



City of Somerville

PLANNING BOARD

City Hall 3rd Floor, 93 Highland Avenue, Somerville MA 02143

TO: Planning Board
FROM: Planning, Preservation & Zoning Staff
SUBJECT: 690-694 Broadway, P&Z 21-050
POSTED: November 10, 2021

RECOMMENDATION: Approve with Conditions (SP)

Staff memos are used to communicate background information, analysis, responses to public comments, review of statutory requirements and other information from the Planning, Preservation & Zoning staff to the Review Board members.

This memo summarizes the development review application submitted for 690-694 Broadway, identifies any additional discretionary or administrative development review that is required by the Somerville Zoning Ordinance, and provides related analysis or feedback as necessary. The application was deemed complete on October 14, 2021, and is scheduled for a public hearing on November 18, 2021. Any Staff recommended findings, conditions, and decisions in this memo are based on the information available to date prior to any public comment at the scheduled public hearing.

LEGAL NOTICE

Advesa MA, Inc proposes to establish a Cannabis Retail Sales use in the Mid Rise 4 district which requires a Special Permit.

SUMMARY OF PROPOSAL

Advesa MA, Inc. is proposing to establish a Cannabis Retail Sales use. The proposed development will produce four (4) long-term bicycle parking spaces and four (4) short-term bicycle parking spaces.

ADDITIONAL REVIEW NECESSARY

690-694 Broadway is located on a Pedestrian Street and in the 0.25mi Transit Area in the Mid Rise 4 (MR4) zoning district in the Ball Square neighborhood represented by Ward 5 Councilor Mark Niedergang. The Cannabis Retail Sales use requires a Special Permit. The Planning Board is the decision-making authority for all (non-variance) discretionary or administrative permits required for the MR4 zoning district.

BACKGROUND

As part of their second round of reviews, the Mayor's Marijuana Advisory Committee (MAC) issued a recommendation on this proposal which the Mayor accepted.¹ Advesa executed a Host Community Agreement with the City on December 1, 2020.

The Somerville Licensing Commission granted Advesa a license on August 2, 2021, with the following conditions:

- Operation by appointment only for the first Six (6) months, after issuance of the license by the Somerville Licensing Commission.
- Hours of Operation: 10am-8pm Mon.-Sat. & 11am-8pm Sun.
- Licensee will have a maximum of six (6) Point of Sale (POS) Stations.
- The licensee will not employ or contract with a private security firm for armed guards to be present interior or exterior to the proposed site. This condition does not apply to 3rd party vendors providing periodic cash management services for the licensee.
- The sale of Ready to use Vape devices is prohibited.
- Written proof of Part Time to Full Time, when in operation, Community Liaison, provided to the Somerville Licensing Commission for a minimum of one (1) year after the issuance of license by the Somerville Licensing Commission.

NEIGHBORHOOD MEETING

The required neighborhood meeting was hosted by Ward 5 Councilor Mark Niedergang and the Applicant team on June 16, 2021 via the Zoom meeting platform. The Applicant has voluntarily held additional community meetings since June which were not attended by Staff but are addressed in the Applicant's Neighborhood Meeting Report.

ANALYSIS

The proposal now before the Board is substantially consistent with the proposal reviewed by the MAC when issuing the recommendation. Since then, many of the changes made to the proposal have been in response to public feedback and to comply with the requirements of the Zoning Ordinance.

At the June 16th neighborhood meeting attendees expressed many and varied concerns about the proposal. It is apparent to Staff that the Applicant has attempted to address as many of the concerns expressed at that meeting as possible. However, as some attendees expressed contradictory concerns (particularly around parking) and other concerns were about the existence of the use in this location at all, it is not possible for the Applicant to address all concerns without abandoning the proposal entirely. Staff will not comment on all concerns raised by neighborhood meeting attendees but have addressed the items Staff feels are most relevant to the review criteria the Board is required to consider.

