		Out <u>259</u>									
Total 676		Total 518									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><u>Register</u></td> <td style="width: 20%;">20</td> <td style="width: 50%;"></td> </tr> <tr> <td><u>Costumes per register</u></td> <td>16.9</td> <td>PM ( 338/20) = rate</td> </tr> <tr> <td></td> <td>12.95</td> <td>SAT (259/20) = rate</td> </tr> </table>			<u>Register</u>	20		<u>Costumes per register</u>	16.9	PM ( 338/20) = rate		12.95	SAT (259/20) = rate
<u>Register</u>	20										
<u>Costumes per register</u>	16.9	PM ( 338/20) = rate									
	12.95	SAT (259/20) = rate									

*\*Enter trips at entrance assume same number of trips for costumers existing*

#### Alternative Therapies Group (ATG) - Salem

weekday evening Vehicle trips		Saturday Middy									
In 115		In 102									
Out <u>115</u>		Out <u>102</u>									
Total 230		Total 204									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"><u>Register</u></td> <td style="width: 20%;">10</td> <td style="width: 50%;"></td> </tr> <tr> <td><u>Costumes per register</u></td> <td>11.5</td> <td>PM ( 115/10) = rate</td> </tr> <tr> <td></td> <td>10.2</td> <td>SAT (102/10) = rate</td> </tr> </table>			<u>Register</u>	10		<u>Costumes per register</u>	11.5	PM ( 115/10) = rate		10.2	SAT (102/10) = rate
<u>Register</u>	10										
<u>Costumes per register</u>	11.5	PM ( 115/10) = rate									
	10.2	SAT (102/10) = rate									

#### Average

<u>Costumes per register</u>	14.20	PM
	11.58	SAT

Register 3

weekday evening Vehicle trips		Saturday Middy
In 43		In 35
Out <u>43</u>		Out <u>35</u>
Total 86		Total 70

Ref: 8193

August 5, 2021

Ms. Swaathi Joseph  
Zoning Project Planner  
City of Cambridge  
344 Broadway  
Cambridge, MA 02139

Re: Traffic Response to Comments  
Proposed Retail Dispensary – 45-51 New Street  
Cambridge, Massachusetts

Dear Swaathi:

Vanasse & Associates, Inc. (VAI) is pleased to submit responses to comments contained in a July 20, 2021 email with respect to traffic questions issued from the Transportation Logistics Plan prepared for the above-referenced project. For ease of review, we have listed the comments followed by our responses:

## **TRANSPORTATION**

**Comment 1:** *The application must include an Existing Conditions site plan that shows all the existing automobiles parking space on-site. This is important because the Dimensional form indicates that the project has 4 existing parking spaces, but that does not match the photos of the site in the application or images of the site from Google Earth. The Dimensional Form must be corrected and indicate the actual number of existing parking spaces at the site.*

**Response:** See response by others.

**Comment 2:** *A survey of the site's existing site plan should be provided. The total number of parking spaces at the site should be indicated.*

**Response:** See response by others.

**Comment 3:** *The Dimensional form indicates 9/24 for proposed off-street parking spaces and indicates that the new proposed non-residential use does not require additional parking from pre-existing auto-repair use pursuant to 6.103.1. The application needs to clarify what 9/24 means? Is it 9 parking spaces or 24 parking spaces? What will be the exact use of the spaces and there must be a site plan that shows the 9 or 24 parking spaces for the future proposed condition for the site.*

**Response:** See response by others.

**Comment 4:** *The Illustrative site plan (Sheet A-022) indicates a Loading Zone/employee parking spaces. It needs to be one or the other, it can't be both. This should be corrected or clarified.*

**Response:** The dispensary will provide a total of 4 parking spaces for vehicles on-site, including 3 customer spaces and 1 employee space. All loading deliveries will be made via van and will occur before the store opens or after the store closes. The Applicant will schedule delivery times to occur outside of business hours, although for security reasons required, the specific delivery times and dates will vary and will need to be kept confidential.

**Comment 5:** *Sheet A-025 indicates a Parking Attendant, but it is unclear the purpose of a Parking Attendant. What exactly would the Parking Attendant do for only 2 customer parking spaces and a ridesharing space? It is difficult to believe that a person will stand there all day. The note on says the Parking Attendant will direct customers to the appropriate parking spaces. Again, this makes no sense given that there are only 2 customer parking spaces and 1 rideshare parking space.*

**Response:** The dispensary will provide a total of 4 parking spaces for vehicles on-site including 3 customer spaces and 1 employee space. The site plans were revised, and no parking attendant will be provided.

