

June 11, 2024
Via FedEx

Township of North Brunswick Planning Board
710 Hermann Road
North Brunswick, NJ 08902

Attn: Janice Larkin, Board Secretary

**Re: Traffic Impact and Parking Assessment
Proposed Cannabis Dispensary
North Brunswick Transit Village
North Brunswick Twp., Middlesex Co., NJ
DT # 0925-24-01887**

Dear Planning Board Members:

Dynamic Traffic has prepared the following assessment to determine the traffic impact and adequacy of access, circulation, and parking associated with an amendment to a pad site of the North Brunswick Transit Village development located in the northwest quadrant of the intersection of Commerce Boulevard and Grand Avenue/Station Avenue in the Township of North Brunswick, Middlesex County, New Jersey (see Site Location Map). The site is designated as Block 141 – Lot 43 on the North Brunswick Township Tax Maps.

The subject site is currently utilized as a temporary parking lot for NJ Transit bus parking. It should be noted that the subject site was previously approved for an 1,800 SF retail with drive-thru pad site. It is proposed to amend the development program to consist of a 3,800 SF cannabis dispensary, with a drive-thru (The Project). Access to the site is currently provided via a full movement driveway along Grand Avenue. It is proposed to maintain the existing driveway and construct a new egress only driveway along Grand Avenue.

This assessment documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- The proposed site driveway was inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The parking layout and supply was assessed based on accepted design standards and demand experienced at similar developments.

Existing Conditions

Grand Avenue is a private roadway with a general north/south orientation. In the vicinity of the site the posted speed limit is 25 MPH and the roadway provides one (1) travel lane in each direction. On-street parking is prohibited along both sides of the roadway. Curbing and sidewalk are provided along both sides of the roadway. Grand Avenue provides a curved horizontal alignment along the amended development program area frontage and a relatively flat vertical alignment.

Site Generated Traffic

As noted above, the subject pad site was previously approved for an 1,800 SF retail with drive-thru, and it is proposed to amend the development program to consist of a 3,800 SF cannabis dispensary. It should be noted that the overall North Brunswick Transit Village development has experienced multiple amendments to the development program over the course of the approval/development history of the project, with each amendment resulting in a reduction to the development size. Specifically, and most recently, Phase 1F of the development was granted approval for an amended development program which resulted in a reduction of 25,039 SF of retail space from what was previously approved. While the proposed amendment to the development program will result in an increase of 2,000 SF of retail space, it is acknowledged that the overall retail space of the development will remain significantly lower than what was approved prior to the recent Phase 1F amendment approval. As such, it is not anticipated that the change in size/use will have any perceptible impact on the traffic operation of the adjacent roadway network.

Site Access, Parking and Circulation

The site was reviewed with respect to the site access and on-site circulation design. As previously noted, access to the site will be maintained via the existing full movement driveway along Grand Avenue as well as via a new egress only driveway along Grand Avenue. The site will be served by minimum aisle widths of 24' for two-way movements, which allows for full site circulation for the anticipated vehicle mix on site and meets generally accepted design standards.

It should be noted that section 205-76.1, Transit-Oriented Mixed-Use Development Overlay, of the Ordinance does not set forth a parking requirement for cannabis uses. As such, the most conservative land use was selected, which is restaurant/eating and drinking establishments, which sets forth a parking requirement of 10 parking spaces per 1,000 SF. This equates to a parking requirement of 38 parking spaces for the proposed 3,800 SF cannabis dispensary. The site as proposed provides 39 parking spaces, inclusive of two (2) handicap spaces, and the intent of the Ordinance requirement is satisfied.

As noted above, the Ordinance does not provide parking requirements for a land use similar to the proposed cannabis dispensary. As such, review of nationally collected parking demand data as published in the Institute of Transportation Engineers (ITE) publication, *Parking Generation Manual, 6th Edition*, was referenced. Specifically, ITE identifies an average peak parking demand of 5.55 parking spaces per 1,000 SF for Land Use Code 882 – Marijuana Dispensary. This equates to a total demand for the site of 21 parking spaces, which is exceeded as designed.

Additionally, our office has conducted parking counts at four (4) separate cannabis dispensaries throughout the state of New Jersey. Based on a review of the data collected by this firm, the average peak parking demand was observed to be 6.81 parking spaces per 1,000 SF. This equates to a peak parking demand of 26 parking spaces, which is exceeded as designed. As shown above, the parking demand data collected by this firm equates to a higher demand than the nationally collected data by ITE. The higher parking demand observed at the sites within New Jersey relative to data collected in other parts of the country can be attributed to the relatively recent legalization of the sale of cannabis throughout the state. It is anticipated that over time as the cannabis dispensary market continues to saturate, the parking demand at each dispensary will deflate closer to the national average due to the increased number of dispensary locations throughout the state. As such, it is understood that the parking demand data collected by this firm is conservative in nature.

It is proposed to provide parking stalls with dimensions of 9'x18', which satisfies the Ordinance requirement of 9'x18'. It should be noted that industry standards recommend stall widths of between 8'9" and 9' and a length of 18' for high-turnover land uses such as The Project, which is met as designed.