¹ The MAC's Round 2 Recommendation can be found here:
<https://s3.amazonaws.com/ifa.somervillema.gov/documents/planning/MAC%20Round%20%20Recommendation.pdf>

Parking & Mobility

Many the concerns raised by neighborhood meeting attendees revolved around parking and mobility issues. The Mobility Division's memo (attached at the end of this document) provides a detailed analysis of the Applicant's Transportation Impact Study (TIS) and Transportation Access Plan (TAP) and includes recommended conditions that have been incorporated into this memo. Staff have summarized some of the most important points here regarding parking and loading.

Parking

Due to the amount of gross leasable floor area and the proximity of the store to the MBTA's new Ball Square Green Line Station, the Applicant is not required to provide any bicycle or motor vehicle parking. However, the Applicant has voluntarily proposed to provide 4 short-term bicycle parking spaces on Josephine Avenue and rent 8-10 vehicular parking spaces in a private parking lot on Boston Avenue.

Staff supports the provision of short-term bicycle parking for customers but does not support the placement of this parking on Josephine Avenue. The Josephine Avenue sidewalk in this area is too narrow to comfortably support bike parking in addition to other users. Instead, Staff recommends that the Applicant provide a minimum of 10 bike parking spaces in a bike corral along Broadway within close proximity to the store. Placing a bike corral on Broadway would more effectively balance the needs of various users of the public thoroughfares and would make the availability of bicycle parking in the area more obvious to customers, as it is along a main thoroughfare rather than a side street. Increasing the number of bicycle parking spaces provided from 4 to 10 will also further support the Applicant's stated goal of limiting the proposal's impact on the roadway network.

While Staff supports the provision of bicycle parking beyond what the Zoning Ordinance requires, Staff does not support the provision of motor vehicle parking beyond what the Zoning Ordinance requires. 690-694 Broadway is less than two hundred (200) feet from the new Ball Square station. If the parking were proposed to be on-site, the Applicant would be permitted to have a maximum of 2 motor vehicle parking spaces and a Special Permit would be required to provide more than 2 spaces.² However, as the parking is being leased from a private entity, off-site, and in a different municipality, the Applicant's proposal to rent 8-10 parking spaces does not require a Special Permit to exceed the parking maximum. The Applicant has not indicated that they plan to charge customers for use of these reserved parking spaces.

The City has invested significant resources into the Green Line Extension, and the provision of dedicated parking for customers directly across the street from this station will run counter to the goals of the Zoning Ordinance to promote non-vehicular modes of transportation. As noted in the Mobility Division's memo "[t]he provision of free and convenient parking has been shown to cause more driving, and this impact does not

² The Applicant's TIS indicates that a maximum of 3 motor vehicle parking spaces is permitted but this is incorrect based on the 3,700 square feet the TIS states that this use will occupy.

align with the City's goals around mode shift, greenhouse gas reduction, and safer streets." Therefore, Staff has included a condition prohibiting the Applicant from providing on- or off-site accessory parking. This restriction on free dedicated motor vehicle parking, together with the recommended conditions that promote non-vehicular modes of transit, are anticipated to reduce this proposal's impact on traffic and parking in the surrounding area.

The Board has approved two other cannabis retail sales uses that are within the 0.25mi Transit Area and do not provide any on- or off-site motor vehicle parking for customers, although neither was quite as close to the station as this one is to the Ball Square Station.³ While the Ball Square Green Line Station is not yet open (per the State, it is scheduled for completion by May of 2022) Staff believes that it is very likely that the station will open prior to this establishment being ready to open its doors to customers.

Loading

The Applicant indicates in their TIS that they will utilize the off-street loading area at the rear of the property which is accessed from Josephine Avenue. However, the Applicant's TAP shows that delivery vehicles will overhang the sidewalk even when pulled fully into the loading space. The Zoning Ordinance prohibits loading and unloading activities from encroach on or interfere with the use of sidewalks. Therefore, Staff recommends that the Board require the Applicant to petition the Traffic Commission for a new on-street loading zone along Josephine Ave.

To further limit the proposal's potential impacts on the surrounding area, Staff have recommended a condition that would require the Applicant, to every extent possible, to schedule deliveries outside of peak hours when loading activities are most likely to cause conflicts with other sidewalk users. While the Applicant does not have total control over when third parties schedule deliveries to this store and the Board cannot impose conditions on parties other than the Applicant, the recommended condition would require the Applicant to communicate this restriction to those third parties.

