



BOSTON | DENVER | JACKSONVILLE | LOS ANGELES

2 SEAPORT LANE, 11TH FLOOR
BOSTON, MA 02210
TEL: 617.934.2121

January 21, 2020

Chairman Andrew Bunnell
Arlington Redevelopment Board
730 Mass Ave Annex
Arlington, MA 02476

Re: UPDATES TO APOTHC A INC. SPECIAL PERMIT SUBMISSION TO OPERATE A RETAIL MARIJUANA ESTABLISHMENT AT 1386 MASSACHUSETTS AVENUE

Dear Chairman Bunnell:

On behalf of Apothca Inc. (“**Apothca**”) and in response to the feedback received by the Arlington Redevelopment Board and Erin Zwirko, Assistant Director of the Town of Arlington’s Department of Planning and Community Development, please find the below-listed updates and supplemental materials to Apothca’s application for an Environmental Design Review Special Permit to operate a Marijuana Retail Establishment at 1386 Massachusetts Avenue in Arlington.

- 1. Signage on the building and on the site: Consider installing a wall sign on the sign band above the entrance to the building. A laser cut metal sign that is back lit was discussed at the hearing. We will need the specifications, dimensions, and attachment information. The plan set should include all directional signage on the site, including signage in the parking lot that specifies parking for Apothca only.**

Please see Apothca’s updated elevations enclosed hereto as Exhibit A, which are inclusive of a back lit laser cut metal sign.

- 2. We suggest that the ride share companies should drop off and pick up on the side of the building nearest the exit drive aisle to the exit door and the accessible pathway being on the side of the building near the enter drive aisle. Please note this on the site plan, and include the proposed signage.**

Please see Apothca’s updated site plan enclosed hereto as Exhibit B, which includes a designated area for ride share drop off and pick up. A ride-share drop off spot is proposed at the southeasterly corner of the building so as not to obstruct the exit aisle. A proposed sign is noted on the site plan that will note: “Temporary Standing ONLY; Ride-Share Pick Up/Drop Off.”

- 3. Regarding the application that will obscure view into the building, at 635 Mass Ave in the center, the law firm installed a translucent film that simulates frosted glass. We would suggest a similar choice, but identify what that choice is for the next hearing and indicate on the elevation.**

Please see Apothca's updated elevations enclosed hereto as Exhibit A, which demonstrate a translucent film simulating frosted glass at the entry door and on all external glass.

- 4. Provide additional details on the elevation including the trim that will be stained, and the color selected.**

Please see Apothca's updated elevations enclosed hereto as Exhibit A, which provide information relative to the trim selected for the building exterior.

- 5. Update the floor plan to show the separation between the check in desk and the sales floor, indicate where indoor bike storage would happen, and identify the bathrooms as gender neutral.**

Please see Apothca's updated floor plans enclosed hereto within Exhibit A, which demonstrate the separation between the check in desk and the sales floor, indicate where indoor bike storage would happen, and identify the bathrooms as gender neutral.

- 6. Look at adding additional exterior bike parking and identify the rack.**

Please see Apothca's updated site plan enclosed hereto on Sheet Four of Exhibit B, which includes an update to exterior bicycle parking and identifies the specifications of the proposed rack. The previously provided four (4) bicycle parking area at the northeasterly building corner has been expanded to provide parking for six (6) bicycles. Each bicycle space provides for a 6' x 2' area adjacent to an inverted U-style rack, in accordance with the Town's "Bicycle Parking Guidelines". To promote stormwater infiltration, the bicycle parking area will be placed on permeable paver stones.

- 7. Add curb breaks to allow stormwater to infiltration the planted area at the rear of the building.**

Please see Apothca's updated site plan enclosed hereto as Exhibit B, Apothca has committed to reconstructing the existing parking area in place of the contemplated pavement overlay. As such, Apothca will regrade the parking area to divert a majority of the parking lot runoff to a proposed rain garden at the southeasterly building corner. Apothca will re-set existing catch basin grates and re-grade the parking area so all paved surfaces are directed to the two (2) existing catch basins and minimize sheet flow entering Mass Avenue.

