



September 10, 2020

Mr. Michael Gleba
Senior Planner
City of Newton
1000 Commonwealth Avenue
Newton Centre, Massachusetts 02459

Re: Transportation Peer Review
Cannabis Dispensary
1158 Beacon Street, Newton, MA
Fuss & O'Neill Reference No. 20190241.A30

Dear Mr. Gleba:

This letter will serve as a response to the Transportation Peer Review comments submitted to BSC Group, Inc. (BSC) on August 13, 2020 for the cannabis dispensary proposed at 1158 Beacon Street in Newton, Massachusetts. The comments are reprinted in *italics* with our responses below.

In our March 2 letter, we requested that the Applicant provide a plan for potential parking overflow in the event that the parking lot becomes full during normal operations. There is currently no on-street parking allowed along Beacon Street or in the vicinity of the site. The Applicant proposes to include 18 parking spaces on the site, which will serve both the dispensary and the existing restaurant uses that are located in the building.

The proposed dispensary will operate by appointment only upon opening in order to reduce traffic and parking congestion on-site and within the vicinity of the dispensary, as well as to reduce the occurrence of customer line formation outside of the establishment. Once the dispensary can operate effectively within its spatial parameters, the dispensary may be allowed by the City of Newton to transition to operate on a first-come/first-served basis, with the option to reinstate the appointment-only parameter as needed. It is important to note that this change may not occur without the consent of the City.

It is acknowledged that on-street parking is not provided along Beacon Street in the vicinity of the site. This allows for clear view corridors for exiting or entering pedestrians and vehicles. As a result of our parking lot attendee, customers observed to be parking or loading along Beacon Street will not be permitted to enter the dispensary.

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Provide a description of anticipated operations of the facility related to appointment times, duration, and points of sale.

We recommend appointments be made available every 15-minutes throughout the hours of operation, 9:00 a.m. – 10:00 p.m. The proposed dispensary will have a total of six points of sale available for operation throughout the day. Two of these six points of sale are expected to primarily serve as express lanes to service customers picking up online orders.

Provide the anticipated parking demand of employees and patrons for the appointment-only operations of the facility.

The dispensary is expected to employ a maximum of ten people while a typical shift will consist of four to six employees. All employees will be encouraged and incentivized to seek alternative modes of transportation to commute to work each day. For more information, please reference the Transportation Demand Management Plan, dated June 6, 2020.

It is anticipated that at most, approximately 50 percent of employees on a shift would require a parking space, which would result in approximately three out of the total 18 spaces being occupied. It is also anticipated that for normal operating conditions, as well as pursuant to existing zoning requirements, the restaurant will require a total of two parking spaces. This would result in 13 of the 18 parking spaces being open for customers to occupy.

Typically one appointment slot be made available for each open point of sale for each 10-15 minute time frame. With all points of sale open, even if all six customers overlapped with the next six customers, thereby occupying 12 total spaces, six additional spaces would be still be available for employee and restaurant parking. Given an average transaction time of between five and ten minutes, ample time between customers departing an arriving will be provided.

In practice, Union Twist will be able to adjust the number of appointments available in each five minute slot to ensure that the parking lot does not become completely full, and that they also do not unduly restrict their flow of customers.

Should, in the even the dispensary is outside its mandatory appointment only period, and the parking lot ever approaches being completely full, we recommend that the parking lot attendant relocate to the front of the building, to tell customers to return at a later time, and/or, the facility can voluntarily switch back to appointment mode for a period of time.

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Work with the City of Newton to develop specific conditions related to a parking management plan prior to changing to a first-come/first-serve style of operation.

As mentioned above, the dispensary may not transition away from appointment only operation without the approval of the City of Newton. Union Twist will work with the City to provide the data required in order for the City to make its decision.

BSC also has concerns related to vehicular circulation on the site. The site will locate four parking spaces in the front of the building and the remaining 14 spaces in the rear of the building that will be accessed via a 20-foot wide driveway adjacent to the side of the building. Based on a review of the site plan, there may be potential conflicts between vehicles exiting the rear parking lot and the angle parking space located in the front of the building, closest to the driveway. We recommend that the Applicant install traffic calming devices along the driveway to promote low speeds for exiting vehicles. We also recommend that the Applicant install appropriate signage for exiting vehicles and that any vegetation between the driveway and the angled parking spaces be maintained to provide adequate sight distance.

A hard rubber speed bump has been added to the plan, depicted in the drive aisle approximately half way between the entrance and the rear parking lot.

A number of signs are depicted on the site plan, including an entrance only and do not enter signs at the entrance drive, as well as an Exit Right sign for drivers as they are exiting the rear of the building. A do not enter sign as also provided facing Beacon Street at the exit of the site. Additional signage directing pedestrians to the east side of the building is also proposed.

Lastly, landscaping between the drive aisle and angled parking spaces in front of the building is proposed to be Creeping Juniper, which grows to a maximum height of approximately four inches, to provide adequate sight distance for drivers as they exit the site.

There are also concerns that the entrance-only driveway may operate as a full-access driveway due to the proposed curb cut width of 22-feet and the alignment of the driveway that serves the parking stalls in the rear of the site. The City of Newton Zoning Ordinance requires a one-way driveway to be a minimum of 12-feet in width. We recommend that the Applicant reduce the width of the curb cut to 14-feet in width, consistent with the curb cut that serves the exit driveway.

The western curb cut has been reduced to 14 feet in width, as shown on sheet CS-101 of the attached plan set.



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We have enclosed a revised plan set, dated August 25, 2020 for your review. We trust that this information will be sufficient; however, if you should require additional information or have any questions, please contact us.

Sincerely,

A handwritten signature in blue ink that reads 'Katherine Patch'.

Katherine Patch, EIT
Transportation Engineer

A handwritten signature in blue ink that reads 'Matt Skelly'.

Matthew Skelly, PE, PTOE
Project Manager

Enclosures: Plan Set, dated August 25, 2020

cc: Michael A. Santos, PE, PTOE, BSC Group (w/ enclosures)