**Comment 6:** *Sheet A-024 says the Dispensary will have 4 parking spaces at all times along New Street. The statement should be clarified because the parking spaces are not on New Street, they are on-site. Furthermore, a Loading space is not also an Employee parking space. It needs to be one or the other and must be clarified.*

**Response:** The site plans was updated. The dispensary will provide a total of 4 parking spaces for vehicles on site including 3 customer spaces and 1 employee space.

**Comment 7:** *The plan proposes appointment only from 2 PM-5 PM and Unrestricted from 5 PM to 11 PM. TP+T does not believe that 2 or 3 parking spaces will be sufficient to serve the parking demands for this site, especially after 5 PM with a no appointment only operation. It is even doubtful that 2 or 3 spaces will even be sufficient for appointment only, people will not all show up exactly on their designated appointment time.*

**Response:** The project plans were updated and the site is now planned to operate on an appointment-only basis. The project will consist of a 3,167 sf cannabis dispensary with three registers. The facility will be opened seven days a week from 2:00 to 10:00 PM Monday through Sunday. During the first year of operation, the facility will operate by appointment only. Under appointment only, the total daily volume of customers in this format is as follows: The dispensary will have a maximum of 96 customers per day (8 hours per day x 4 customers register/hour x 3 registers = 96). During the appointment-only times, there will be a maximum of 6 customers (1 customer per register x 3 registers x 2 potential sets of customers (1 set entering and 1 set exiting) = 6) in the facility at any one time. The average customer time in the dispensary will be approximately 15 to 20 minutes after which the customer leaves and the next appointment will begin.

**Comment 8:** *The 3 proposed head-in parking spaces off New Street will require a wide curb cut which is not a desirable condition.*

**Response:** See response by others. These are existing spaces.





**Comment 9:** *The application provided no evidence that only 2 customer parking spaces will be sufficient to accommodate the parking needs for this project.*

**Response:** During the appointment-only period, there will be a maximum of 6 customers at any one time at the store. A total of 5 customers are expected to use vehicles as a transportation mode. Therefore, a total parking demand of 5 spaces are expected during the peak hour. The dispensary will provide a total of 3 customer spaces on site. According to parking demand survey conducted by VAI, during peak-hour demand a total of 8 parking spaces on-street were available in the area during a typical weekday evening peak hour and a total of 7 parking spaces on-street were available during a typical Saturday midday peak hour, with 12 spaces available during the time period when the Project will be open for business on Saturday. Therefore, sufficient parking will exist to accommodate customers of the store.

**Comment 10:** *Narrative should mention the future multi-use path behind the site and how customers arriving by the path would access the entry, and/or impact the demand for bike or car parking on site. Access to the multi-use path should be via a path that is 12' wide plus 2' buffers and shown on the plan.*

**Response:** The Transportation Logistic Plan was updated and mentioned the future multi-use path behind the site. At this time, no direct access is expected to be provided between the project site and the future pathway. In order to provide a conservative analysis no adjustment on the customers mode split was made to account for the future multi-use path.

**Comment 11:** *Page 3 in the Application under 1.b. stated that the previously proposed parking spaces across New Street are no longer part of the application after consultation with Cambridge traffic and parking. The application should clarify why it is not proposing to use parking across the street or not indicate it in the application To be clear, TP+T indicated that parking lot across the street appears to trigger the City's PTDM ordinance because it has more parking spaces than registered. This should be corrected by the property owner, who also owns the proposed site*

**Response:** See response by others.

**Comment 12:** *The illustrative site plan shows new permeable pavers, short-term bike racks and new landscaping in front of the proposed Dispensary. This appears to be positive, but it's unclear what will happen with all the vehicles that are parked in that area today. This must be clarified. Furthermore, cars will park on the New Permeable Pavers without some form of barrier that will prevent access from vehicles on that area. It is also not clear why more parking spaces are therefore not added in that area?*

**Response:** See response by others.

**Comment 13:** *Sheet A-024 shows cars parked behind the building. It should be clarified why those cars are parked there and how exactly (shown on a site plan) how that area is accessed to park cars.*

**Response:** See response by others.



**Comment 14:** *It is unclear why the project needs 5 cash registers when there is only 2-3 parking spaces and the site is not located that close to a transit station or transit hub.*

**Response:** The project plans were updated. The project will consist of a 3,167 sf cannabis dispensary with three registers. The facility will be opened seven days a week from 2:00 to 10:00 PM Monday through Sunday. During the first year of operation, the facility will operate by appointment only.

