



TOWN of BROOKLINE
Massachusetts
Department of Public Works

Andrew M. Pappastergion
Commissioner

MEMORANDUM

TO: Select Board
Zoning Board of Appeals

FROM: Peter M. Ditto
Director, DPW Engineering & Transportation Division

DATE: September 14, 2018

SUBJECT: Review of New England Treatment Access (NETA) Traffic & Parking Study
and proposed Transportation Demand Management Plan

At the request of the Planning & Community Development Department, staff from the Engineering & Transportation Division has reviewed the pre-application materials submitted by the New England Treatment Access (NETA) in support of an adult use retail marijuana license from the Town of Brookline. The proposal seeks to co-locate an adult use retail operation within their existing registered medical marijuana dispensary at 160 Washington Street. The materials reviewed included a Traffic & Parking Study and the separate Transportation Demand Management Plan both completed by Stantec, Inc.

We offer the following comments for consideration by the Select Board and Zoning Board of Appeals:

Comment # 1: In general, the Traffic & Parking Study Assessment has been prepared in a professional manner, consistent with standard engineering practices and the Town's Transportation Access Plan Guidelines. While we understand that there are concerns with the traffic congestion on Boylston Street during the am and pm peak periods, the two previous monitoring reports submitted by NETA to staff demonstrated that impact was lower than the expected Mid-day and Evening Trip Generations, Boylston Street queuing, and Parking Utilization. Therefore while Boylston Street has a congestion problem as the major east/west principal arterial roadway linking the western suburban communities to the City of

Boston this congestion is not a result of NETA's operations and we have no reason to question the report's findings.

Comment # 2: The Transportation Demand Management Plan complies with the Town's Transportation Access Plan Guidelines and continues their commitment to limiting vehicle trip generations associated with the facility by:

- Appointing a Transportation Coordinator responsible for promoting use of alternative travel modes and communicating with Town staff about transportation matters;
- Providing designated off-street parking for employees and prohibiting on-site parking by employees;
- Providing a minimum 30% subsidy for employee transit passes;
- Offering a guaranteed ride home program for emergency purposes for employees using alternative modes of transportation;
- Providing preferential hiring practices for those potential employees who use alternative modes of transportation;
- Onsite bike racks for customer and employee use;
- Communicating and encouraging use of alternative modes of transportation by clients;
- 14 onsite and 15 offsite parking spaces for exclusive use of clients;
- Onsite police detail officers and NETA staff dedicated to traffic and parking management;
- 3 month and 15 month monitoring of traffic impacts; and
- Annual reporting.

Comment # 3: The existing hours of operations are Monday through Saturday 10am to 7pm and Sunday 12pm to 5pm. As a result, the traffic counts and resulting No Build and Build traffic impact assessments were based on evening peak hour counts only. However the proposed hours are Monday through Sunday 8am to 10pm. There was no AM Peak Hour traffic counts collected and no resulting No Build or Build impact assessments presented by the petitioner's transportation consultant in their Traffic & Parking study. Because of their location on a major urban arterial, adjacent to an active day care facility with heavy morning drop off activity as well as an active school crossing for the Pierce School, staff has concerns about allowing for an extension of the morning hours to 8am during the weekdays with no traffic impact study to base this decision on. Therefore staff recommends that the Select Board and the Zoning Board of Appeals deny the proposed opening of 8AM Monday through Friday. We do not object to the 8am start time on Saturday or Sunday.

Comment # 4: In meetings with representatives from NETA, they inquired into whether or not staff had a similar concern about a potential 9am start time Monday through Friday. This proposed start time is after the peak morning commuting hours, after the majority of drop offs for the adjacent day care center, after the school crossing hours, and outside of the Massachusetts Department of Transportation's typical week day ban on construction activities on Boylston Street. As a result staff is supportive of this on a trial basis and recommends that the Select Board & Zoning Board of Appeals allow for a 9am start time Monday through Friday provided that the 3 month and 15 month traffic monitoring report submitted by NETA, as part of the proposed Transportation Demand Management plan, include traffic counts during this one hour period. Upon review of this report, and in consultation with the Brookline Police Department, if staff feels as though the 9am start time is having a negative impact on traffic this decision could be revisited.

Comment # 5: In meetings with representatives from NETA they discussed their proposed recreational customer queuing plan. This plan expects to create a line beginning at the entry way and then continuing down the public sidewalk toward the intersection of Washington Street @ Boylston Street, wrapping around onto Washington Street and up toward Brookline Village along the property line. The Americans with Disability Act (ADA), the Massachusetts Architectural Access Board (MAAB) Guidelines, and industry best practices requires an unobstructed 4 foot continuous path of travel on the public sidewalk. Any written decision by either Board should require that the NETA staff monitor the line and ensure that this 4 foot path of travel is present at all times for the entire length of the line including discontinuing the line and informing customers to return at a later time and/or date.