



Arlington Transportation Advisory Committee

Date: November 20, 2020.

To: Arlington Redevelopment Board.

From: TAC Executive Committee.

Subject: Review of Proposed Eskar Marijuana Dispensary Traffic Impact Assessment

Memorandum

At the request of Erin Zwirko of the Department of Planning and Community Development, the TAC Executive Committee has prepared this review of the Traffic Impact Assessment (TIA) for the proposed Eskar Marijuana dispensary for the ARB. The comments presented below have not been reviewed or approved by the full TAC membership. The following are the Executive Committees comments on the TIA and the proposed site plan:

1. The TAC Executive Committee concurs with the overall recommendations of the TIA to implement the following recommendations:
 - a. Access to the Project will continue to be provided by way of one entrance-only driveway along Broadway and one exit-only driveway onto Sunnyside Avenue.
 - b. The adoption of a comprehensive Transportation Demand Management (TDM) strategy.
 - c. Development of an Opening Conditions Operations Plan in cooperation with the Arlington Police Department.

Each of these recommendations includes several detailed recommendations. The Executive Committee recommends that the developer provide signage and pavement marking designating the exit driveway on Sunnyside Avenue as right-turn only in accordance with DPW requirements (add this to the Access to the Project Recommendations). This will help eliminate any additional traffic through the Sunnyside neighborhood. The traffic analysis assumed all exiting traffic would turn right.

2. The Executive Committee's has two major concerns with the analyses provided in the TIA:
 - a. The TIA uses standard Institute of Transportation Engineers (ITE) trip generation rates for projecting traffic volumes from the proposed project. However, If possible the report should be using trip generation data from dispensary sites in Massachusetts as was done in the final TIA for the Apothca dispensary. This is because the ITE data are based on a small number of data points from two western states with wide variations of trip production. The transportation consultant also could consider using an

additional source of trip generation data from a firm called Spack Consulting.

- b. On Figure 7, it does not appear that all the projected project-generated trips have been added correctly to the No-Build trips. The Build trips should be recalculated and the intersection level of service analysis rerun with the correct volumes. The Build volumes may also need to be recalculated based on the issue described above regarding use of the ITE trip generation rates. The conclusions of the report should be modified as appropriate based on the reanalysis.
3. The Executive Committee concluded that following major factors in the TIA analyses are appropriate for the Existing, No-Build and Build Conditions:
 - a. Analysis of only the weekday evening peak hour, assuming the dispensary is not open during the morning peak hour.
 - b. Adjustment of traffic volume counts taken in June of this year by 2.05 to account for lower volumes due to the effect of the COVID-19 pandemic. The adjustment was based on the ratio of the 2016 traffic volume on Broadway west of Alewife Brook Parkway (increased by 1.02 for growth in traffic to 2020) to the June 2020 volume on Broadway east of Sunnyside Ave.
 - c. Use of a future design year of 2027.
 - d. Use of an annual growth rate of 0.05 percent over seven years for a total adjustment of 4.0 percent for background traffic based on existing traffic growth trends in the region.
 - e. Including traffic that would be generated by proposed new development in the area of the project in future No-Build traffic volumes.
 - f. Distribution of project generated traffic based on the distribution of existing traffic in the area.
4. The following discrepancies were found in the report. They should be corrected and the requested clarifications should be included in the final TIA.
 - a. Column 3 in Table 1 is incorrectly labeled as Main St at Clarks Rd. It should read Broadway at Sunnyside Ave. Please confirm the data are correct for that location.
 - b. The footnote on Table 2 should be corrected to refer to the appropriate ITE land use.
 - c. The discussion of Table 4 on the bottom of page 17 incorrectly states that volume increases from No-Build to Build are anticipated to be 1.2 percent or less during the Saturday midday peak-hour. The percent increase on Broadway east of Sunnyside Ave is shown in the table as 90 vehicles or 8.6 percent. The table does not include the volume increase on Broadway

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east of Sunnyside Ave in the evening peak hour. This information should be included in Table 4.

- d. The discussion of Table 5 on page 18 incorrectly states that “the available lines of sight for motorists exiting onto Sunnyside Avenue in both directions exceed the recommended minimum sight distance”. The 110' sight distance reported to the south is less than the stated minimum of 155' shown in Table 5. It is also not indicated if that sight distance calculation considers the two street trees and two parked cars on the street between the driveway and Broadway. This may not be a significant issue based on the projection of all traffic exiting the driveway turning right and this memorandum's recommendation of restricting the driveway to right turns only.
- e. The Parking section starting on page 25 does not indicate the expected Saturday or weekday parking demand, or the parking requirements in the Town's zoning bylaw. The Parking section should reference both ITE parking demand (or similar sites in Massachusetts) and the zoning bylaw. Also, it does not indicate how employee parking will be addressed. The TIA should show how the rideshare spaces in front of the building would be signed and marked. This would require Select Board approval. The TIA should clarify if the project will pay for the signing and marking.

TAC Executive Committee:

Howard Muese, Chair.

Jeff Maxtutis, Vice Chair.

Shoji Takahashi, Secretary.

Dan Amstutz, Senior Transportation Planner, DPCD.