Visual Relationship to Public Realm

One concern frequently raised when Cannabis Retail Sales uses are proposed is how the proposal will balance the Zoning Ordinance's requirements for engaging with the public realm with the Cannabis Control Commission's prohibition on cannabis products being visible from publicly accessible areas. For ground floor Cannabis Retail Sales uses Staff's preferred method of balancing these requirements is to have a fully visible waiting area that is visually sequestered from the sales floor or, when that is not feasible, to have a four (4) foot deep display case. This Applicant utilizes both approaches. The left half of the frontage is taken up by a waiting area which will not be

³ Both are in Davis Square and in close proximity to the Davis Square Red Line Station: Sira Naturals at 240 Elm Street is approximately 600 feet from the station and The Harvest Collaborative at 255 Elm Street is approximately 400 feet from the station.

visibly obscured; the right half of the frontage is take up by a display case that will contain sculptures or other types of art.

Only the door leading out of the sales floor will be made opaque, but the Applicant has indicated to Staff that this will not increase the existing non-conforming nature of the ground story fenestration percentage for the Broadway façade and that both the existing and proposed fenestration percentage for the Broadway façade will be 45%. The Applicant has not provided any plans or illustrations to confirm this calculation, and it is not clear to Staff is the proposed fenestration calculation has been made in accordance with Section 2.4.5.a.i. of the Ordinance which regulates, among other things, the requirements for VLT and VLR that glazing must comply with in order to be considered fenestration. For the door leading out of the sales floor to be sufficiently opaque to comply with CCC requirements, Staff strongly suspects that it will be too opaque to be considered fenestration, and thus may increase the non-conforming fenestration requirement. If this is found to be the case, the Applicant will need to revise their proposal to address that issue.

Assuming that doing so does not create or increase a nonconformity, the Applicant proposes to visually obscure the door leading out of the sales floor using frosted glass. While any level of opaqueness is undesirable (particularly on a Pedestrian Street), Staff would prefer to see the door be obscured using opaque window film rather than frosted glass, as film can be more easily removed when it is no longer necessary for this specific use.

Compatibility with Surrounding Area

Neighborhood meeting attendees expressed concerns about the store's compatibility with the surrounding area due, in part, to the proximity of the use to a school and to residential properties just outside of Ball Square.

The Zoning Ordinance prohibits Cannabis Retail Stores from being located within three hundred (300) feet of protected educational services, and requires an additional finding that the store is "not detrimental to the Education Services use" in order to permit it within five hundred (500) feet of protected educational services.⁴ The Applicant notes in their narrative that the Benjamin G. Brown School (the nearest protected educational service) is more than nine hundred (900) feet away. Therefore, the Ordinance assumes that the proximity of this use from the Brown School will not be detrimental to the functioning of the Brown School. While nothing prohibits the Board from finding that the proximity between these two uses is, in fact, detrimental to the Brown School, Staff have not seen any evidence which would support making that finding here.

Close proximity between a Cannabis Retail Sales use and other non-commercial uses is, realistically, unavoidable in a dense urban environment like Somerville. In addition to concerns about proximity to the Brown School, some neighborhood meeting attendees expressed concern about this proposal's proximity to residential uses. The commercial

⁴ See §§9.2.4.d.i. and 9.2.4.d.v. of the Somerville Zoning Ordinance.

businesses in this area are concentrated along Broadway and side streets quickly transition from commercial to all-residential. The Zoning Atlas for this area reflects the current distribution of uses, and all properties fronting on Broadway between Lowden Avenue and the Ball Square Bridge are part of Mid-Rise districts (see image at right; 690-694 Broadway is highlighted in yellow). Cannabis Retail Sales uses are permitted in the Mid-Rise districts.



Many of the concerns that Staff heard at the neighborhood meeting were not with commercial uses being permitted in close proximity to residential uses, but rather with *this* commercial use being permitted and taking a commercial storefront that could be used by another business that they feel is more compatible with the area. However, the question before the Board is not whether this is the ideal use for the space or whether another use may be preferable here; the question before the Board is whether the Cannabis Retail Sales use currently proposed for this site should be permitted.

