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Traffic Impact Statement

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Refer to File No. SBG-0001

TO: New Bedford Zoning Board of Appeals
FROM: Tony Capachietti, *Project Manager*
DATE: August 2, 2021
SUBJECT: Beacon Compassion
Proposed Marijuana Establishment
366 Hathaway Road
New Bedford, MA

Hayes Engineering, Inc. (HEI) has prepared this Traffic Impact Statement in support of the Special Permit Application for the proposed Beacon Compassion Marijuana Establishment at 366 Hathaway Road in New Bedford, MA. The purpose of this Impact Statement is to estimate the trip generation rates for customers and employees and the frequency and scale of deliveries to and from the site, as well as provide mitigation strategies for the proposed use.

Site Context

The proposed marijuana establishment is located along the southerly side of Hathaway Road west of the intersection of Hathaway Road and Route 140 (Alfred M. Bessette Memorial Highway). The site was previously used as a fast-food restaurant (Olecito), the existing building will be demolished and a new 4,300± sf. structure and associated parking will be constructed. Existing curb cuts to the west and east will be used with the eastern most curb cut being narrowed for safety.

Trip Generation

Average Daily Vehicle Trips and Peak Hour Trips for the project are calculated using data published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

Existing Condition:

The existing facility was previously occupied by Olecito Restaurant which has been closed for greater than 3 years. No credit is taken for existing vehicle trips from this use.

Proposed Condition:

The Applicant seeks to construct a 4,300± sf. marijuana establishment at the site. This proposed use is best classified as Institute of Transportation Engineers (ITE) Land Use Code (LUC) 882, Marijuana Dispensary, defined in the ITE Trip Generation Manual, 10th Edition as being:

... a standalone facility where cannabis is sold to patients or consumers in a legal manner.

Trip Generation rates are summarized in Table 1, below. It should be noted that the ITE cautions the use of its Marijuana Dispensary data as it was derived from a small sample set.



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Table 1: *Trip Generation LUC 882 – Marijuana Dispensary*

<u>Time Period</u>	<u>LUC 882 Average Trip Ends per 1,000sf GFA</u>	<u>LUC 882 Estimated Vehicle Trip Ends⁽²⁾</u>
Weekday Daily	252.70	1,087
Weekday AM Peak Hour	20.88	90
Weekday PM Peak Hour	29.93	129
Saturday Daily	259.31	1,115
Saturday Peak Hour	36.43	157

⁽¹⁾ – Based on 4,300± square feet of GFA

This early data provided by ITE may be representative of additional trip generation due to curiosity and the scarcity of the use. This is evidenced by actual data obtained by monitoring existing and operational dispensaries in the Commonwealth. HEI monitored total transactions at a recently opened recreational and medical marijuana dispensary on the Lynnway in Lynn, MA during the initial opening period between October 26 and November 18, 2019. It was assumed that each transaction represented an individual vehicle having 2 trip ends to the facility, one arriving and one departing. Table 2, below, estimates projected trip ends for the proposed Beacon Compassion facility using these observed rates:

Table 2: *Trip Generation Observed, Lynn, MA*

<u>Time Period</u>	<u>Average Trip Ends per 1,000sf GFA</u>	<u>Estimated Vehicle Trip Ends⁽³⁾</u>
Weekday Daily	144.16	620
Saturday Daily	176.74	760

⁽²⁾ – Based on 4,300± square feet of GFA

Not all vehicle trips anticipated by the proposed dispensary will represent new trips. It is anticipated that many customers to the facility will be pass-by trips, rather than destination trips to the facility and will have minimal impacts to vehicle traffic conditions in the area. Studies have shown that for developments such as the proposed dispensary, a substantial portion of vehicle trips are from existing traffic passing by the site or diverted from another route to the proposed site. Data presented in the ITE Trip Generation Handbook indicates that for the average percentage of pass-by trips for Pharmacy/Drugstores without Drive-Through Windows is 49-percent during the weekday PM peak hour. This would further reduce the number of new vehicles that are anticipated to be traveling to/from the site. HEI conducted a transportation survey of 257 patrons exiting an existing dispensary operating in Brookline, MA on June 13, 2019 identified 53.7% of patrons considered their stop to be a pass-by or diversion trip on their way to their ultimate destination.

