



To: Newton Planning Department

Date: January 25, 2021

Memorandum

Project #: 14559.00

From: Randall C. Hart, Principal

Re: Parking Management Plan

Matthew Duranleau, EIT

Proposed Recreational Marijuana Dispensary  
232 Boylston Street, Newton, Massachusetts

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VHB has prepared this memorandum to respond to questions/comments that were made during a transportation coordination call between the Proponent, City of Newton, and the City's transportation peer consultant (Beta Group). A question was raised regarding how the parking lot will be managed. The following represents a summary of the potential parking management considerations for the project.

### **Parking Management**

As noted in the October 28, 2020 Traffic Impact and Access Memorandum, prepared for the project, the site will be restriped to accommodate 19 parking spaces, 10 of which would include "managed parking spaces". The Proponent will have an on-site Parking Attendant (or two if necessary) that will monitor activity, direct customers to self-parking spaces when available and if necessary, park customers' vehicles in the 10 managed parking spaces. The Parking Attendant will also monitor customers who arrive by foot and if the attendant sees a customer parking in the adjacent Chestnut Hill Square parking lot, near the site, they will make the customer aware that they need to move their car to the MedMen Parking lot. There may very well be times when someone does park in the adjacent Chestnut Hill parking lot and chooses to accomplish multiple stops as a single trip. The expectation in those instances is that the customer would likely park near the other retail facilities, to make it convenient to get larger goods to the vehicle, and walk to MedMen as the purchase at MedMen would be small and easy to transport by foot. This is particularly true for the supermarket which is a heavy draw within the retail center.

It is MedMen's experience that the typical customer transaction averages around 10 minutes. Some are longer and some are shorter as customers may pre-order and simply arrive to pick up. With that in mind, there are 19 parking spaces and 6 potential turn overs per space per hour (60 min/10 min per customer), so there are approximately 114 parking opportunities on site per hour. This should be considered conservative as some customers may walk, bike, or take public transportation to the site. As noted in the TIA, the Proponent will operate under an appointment only configuration at the onset of operations for a period that is undefined. The expectation is that Newton will ultimately have up to 8 dispensaries and other Towns/Cities surrounding Newton already have and are planning to add more dispensaries. Therefore, the demand will ultimately be spread between the various locations that are online or that will come on-line in the future and an appointment only configuration will not be necessary once the demand has subsided at this site. Today there is currently an operational dispensary along the Route 9 corridor 3 miles to the east of the site and a second expected to open in the spring of 2021 1 mile to the west along Route 9 at Elliot Street for example.

101 Walnut St.  
PO Box 9151  
Watertown, MA 02472  
P 617.924.1770

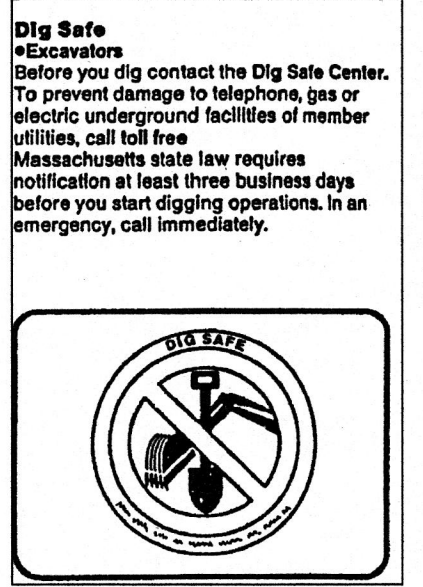
The appointment only schedule will consist of 48 total appointments per hour (staggered) assuming full occupancy is realized. That means that we need to be able to park 48 vehicles per hour if everyone drives to the facility, which is unlikely. As demonstrated above there are approximately 114 parking opportunities per hour, so the parking supply far exceeds the controlled demand under appointment only operations.

VHB assessed the potential traffic generation based on a normal retail operation (no appointments). Based on ITE data for similar types of facilities, the project would be expected to generate approximately 84 and 140 vehicle trips during the two-weekday evening and Saturday midday peak hour periods. Those are the two period where the combination of site traffic coupled with traffic on the adjacent streets are most critical. The 84 and 140 trips represent the trips entering and then exiting the site, so the prospective parking demands would be half of those values, or 42 parking operations during the PM peak and 70 parking operations during the Saturday midday peak hours. As mentioned, we have approximately 114 parking opportunities per hour, so the parking supply far exceeds the demand even under a non-appointment scenario.

As mentioned above, the Parking Attendant will monitor the parking operation and their priority will be to direct customers to open self-parking spaces. As stated above, there will be up to 48 appointments per hour under an appointment only system (8 points of sale and 6 slots per hour). With 48 customers per hour and 10-minute average transactions, the parking could be accommodated by approximately 8 parking spaces. The parking lot is designed to accommodate nine self-parking spaces before requiring the use of a Parking Attendant, so the likelihood of having to manage parking will be minor during appointment only operations. In addition, while the average customer experience is 10 minutes, there will be customers who order ahead and will be on site shorter periods of time, which will increase the number of self-parking opportunities that will be allowed per hour and further decrease the frequency in which managed parking will be required.

Should managed parking be necessary, we would anticipate that the Parking Attendant (2 if necessary) would alternate vehicle parking between the east and west portions of the parking lot to leave as much open space as possible for maneuvering. See attached graphic for an example of the order that spaces may be considered for managed parking, keeping in mind the Parking Attendant will determine the most efficient utilization of the parking supply. Under the non-appointment scenario, the PM Peak will generate approximately 42 parking operations per hour, which is less than the approximately 48 parking operations per hour that may be generated by the appointment only condition. The Saturday midday would generate approximately 70 parking operations per hour, which could be accommodated by approximately 12 spaces. Therefore, the frequency with which parking will need to be actively managed (as contrasted with self-parking) is likely minimal with either appointment only or normal operations without appointments.





Zoning Chart		
Zoning	Required	Existing/Proposed
Business 4		
Lot Area	10,000 sf	16,570 sf
Building Height	36'	33.09'
Setbacks		
Front	*10' Average	30.5'
Side	1/2 Bld Height (16.54')	22.9'
Rear	0	51.0'

\* Average setback is described in Sec. 1.5.3 in a Business 1, 2, 3 and 4 district, a vacant lot or a lot where a building is set back more than 10 feet is counted as though occupied by a building set back 10 feet.  
 Note: Existing buildings of abutting lots are set back more than 10 feet from street line, therefore the average front setback required is 10 feet.

N/F  
 250 Boylston Street  
 LLC  
 Bk.58650 Pg.430

N/F  
 CHS Commercial Owner LLC  
 Bk.58698 Pg.549

N/F  
 CHS Commercial Owner LLC  
 Bk.58698 Pg.549

UTILITIES SHOWN WERE TAKEN FROM ACTUAL ON THE GROUND LOCATIONS AND BEST AVAILABLE INFORMATION AND MAY OR MAY NOT BE COMPLETE OR CORRECT. VERIFY IN FIELD PRIOR TO ANY EXCAVATION.

**232 Boylston Street, Newton, MA**  
 Section 83 Block 2 Lot 9  
 Proposed HC Parking and Route  
 Scale: 1"=10' December 2, 2019  
**VERNE T. PORTER Jr., PLS**  
 Land Surveyors - Civil Engineers  
 354 Elliot Street Newton, Massachusetts 02464

Project: 19012  
 Checked By: V. Porter Jr.  
 Drawn By: R. Jardine Jr.

0 10 20 30 40  
 Sheet 2 of 3

REVISIONS	
DATE	DESCRIPTION