Findings

Based upon the detailed analyses as documented herein, the following findings are noted:

- Over the course of the approval/development history of the North Brunswick Transit Village development, multiple amendments to the development program have occurred. The prior Phase 1F and Phase 1F – Parcel B5 amended preliminary/final site plan approvals reduced the retail component of the project by approximately 25,000 SF. This proposed increase of 2,000 SF to bring the previously approved building from 1,800 SF to 3,800 SF still results in a net reduction of retail SF across the Project as a whole. While the proposed amendment to the development program will result in an increase of 2,000 SF of retail space, it is acknowledged that the overall retail space of the development will remain significantly lower than what was approved prior to the recent Phase 1F amendment approval.
- Access to the site will be maintained via the existing full movement driveway along Grand Avenue and via a new egress only driveway along Grand Avenue.
- As proposed, The Project's site driveways and internal circulation have been designed to provide for safe and efficient movement of automobiles.
- The proposed parking supply and design is sufficient to support the projected demand.

Conclusion

Based upon our Traffic Assessment as detailed in the body of this report, it is the professional opinion of Dynamic Traffic that the adjacent street system of the Township of North Brunswick will not experience any significant degradation in operating conditions with the proposed development program amendment. The site driveways are located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation throughout the site and provides adequate parking to accommodate The Project's needs.

If you have any questions on the above, please do not hesitate to contact me.

Sincerely,

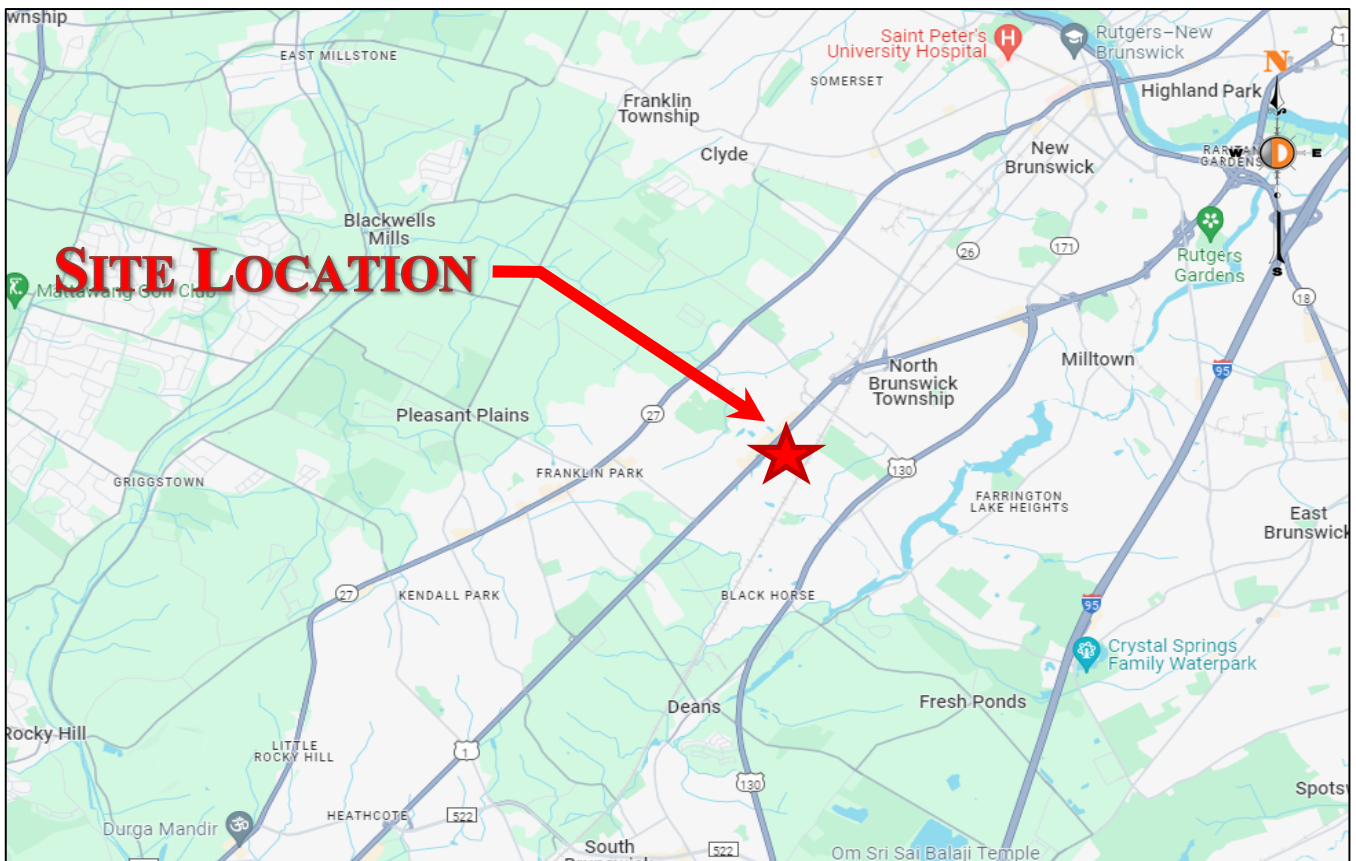
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c: Nathaniel Welsh (via email w/enclosure)



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Site Location Map