**Comment 15:** *There seem to be disconnect between the number of cash registers, needed with the number of estimated customers during peak times and number of parking spaces demanded during peak times. The rationale and math should be shown more clearly.*

**Response:** The Transportation Logistic Plans was updated. The project will consist of a 3,167 sf cannabis dispensary with three registers. The facility will be opened seven days a week from 2:00 to 10:00 PM Monday through Sunday. During the first year of operation, the facility will operate by appointment only.

**Comment 16:** *The proposed site plan proposed 1 parking spaces for an employee (or for loading, which needs to be clarified), but the Transportation Logistics Plan Summary sheet estimates 4 employees a demand for 6 employees each day (full and part time) and 56% will commuter by single occupancy vehicle, which equals a parking demand of about 3 parking spaces. Therefore, it appears that the project will not be able to accommodate its employee parking demand.*

**Response:** The dispensary will provide a total of 4 parking spaces for vehicles on-site, including 3 customer spaces and 1 employee space. One parking space will be provided for one employee at the site, other employees will be required to take rideshare services, public transit, and walk or bike.

**Comment 17:** *Figure 3 in the Transportation Logistics plan shows a pedestrian route between the site and the Alewife MBTA station by traveling through private property (Fresh Pond Shopping Center). It should not be assumed that access through private property is or will always be allowed. Figure 3 also shows a multi-use path along Alewife Brook Parkway (such as over the bridge) but it is substandard and should be noted as such.*

**Response:** The Transportation Logistic Plans and Figure 3 were updated.

**Comment 18:** *The Logistics plan states that during unrestricted times, there will be 36 customers in the facility at one-time. It also says they will travel by 65% single occupancy vehicle, which is 23 autos or 23 parking spaces. If each customer is in the store for 15 minutes, that would equal a parking demand of at least 6 spaces, which is more than being provided.*

**Response:** Please see response to comment 9.

**Comment 19:** *Overall, TP+T is very concerned that the parking demand for this site will be greater than supply and could result in a project with significant parking problems and corresponding negative parking spillover impacts in the area.*

**Response:** Please see response to comment 9. VAI believes that under appointment-only operation, enough parking supply is provided in this area including spaces provided on site and on-street spaces provided within a 500-foot radius.



Ms. Swaathi Joseph  
Zoning Project Planner  
August 5, 2021  
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**Comment 20:** *The dimensional form shows 9/24 parking spaces proposed. Clarify which number is correct. The application notes 9 spaces on site, but only describes the use of 4 of the spaces (2 customer, 1 rideshare, 1 employee/loading (note that this space may be employee or loading, but not both). Submit a parking plan for the remaining 5 spaces and describe how they will be used.*

**Response:** See response by others. The dispensary will provide a total of 4 parking spaces for vehicles on site, including 3 customer spaces and 1 employee space.

## **ENGINEERING**

**Comment 21:** *Utility poles along the driveway create an inaccessible sidewalk at the projects frontage, as currently operated, there is space, on the parcel, for pedestrians to walk behind the poles on the site with adequate width to meet accessibility guidelines. Please confirm with scale graphics that the new proposed parking and loading configuration will maintain this condition. The DPW Is working with the utility provider to remedy this condition, but cannot guarantee the poles will be relocated. Plans shall acknowledge this condition and how pedestrians can navigate the space as currently laid out.*

**Response:** See response by others.

**Comment 22:** *The Current use at the parcel utilizes space along the backside of the building which encroaches on the City Owned Land. With the change in use the applicant shall discontinue this practice. Application should acknowledge that no proposed uses will extend into the City Owned Land.*

**Response:** See response by others.

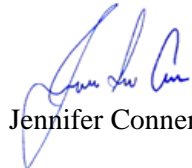
Please feel free to contact either of us at [sthornton@rdva.com](mailto:sthornton@rdva.com) or [jconners@rdva.com](mailto:jconners@rdva.com) to discuss any aspects of this letter.

Sincerely,

VANASSE & ASSOCIATES, INC.



Scott W. Thornton, P.E., and



Jennifer Connors

SWT/jc

Enclosure: Graphic Exhibits and Appendix

Cc: S. Hope