- 8. Mock up the any sandwich board signs that could be put out on the sidewalk in strategic locations that indicate no parking/no public consumption.**

Please see Apothca's updated site plan enclosed hereto on Sheet Four of Exhibit B, which includes demonstrations of proposed sandwich board signs. Sign surface area shall not exceed 12 square feet in accordance with the Town's Zoning By-Law for Temporary A-Frame signs.

- 9. Call out the Brookline worst case traffic counts in the traffic impact statement, but also look at how the worst case at NETA would be addressed. Understanding how Apothca would work through the worst case scenario is more important than the actual number of cars.**

Please see Apothca's updated Traffic Impact Statement enclosed hereto as Exhibit C, which addresses proposed operational responses to high volume traffic scenarios. Worst-case trip generation numbers from a June 2019 study of NETA in Brookline, Massachusetts have been incorporated into the revised Traffic Statement. While we do not anticipate a similar demand at the proposed Arlington facility, Apothca will provide staffing and technology to minimize transaction times and would be able to service this demand if it maintained an average transaction time of approximately six minutes per customer. During Apothca's initial opening period at its Lynn facility, the high volume transaction time was approximately four minutes. A Memorandum of Understanding between the company and the Arlington Police Department, a proposed summary of which is attached as Exhibit D, will also provide for escalating measures to address any high-demand dates and times.

- 10. Continue to coordinate with APD. I understand that the tour of the Lynn dispensary had not yet been scheduled, so please be in touch with the officers to schedule that tour.**

A tour of Apothca's Lynn dispensary occurred on January 9, 2020.

- 11. Similarly, be in touch with Doug regarding the MOU. Rather than a draft of the MOU, it would be beneficial to receive a memo from Phil and Doug indicating what the MOU might cover.**

A draft Memorandum of Understanding has been transmitted to the Town for review and approval. A summary of the memorandum is enclosed as Exhibit D.

Thank you for your attention. Please do not hesitate to contact me directly with further questions or concerns.