CONSIDERATIONS & FINDINGS

The Planning Board is required by the Somerville Zoning Ordinance to deliberate each of the following considerations at the public hearing. The Board must discuss and draw conclusions for each consideration, but may make additional findings beyond this minimum statutory requirement.

Special Permit Considerations

1. The comprehensive plan and existing policy plans and standards established by the City.
2. The intent of the zoning district where the property is located.
3. Capacity of the local thoroughfare network providing access to the site and impact on pedestrian, bicycle, and vehicular traffic and circulation patterns in the neighborhood.
4. Location, visibility, and design of the principal entrance.

Information relative to the required considerations is provided below:

Cannabis Retail Sales Special Permit

1. The comprehensive plan and existing policy plans and standards established by the City.

The proposal will help to achieve the following goals from SomerVision, the comprehensive Master Plan of the City of Somerville:

- Promote municipal financial self-determination and reduce fiscal dependence on state aid and residential taxes and fees.
- Make Somerville a regional employment center with a mix of diverse and high-quality jobs.

2. The intent of the zoning district where the property is located.

The intent of the MR4 zoning district is, in part: “To create, maintain, and enhance areas appropriate for smaller scale, multi-use and mixed-use buildings and neighborhood serving commercial uses.”

The intent of the Zoning Ordinance as a whole includes the following:

- To increase commercial tax base in support of the fiscal health of the City.
- To increase accessibility to diverse employment opportunities within Somerville.
- To capture a fiscal return on investments made in transportation infrastructure by locating [...] employment opportunities, and a broad mix of uses along major corridors and within walking distance of transit stops.

3. Capacity of the local thoroughfare network providing access to the site and impact on pedestrian, bicycle, and vehicular traffic and circulation patterns in the neighborhood.

The location is within a Transit Area (it is less than 200 feet from the Ball Square Green Line Station). Advessa MA has reserved 8-10 off-site parking spaces for use by customers, but will be passing along any cost of reserving these spaces to the customers who utilize them. Advessa MA will also provide at least 10 on-street short-term bicycle parking spaces for customers and 4 long-term bicycle parking spaces for employees. Advessa MA will apply for an on-street loading zone from the Somerville Traffic Commission to avoid creating conflicts with pedestrians by using the off-street loading zone on the property.

As conditioned, the proposal is not anticipated to have negative impacts on the traffic and circulation patterns in the surrounding neighborhood beyond the normal impacts expected for any commercial use.

4. Location, visibility, and design of the principal entrance.

Advessa MA will be utilizing an existing pair of storefronts along Broadway. The principal entrance will be on the left side of the store where customers will enter a waiting area which will be fully visible from the exterior of the store. There will be a wall sign for the

business directly above this entrance, and a smaller version of the signage on the door itself. There will be an additional sign showing the company's logo (a blue lotus flower) on Josephine Ave.

The right side of the store is dominated by the sales floor which is shielded from the street by two display windows. Customers will exit directly from the sales floor, and the exit door will be made opaque using film or frosted glass.

PERMIT CONDITIONS

Should the Board approve the required *Special Permit to establish a Cannabis Retail Sales use*, Planning, Preservation & Zoning Staff recommends the following conditions:

Conditions

- A written narrative or descriptive checklist identifying the completion or compliance with permit conditions must be submitted to the Inspectional Services Department at least ten (10) working days in advance of a request for a final inspection.

Construction Documents

- Material specifications from suppliers must be submitted to confirm fenestration glazing is compliant with the VLT and VLR ratings required by the Somerville Zoning Ordinance.
- Existing and proposed fenestration calculations must be submitted to confirm compliance with Article 2.4.5.a.i. The fenestration percentage cannot be reduced from existing conditions.
- Frosted glass is prohibited.