Table 3 below represents adjusted, estimated trip ends to the dispensary use using a pass-by rate of 50% and using the same percent of peak to average daily traffic (K factor) for peak hour estimation.



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Table 3: *Trip Generation, Adjusted – Marijuana Dispensary*

<u>Time Period</u>	<u>Adjusted Average Trip Ends per 1,000sf GFA</u>	<u>Estimated Vehicle Trip Ends⁽¹⁾</u>
Weekday Daily	72.08	310
Weekday AM Peak Hour	5.96	26
Weekday PM Peak Hour	8.54	37
Saturday Daily	88.37	380
Saturday Peak Hour	12.42	53

⁽¹⁾ – Based on 4,300± square feet of GFA

Note that each vehicle is represented by two (2) trip ends, one trip end during the arrival of the vehicle to the facility and a second trip end occurring when the vehicle departs the facility. The maximum projected peak hour vehicle trips to the facility is 27 vehicles (53 trip ends) during the Saturday Peak Hour. The Weekday PM Peak Hour increases represent an estimated 19 additional vehicles (37 trip ends) to the project vicinity. The AM Peak Hour increase should not affect prevailing traffic conditions as typical peak hours for roadways occur between 7a and 9a, where the typical AM peak hour for trip generation for marijuana dispensaries occurs between 10a and noon (based on observations at four (4) operating adult use marijuana dispensaries in Massachusetts between June and October 2019).

Parking Analysis

The maximum peak hour vehicle trips to the facility of 27 vehicles (53 trip ends) is anticipated to occur during the Saturday peak hour. Dispensary transaction times are typically between 10-15 minutes, resulting in parking space turnover between 4 and 5 times per hour for dispensary patrons. The proposed 23 space parking lot would be capable of handling between 92 and 115 vehicles during the peak hour.

Queue Prevention and Management

Beacon Compassion proposes to mitigate queues outside the facility by constructing a large retail space allowing queues to remain indoors. Should the internal capacity ever be overwhelmed Beacon Compassion intends on using a customer waiting system similar to what is used in restaurants. Customers will be offered an anticipated wait time and notified via cell phone when they may enter the facility. This will be conducted via third party software that will integrate with the Beacon Compassion POS system that can monitor the number of customers in the dispensary. If the dispensary is at capacity customers will be requested to provide their cellphone number and exit the facility to eventually receive a text message once the dispensary is below capacity and ready to serve the customer.

Opening Day Operational Plan

Beacon Compassion seeks to optimize local safety and minimize impacts to the surrounding neighborhood during its operation. Beacon Compassion will utilize best management practices during its initial opening period and other anticipated high-volume events (ie; April 20th, local festivals or events, etc.). The goals of this Operational Plan are to:

1. Ensure the safety of customers, employees, and surrounding abutters.

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2. Minimize the impact of traffic flow and/or queuing on adjacent businesses and nearby streets.
3. Effectively communicate that there is limited vehicle parking in the area.
4. Facilitate efficient operations to minimize exterior queuing.
5. Provide information to allow customers and patients to get to/from the facility efficiently and safely with a focus on public transportation.
6. Promote efficient coordination between Beacon Compassion, New Bedford Public Safety, and City of New Bedford departments.
7. Establish open lines of communications with abutters and nearby residents and local businesses to effectively resolve complaints.

For at least the first two-weeks of operation but lasting as long as is deemed necessary by City officials, Beacon Compassion will seek to employ police details to control and direct traffic and pedestrians in the vicinity of the facility.

Plan Evaluation

Beacon Compassion respectfully requests the opportunity to meet with representatives from the City to discuss traffic and queue management at the following times:

- Prior to opening the facility;
- One week after opening;
- Two weeks after opening or as needed in the month following opening;
- Two months following opening; and
- As required at the discretion of Beacon Compassion and the City of New Bedford.

Beacon Compassion anticipates making thoughtful, continued modifications to this plan to ensure the facility is operating efficiently, safely, and in harmony with the surrounding community.

Conclusion

The proposed, estimated increase in vehicular traffic of 53 trip ends (27 vehicles) during the Saturday peak hour and should have negligible impact on the prevailing traffic conditions in the area. Beacon Compassion's mitigation efforts should further dissipate the effects of this minor increase.