



CITY OF CAMBRIDGE

TRAFFIC, PARKING, + TRANSPORTATION

MEMORANDUM

To: Cambridge Planning Board

From: Joseph E. Barr, Director 

Date: November 4, 2019

Subject: Proposed Cannabis Retail Store at 110 Fawcett Street, Revolutionary Clinics II Inc. (PB#322 Amendment)

The Cambridge Traffic, Parking, and Transportation Department (TP+T) has reviewed the Special Permit Application and the Transportation Logistics Plan from Revolutionary Clinics II, Inc. (RevC2) to Amend Special Permit #322 to co-locate a Cannabis Retail Store with their existing Registered Marijuana Dispensary (RMD) at 110 Fawcett Street. TP+T offers the Planning Board the following comments for your consideration.

- No substantial changes to the existing RMD building or site are proposed, including no new automobile or bicycle parking spaces. The site has an existing parking lot with 8 automobile parking spaces, including 2 accessible parking spaces. TP+T had heard issues about car tires popping in the lot because of high curbs with sharp edges in the parking lot. RevC2 has indicated that the problem was solved by having the curb shaved at an angle by a mason. **It is important that parking for their customers be accommodated on their site to the maximum extent possible to minimize parking spillover onto public streets.** TP+T has also heard reports of site employees or potentially customers parking on the MBTA-owned land next to the site. The Applicant has indicated that since that issue was raised, employees and patients do not use the direct lot adjacent to the building for parking and they have a full-time security guard on-site who makes sure patients understand that as well. **No parking by RevC2 employees or customers should occur on the adjacent MBTA owned land.**
- TP+T is concerned about the limited number of on-site parking spaces for this use at this location. The site is separated from the Alewife MBTA station by the railroad tracks requiring an almost 1 mile long circuitous 20+ minute walk. There are two MBTA bus lines (Route #74, and #78) on Concord Avenue, which are about a 5-minute walk, but they have 20 to 30-minute peak hour headways and 30 to 70-minute headways during off-peak hours and on weekends, which is not good. Because the site does not have better access to transit is probably why 86% of the current 110 Fawcett Street RMD customers travel by automobile, compared to 59% for RMD customers at the 1001 Massachusetts Avenue RMD site located between Central and Harvard Square, based on a 2018 survey.
- The Transportation Logistics plan estimated the Project will generate about 84 PM peak hour vehicle trips. About 21 parking spaces were observed as unoccupied on Fawcett Street at 5 PM and only about 4 spaces unoccupied at 7 PM. However, a

total of about 38 spaces were unoccupied from 5-7 PM on Smith Place, Wilson Road, and Moulton Street. If customers or employees park on Wilson Road or Moulton Street, it will be a circuitous walk to the Project site and customers walking and cutting through private property may be attractive but should not be permitted.

- On-Street parking on Fawcett Street is a mix of residential permit, metered, and unrestricted parking spaces. TP+T manages the curb regulations to best support a mixed range of uses on the street. The Applicant should not assume that the current on-street parking regulations will not change in the future and continue to be available for their employees and customers.
- The Applicant indicated in their Transportation Logistics Plan that they plan to evaluate options for parking at off-site locations near Alewife or locally. TP+T recommends that the Applicant be mindful and very careful because renting or leasing parking spaces at another location in Cambridge could violate City parking regulations, such as zoning and/or the City's Commercial Parking regulations.
- The existing project site has 4 long-term and 6 short-term bicycle parking spaces on-site which was provided to accommodate employees and customers of the Registered Marijuana Dispensary. No information was provided about the utilization of the bicycle parking spaces, so it's difficult for TP+T to know if there are enough to meet current and future bicycle parking demands, especially with an increase in the number of customers and employees. **However, TP+T appreciates and supports the Applicant's offer to provide the City funding to install three bicycle racks in the neighborhood. Funding for three bicycle racks should be provided prior to the issuance of the Project's Building Permit for the Cannabis Retail Store use.**
- The Transportation Logistics Plan estimated the Project's Trip Generation (i.e., 50 patrons per hour during peak times from 5:30-7:30 PM) but given the limited information available about trip generation for cannabis stores, it is difficult for TP+T to evaluate whether they provided good estimates for the trip generation, particularly upon initial opening. **As a result, TP+T recommends that the Applicant work with TP+T and the Cambridge Police Department on an operations plan which should be approved by the City prior to issuance of an Occupancy Permit.** This plan should address in detail how the Applicant is intending to manage traffic, parking, and sidewalk crowding in a manner that maintains safety and access to adjacent buildings, transit, and other key uses. **TP+T also recommends that the Applicant be required to work with TP+T and the Cambridge Police Department on a specific plan for the initial opening period, to identify and respond to any unexpected situations (i.e., traffic, parking, transit and bicycling accommodations, and any safety issues).**
- The Application stated that if necessary, during the initial 6 months of adult use operations, RevC2 will use an on-line pre-purchase and appointment only scheduling system. TP+T thinks this could be a good way to manage traffic impacts, but **TP+T also recommends that commitment not be tied to only an initial 6-month period but be required at any time such management is deemed necessary by the City to minimize any adverse transportation impacts.**
- **No offsite deliveries should be made from this location to customers.**