Sincerely,

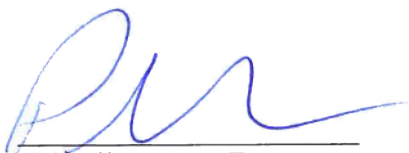
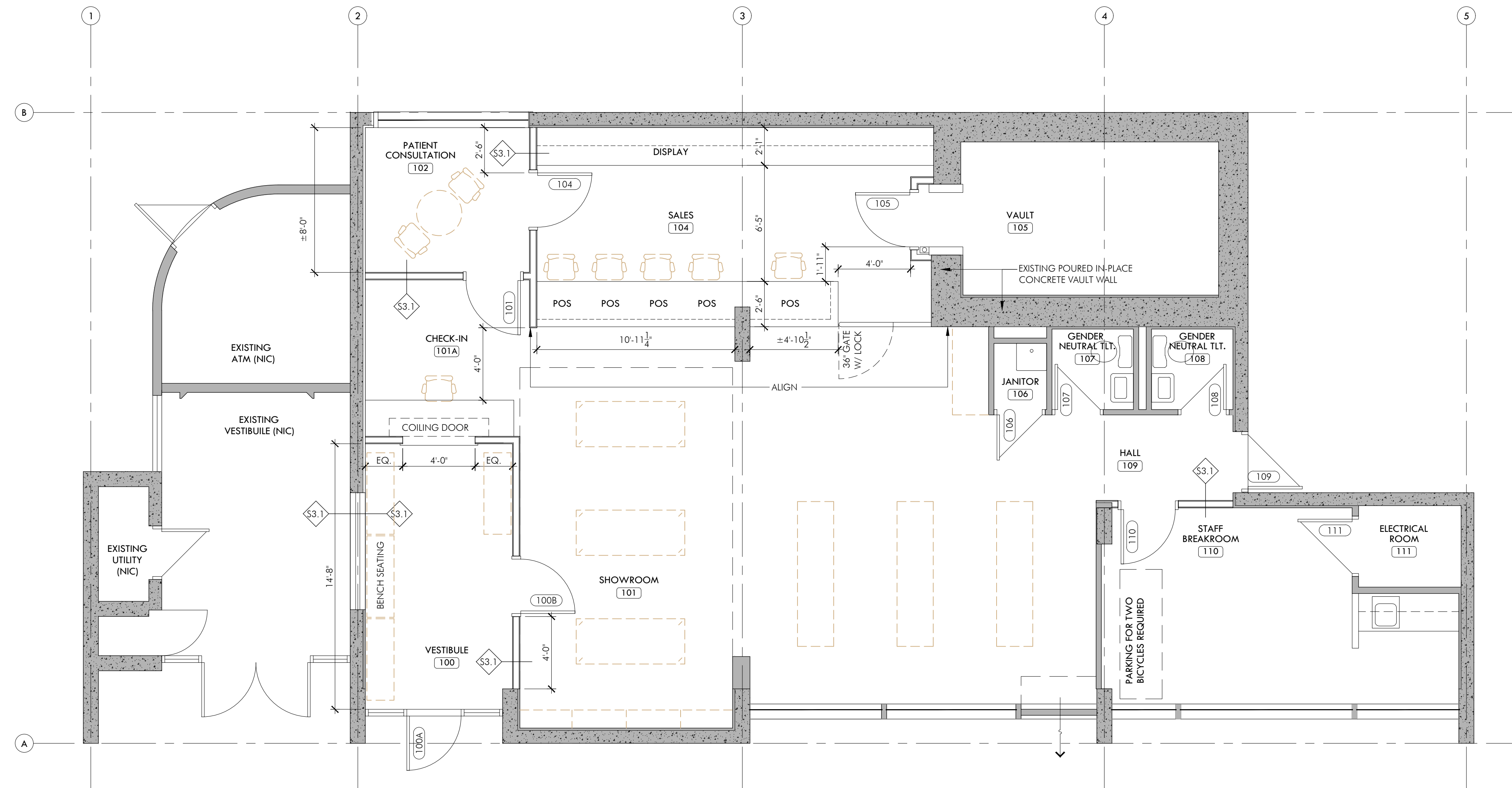