Mobility

- Advesa MA shall direct all deliveries to occur outside of 7:30am to 9:30am on weekdays; 4:30pm to 6:30pm on weekdays; and 11am to 1pm on Saturdays to every extent participable.
- Advesa MA shall provide a TransitScreen (or its substantial equivalent) displaying real time MBTA and bike share information within the commercial space in a location that is visible by pedestrians outside the storefront display windows.
- As voluntarily committed to in the TIS, Advesa MA shall designate an on-site transportation coordinator.
- As voluntarily committed to in the TIS, Advesa MA shall utilize electronic queueing and pre-order systems for all customers.
- Retail sales to walk-in customers are prohibited. Customer visits must be by appointment only.
- Any change to the means of sales requires a new Transportation Impact Study (TIS). The scope of the TIAS must be approved by the Director of Mobility.

- Advesa MA shall provide employees 100% subsidized MBTA passes, or up to the federal maximum Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code (\$270 per month in 2021), subject to annual increases.
- Advesa MA shall provide employees 100% subsidized Bluebikes public bikeshare memberships, subject to annual rate increases.
- Advesa MA shall post information about non-vehicular services available in the area on the website and in materials posted at the store.
- Advesa MA shall provide discounts or other incentives to customers who take non-vehicular or public transportation modes to the site.
- Advesa MA shall commit to annual monitoring and reporting of the appointment-only recreational marijuana operations model. The annual report shall include at least the following information:
 - A statistically valid travel surveys of employees and customers
 - A status update on the implementation of all TDM measures.

Permit Validity

- This Decision must be recorded with the Middlesex County Registry of Deeds prior to applying for a Building Permit.
- Approval is limited to Advesa MA, Inc and is not transferable to any successor in interest.
- This permit is valid subject to Advesa MA, Inc having a fully executed and active Host Community Agreement with the City of Somerville.

Public Record

- Physical copies of all submittal materials as permitted by the Review Boards must be submitted for the public record in accordance with the document format standards of the ISD/PB/ZBA Submittal Requirements.
- A copy of the Recorded Decision stamped by the Middlesex South Registry of Deeds must submitted for the public record.

Transportation

- Advesa MA shall apply to the Somerville Traffic Commission for the creation of an on-street loading zone on Josephine Ave.
- Advesa MA shall install a bike corral containing a minimum of 10 bicycle parking spaces, or its substantial equivalent, within three hundred (300) feet of 690-694 Broadway. Final location and design must be approved by the Director of Mobility.
- On- and off-site accessory parking is prohibited.

Subject: 690 Broadway TIS and TAP Review

This memo outlines preliminary comments from the Mobility Division regarding the applicant's Transportation Impact Study (TIS) and Transportation Access Plan (TAP) for the above-referenced property.

Transportation Impact Study

Public Transportation, Walking, and Bicycling

The location is across the street from the future GLX Ball Square station and directly along the routes of the 80, 89, and 93 buses with bus stops in front of the business entrance. The location is also a 15 minute (0.7 mile) walk from the Davis Square Red Line Station and six MBTA bus lines (route 87, 88, 89, 90, 94, and 96). These bus routes make key connections to from Arlington and Medford to Somerville/the red line in Davis Square and from Davis Square to the green and orange lines at Lechmere and Sullivan Square. The City works closely with the MBTA to preserve and enhance bus service and relies on businesses to help make transit an easy choice for employees and customers.

Pedestrian safety improvements are being planned and implemented in coordination with the GLX Ball Square station. Planned improvements that will be constructed over the next several months and extending into 2022 include:

- New crosswalk with curb bumpout on the western side of the intersection of Broadway and Boston Ave.
- New and retimed signal equipment at Broadway at Boston Ave. and Broadway at Willow Ave./Bristol Road.
- Reconstruction of the eastern part of the intersection of Broadway at Boston Ave. to close the existing right turn slip lane from Boston Ave. onto Broadway and to create additional accessible sidewalk area.
- Reconstruction of the intersection and crosswalks at Broadway at Winchester/Albion to harden the existing painted bumpout by extending the sidewalk and creating a curbed bumpout.

All these improvements will create safer pedestrian conditions to access the new GLX station as well as throughout Ball Square.