- RevC2 currently provides Transportation Demand Management measures (TDM) as part of their original Special Permit #322 for their RMD project. If the Planning Board approves the Amendment to co-locate a Cannabis Retail Store use, TP+T recommends that the Applicant continue to provide the TDM measures to employees and customers for the Retail Cannabis Store to minimize any traffic and parking impacts from this new use. At a minimum, the TDM should include the following measures:
 1. Provide 100% MBTA T-Pass subsidies to all employees. (may be pro-rated for part-time employees) The program shall be administered by the employer through the MBTA Corporate Pass/Perq Program.
 2. Offer all employees Gold-Level Bluebikes bikeshare membership, to be administered through the Bluebikes Corporate Program by the employer.
 3. Provide lockers for employees that walk or bike to work.
 4. Have available an air pump and bicycle repair tools for employee and customers to use when needed.
 5. Designate an employee of the facility as a Transportation Coordinator (TC) to manage the implementation of TDM measures and a transportation monitoring program if required. The TC will:
 - a. Post in a central and visible location (i.e., lobby for customers, break room for employees) information on available non-automobile services in the area, including, but not limited to:
 - i. Available pedestrian and bicycle facilities near the Project site.
 - ii. MBTA maps, schedules and fares.
 - iii. "Getting Around Cambridge" map (available at the Cambridge Community Development office).
 - iv. Locations of bicycle parking.
 - v. Bluebikes regional public bikeshare system.
 - vi. Carpool-matching programs.
 - vii. Other pertinent transportation information.
 - Instead or in addition to posting paper MBTA schedules, provide a real-time transportation display screen in a central location to help people decide which mode to choose for each trip.
 - b. Compile and provide up-to-date transportation information explaining all commuter options to all employees. This information should also be distributed to all new employees as part of their orientation. Transportation information packets may be obtained from the Community Development Department.
 - c. Provide customers with sustainable transportation information to access the site.
 - d. Provide and maintain information on the Project's public website, newsletters, social media, etc. on how to access the site by all modes, with emphasis on sustainable modes.
 - e. Participate in any TC training offered by the City or local Transportation Management Association.
 - f. If requested by TP+T or the Community Development Department (CDD), the Applicant should provide TP+T and CDD information on employee and customer travel modes and where they customarily park, as well as information on loading and delivery operations. Surveys of employees and customer shall be designed and conducted in a manner approved by TP+T and CDD.

- g. 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 TP+T for TP+T's approval.
 - h. Maintain membership in the Alewife TMA and provide employees and patient's access to the shuttle bus to/from the Alewife MBTA station, as provided by the TMA or a comparable shuttle service approved by TP+T and CDD.
- Provide a one-time contribution to the City toward transportation, parking, transit and/or bicycle improvements to support non-automobile travel modes for employees and customers and to mitigate the Project' traffic and parking impacts on the surrounding area. As an applicant to co-locate an existing RMD with a Cannabis Retail Store **TP+T recommends the Applicant contribute \$70,000 to the City due prior to the issuance of a Building Permit to mitigate the new traffic impacts that the project is expected to create to help improve transportation services, operations, and information in the area, such as Bluebikes stations or toward studies and design of a pedestrian and bicycle bridge over the railroad tracks.**