

TRANSPORTATION DEMAND MANAGEMENT PLAN

PROPOSED THE GREEN LADY DISPENSARY

*740 Beacon Street
Newton, Massachusetts*

Prepared for:
The Green Lady Dispensary Newton, Inc.
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1.0 TDM PROGRAM

This document identifies components of a Transportation Demand Management (TDM) Plan for a proposed marijuana establishment at 740 Beacon Street, Newton Massachusetts. The project comprises of a 3,000± sf Marijuana Establishment, known as The Green Lady Dispensary (the "Project), supported by 13 surface parking spaces. Access/egress will continue to be provided via the existing driveway on Union Street. The project is located on approximately ¼ acre of land located at 740 Beacon Street in Newton, Massachusetts (the "Site"). The Proponent is committed to reduce auto dependency by the Project by implementing a TDM Plan to include the following elements:

- a. **Transit Subsidy/ Off-Site Parking Stipend.** The Proponent will cover 100% of the cost for a monthly T pass or Bus pass for employees who use that travel mode as their primary commuter option. Employees will be given a stipend through their pay system for off-site remote parking costs and/or use Uber or similar last mile transportation options.
- b. **Tenant Bike Share Program.** The Proponent shall provide a bike share program consisting of at least two (2) bicycles and helmets for the life of the Project, which shall be accessible to Employees for shared use on a sign-out basis. These bikes will be provided within the building in a secure location or within the covered bike rack on-site near the building.
- c. **Bike Storage.** Covered bike storage for employees and customers shall be provided near the building.
- d. **On-Site Parking Restrictions.** The Proponent will reserve one (1) parking spaces within the site for use by employees who opt to carpool; the remaining 12 spaces reserved for patrons who will be required to make an appointment to visit the facility. Employees will be required to park off-site and will be incentivized to utilize local MBTA lots for this purpose by providing full reimbursement of the cost of parking at an MBTA lot or other private lot. A stipend will be allocated to employees as outlined above for those employees parking at off-site parking at MBTA lots or other private lots for "last mile" connections to the site from these offsite parking lots.
- e. **Pedestrian Accommodations.** A 4-foot minimum cobbled/textured path along the driveway within the 30-foot "Passageway" easement connecting the sidewalk along Union Street to the main entranceway will be provided.
- f. **Enhanced Pedestrian Crossing – Langley Road.** An improved pedestrian crossing along Langley Road is proposed to shorten the crossing and enhance pedestrian visibility along the desire line connecting the site to the Newton Centre Green Line Station. The

design will install sidewalk bump-outs on the southeastern and southwestern side of Langley Road at its intersection with Union Street. The design will reduce the crossing length, increase pedestrian visibility with curb extensions that extend beyond the curbside parking lanes, provide updated crosswalk markings, new ADA compliant access ramps, and will provide a high visibility crossing utilizing pedestrian activated rectangular rapid flashing beacons (RRFB).