In addition to enhanced pedestrian conditions, the reconstructed Broadway Bridge has buffered and flex post protected bike lanes. Recently, the bike connection between Broadway at Winchester/Albion and Cedar was restriped to create a parking protected curbside bike lane for enhanced safety and mobility for cyclists coming from Ball Square. There is also a 15-dock Bluebikes station located on Boston Ave. at the intersection with Broadway.

The businesses in Ball Square are uniquely positioned to benefit from the significant transit, bicycle, and pedestrian enhancements that are coming to the square over the next year. All of this, combined with the recommended conditions, should reduce auto-dependence among the Applicant's customers and workforce.

Motor Vehicle Parking

The Mobility Division notes that the Applicant is proposing to provide eight parking spaces for customers at a parking lot located on Boston Ave. in the City of Medford. The Mobility Division does not support the provision of off-site accessory parking, especially in transit-rich commercial squares. The provision of free and convenient parking has been shown to cause more driving, and this impact does not align with the City's goals around mode shift, greenhouse gas reduction, and safer streets. Similar cannabis establishments proposed in Davis Square have recently been approved by the City of Somerville with no parking provided.

In order to help discourage the Applicant's customers and employees from driving to the facility, a condition is proposed below that would provide discounts or other incentives to customers who arrive via public transit or other non-vehicular modes. In addition, a condition is proposed that would require the applicant to not promote the availability of their parking to customers.

Traffic Data and Modelling

The Applicant uses a background growth rate of 0.25%. This is the same growth rate that has been approved for use in the transportation impact analysis of other recently approved cannabis retail developments. The Mobility Division maintains historical databases of motor vehicle volumes for many streets in Somerville. Recent data collection has indicated stable (or declining) background traffic at nearby study sites. As a result, the applicant's inclusion of a modest growth rate of 0.25% per year should be considered extremely conservative.

The Applicant collected data in May of 2021; this is within the Mobility Division's approved timeframe for data collection for TIS analyses. The Applicant also agreed to collect data again in October 2021 to capture any changes related to traffic increases as schools and businesses fully reopened following COVID restrictions. The October data collection was completed at locations approved by the Mobility Division that align with previous data collection conducted by the City related to the signal and pedestrian improvements taking place in the vicinity of the new GLX station.

Trip Generation and Transportation Demand Management

The Applicant's TIS states that the proposed facility's operating hours will begin at 10:00am on weekdays. Although this restriction on business hours is not explicitly described as a Transportation Demand Management (TDM) measure, it will offer some

similar benefits by reducing the number of site-generated trips during peak morning commute times on weekdays.

The Applicant estimates trip generation for customers based on points of sale (POS) trip rate data collected from other Massachusetts urban and suburban dispensaries. This approach to estimating trip generation provides a similar analysis compared to other recently approved retail cannabis applications that based their analysis on the number of POS stations and appointment spacing 10 minutes apart. Similar recent applications have estimated 36 customers per hour, 28 vehicles trips in the PM peak hour and 332 total vehicle trips during a typical weekday. The Applicant's TIS estimates 32 vehicle trips in the PM peak hour and 308 total vehicle trips during a typical weekday.

The Mobility Division notes that the Applicant's TIS does not separately analyze employee trips or trips related to deliveries. Specific conditions are recommended below that would require deliveries to occur outside of peak hours and would provide 100% subsidized MBTA passes and Bluebikes memberships to employees to mitigate the potential impact of these trips and to encourage non-vehicular commuting.

The TIS states that the dispensary will use customer sales systems and electronic queues to manage lines and handle pre-orders. Similar appointment-only cannabis retail establishments that have recently been approved by the City have proposed to control parking and transportation through the online appointment process. Customers are asked to state their mode of transportation to the site and non-vehicular or public transportation modes are connected to a coupon for their purchase. While there are some unknowns about how this process is tracked and reported, the Mobility Division supports this as a TDM measure.

The Mobility Division recommends that detailed data be collected during any startup period to help evaluate effectiveness of the appointment-only model and transportation demand management measures conditioned through this process.

The Mobility Division notes that in the case that the applicant would like to change the operating model to walk-in, the impact analysis in the current TIS is not sufficient to account for, understand, and mitigate potential impacts to the roadway network and traffic safety in the neighborhood. If the applicant wants to switch to a walk-in model, the Mobility Division will review a revised TIS submittal presenting data from the first period of operation and accounting for the additional trips and impact on the roadway network under the proposed new operations model.