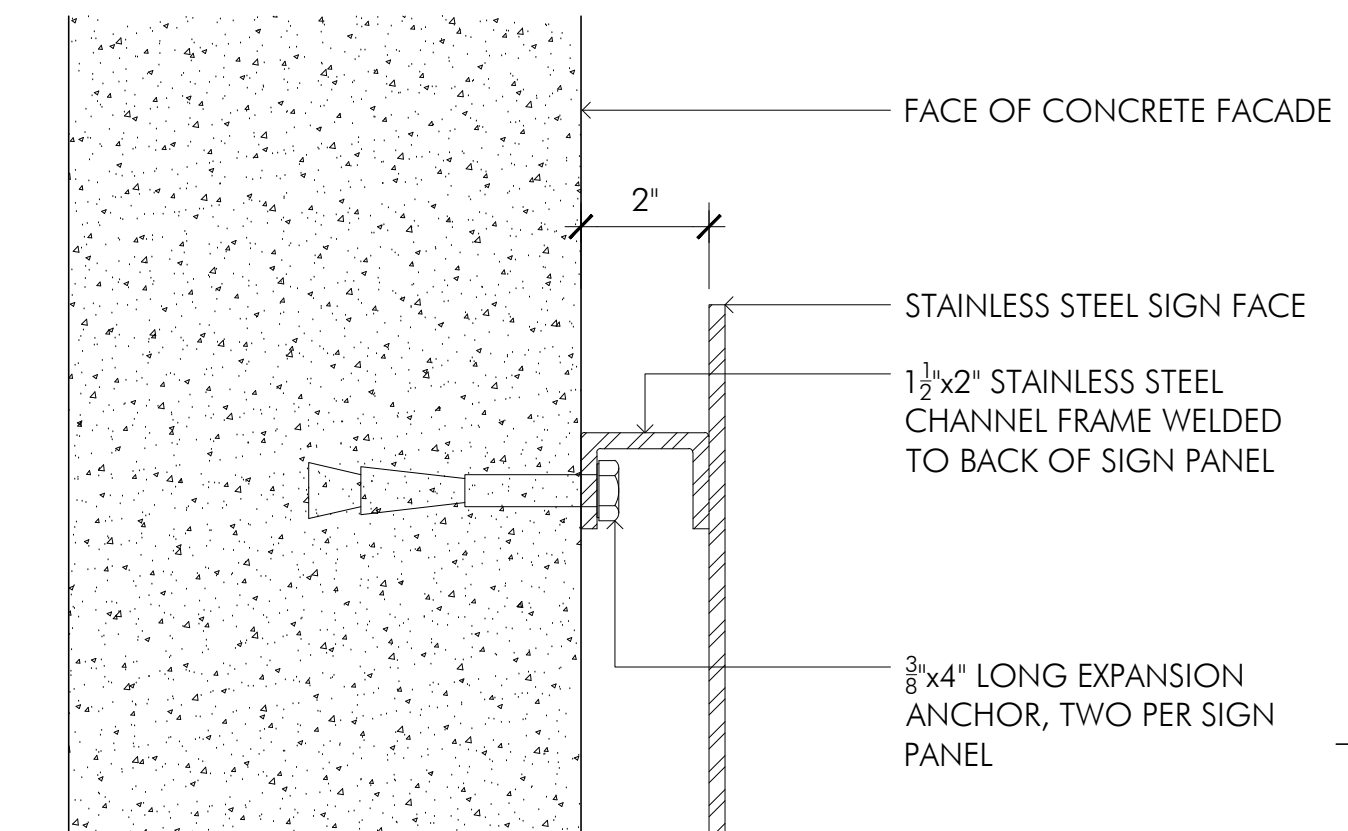
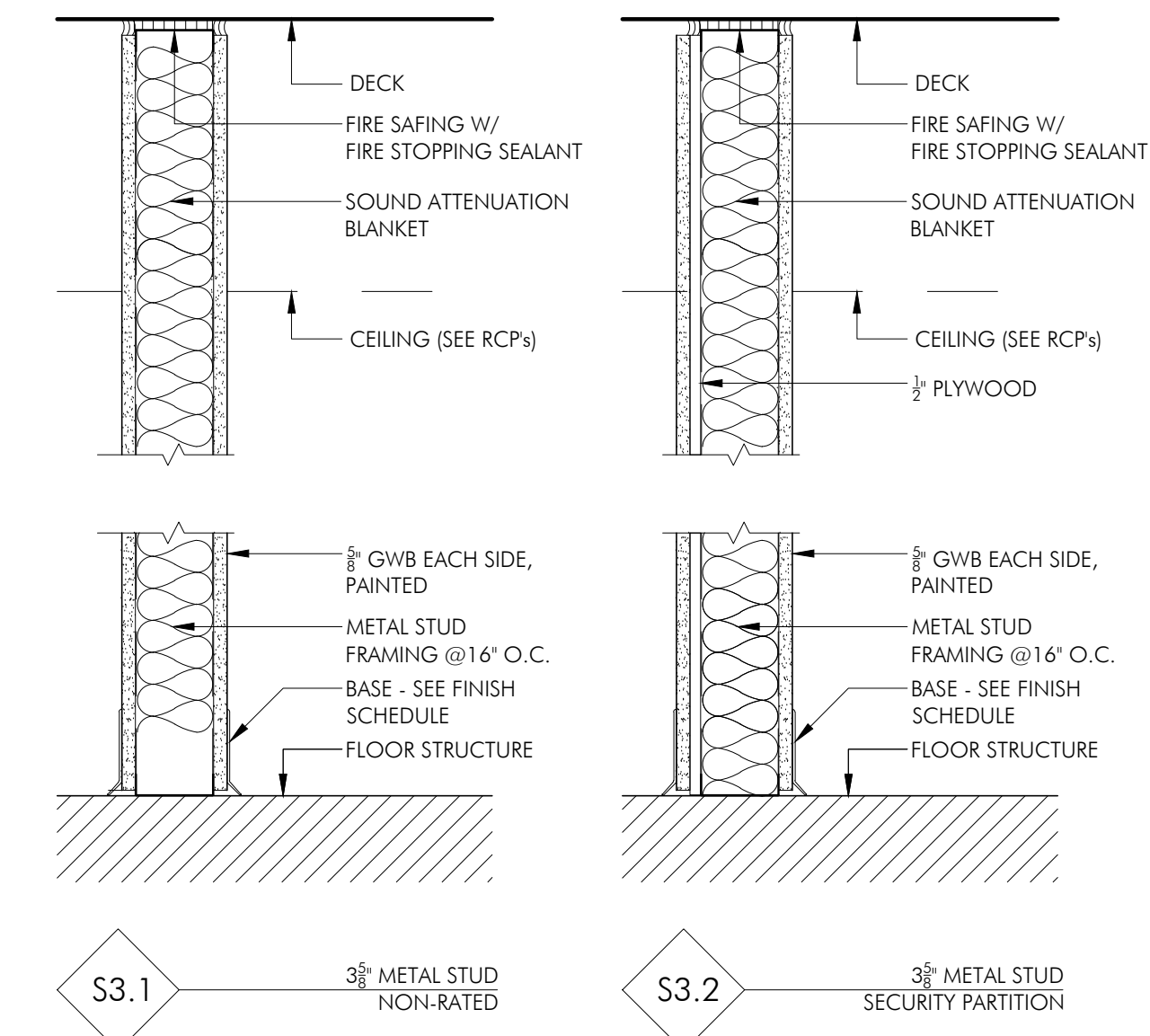

Phil Silverman, Esq.

Exhibit A



1 FLOOR PLAN
SCALE: 1/4"=1'-0"

PARTITION TYPES



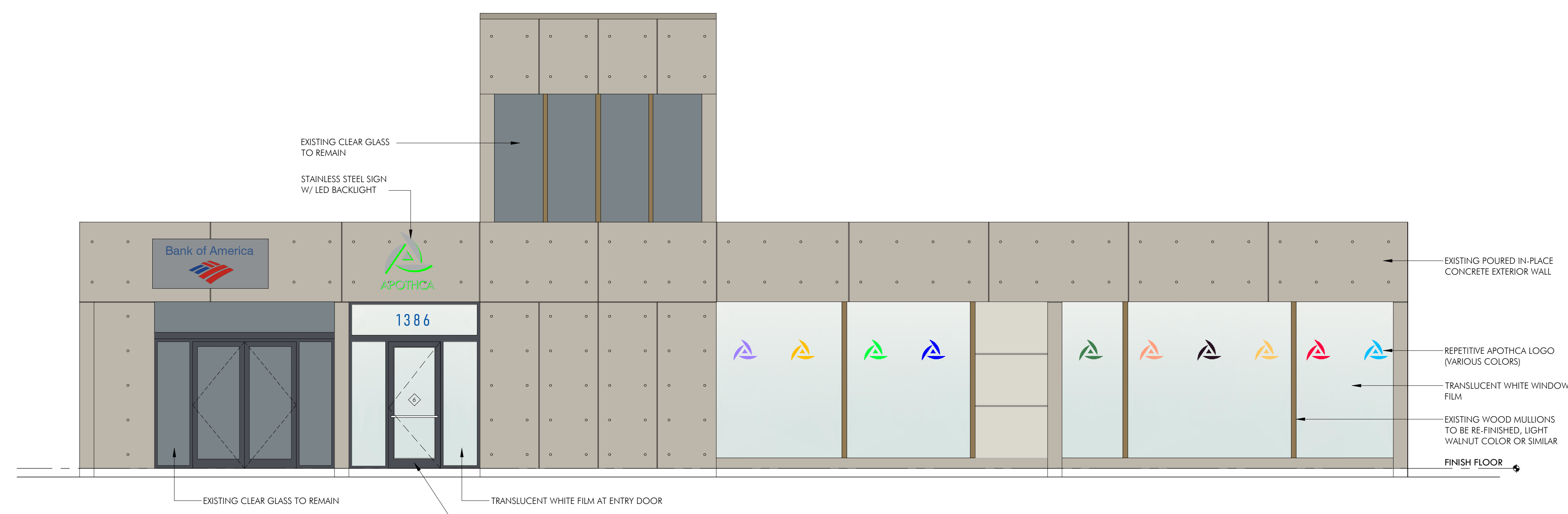
LINCOLN
Architects LLC
One Mount Vernon Street, Suite 203
Winchester, Massachusetts 01890
T 781.721.7721
F 781.721.0005
www.lincolnarc.com