Transportation Access Plan

Bicycle Parking

The TAP states that the Applicant will provide four short term bicycle parking spaces with two bicycle racks located on Josephine Ave. The Mobility Division does not support locating two short term bicycle parking racks at this location. The existing sidewalk on Josephine is less than 7 feet wide and locating bicycle parking in this location would impede on pedestrian access. Additionally, the proposed bike parking would be located

immediately adjacent to on-street parking which would make it difficult to comfortably fit two bikes on each rack, as the Applicant proposes. Additionally, one of the proposed bicycle racks overlaps with the existing ADA accessible parking space located at the corner of Josephine Ave. and Broadway, and there is an electrical box near the intersection that could pose access challenges as well.

For these reasons, the Mobility Division proposes a condition below to have the Applicant work with the Division to fund the purchase of and identify a proper location for a new bike corral on Broadway in the vicinity of 690 Broadway.

The TAP also indicates that there will be two long-term bicycle parking spaces located inside the building at the employee entrance from Josephine Ave. Recent cannabis retail establishments that have been approved by the City have proposed including indoor bicycle parking in the vestibule/waiting area of the building. The Mobility Division would support the provision of more long-term covered bike parking for employees in the internal queuing space noted in the TIS.

Loading and Deliveries

The TAP shows delivery vehicles extending into the sidewalk on Josephine Ave. The Mobility Division cannot support the use of this loading zone, if that activity will obstruct pedestrian travel and create unsafe conditions for vulnerable road users in the neighborhood. A condition is recommended below to work with the Mobility Division and the Traffic Commission to create a loading zone on Josephine Ave.

Recommended Conditions

Based on the above analysis, the Mobility Division recommends the following conditions for the development proposed at 690 Broadway

- Retail sales to walk-in customers are prohibited. Customer visits must be by appointment only.
- Deliveries must be scheduled during non-peak hours when there is less street activity.
- Any change to the means of sales requires a new Transportation Impact Study (TIS). The scope of the TIAS must be approved by the Director of Mobility.
- The Applicant shall fund the purchase of a bike corral that meets City standards (as defined in Section 11.1 Bicycle Parking of the Somerville Zoning Ordinance) and provides short-term bike parking for a minimum of 10 bicycles. The Applicant

shall install the bike corral along Broadway at a location determined by the Mobility Division.

- Loading and delivery vehicles shall not block the pedestrian path of travel on the eastern side of the sidewalk on Josephine. The Applicant shall work with the City's Mobility Division and Traffic Commission to create a loading zone on Josephine.
- The Applicant cannot provide subsidized parking for customers and must pass on any cost associated with renting the proposed customer parking in Medford to customers utilizing the parking.
- The Applicant cannot advertise or promote customer parking to customers.
- The Applicant shall implement the Transportation Demand Management strategies identified in the submitted Transportation Impact Statement. These include the following commitments:
 - Designate an on-site transportation coordinator
 - Information on available non-vehicular services in the area will be posted on the website and available in materials posted at the store.
 - Utilize an electronic queueing and pre-order system.
- In addition to the TDM measures stated in the Applicant's TIS, the Mobility Division recommends the following conditions:
 - Provide employees 100% subsidized MBTA passes, or up to the federal maximum Qualified Transportation Fringe benefits per current U.S. Internal Revenue Code (\$270 per month in 2021), subject to annual increases.
 - Provide employees 100% subsidized bike share memberships, subject to annual rate increases
 - The Applicant shall provide real time transit information consisting of a connected TransitScreen display (or equivalent service) in the building lobby in a way that faces the sidewalk. The information displayed shall include real time MBTA and bike share information.
 - The Applicant shall commit to annual monitoring and reporting of the appointment-only recreational cannabis operations model. Data collection shall include statistically valid travel surveys of employees and customers, and a status update on the implementation of TDM measures.
 - Provide discounts or other incentives to customers who take non-vehicular or public transportation modes to the site.