Consultants

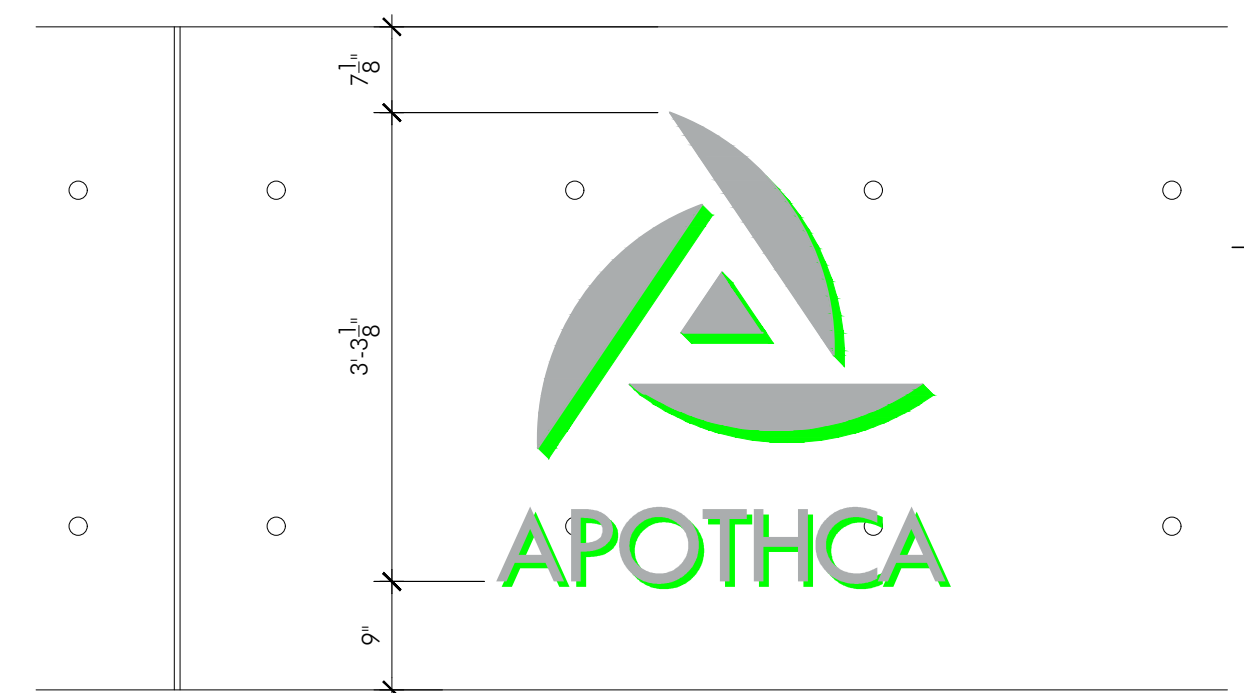
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Revisions

MPF DISPENSARY
1386 Massachusetts Avenue
Arlington MA 02476-4102



2 EXTERIOR ELEVATION
SCALE: 1/4"=1'-0"



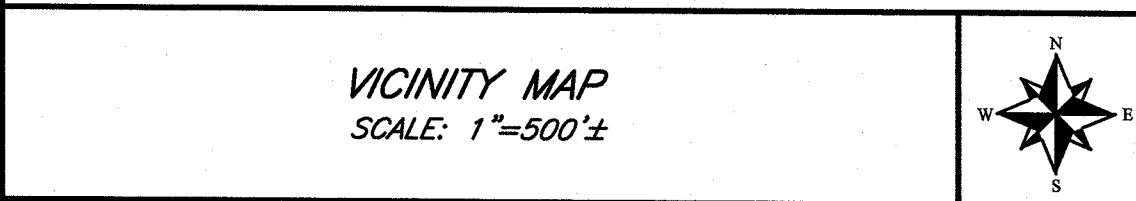
3 SIGN ELEVATION
SCALE: 3/4"=1'-0"

FIRST FLOOR PLAN

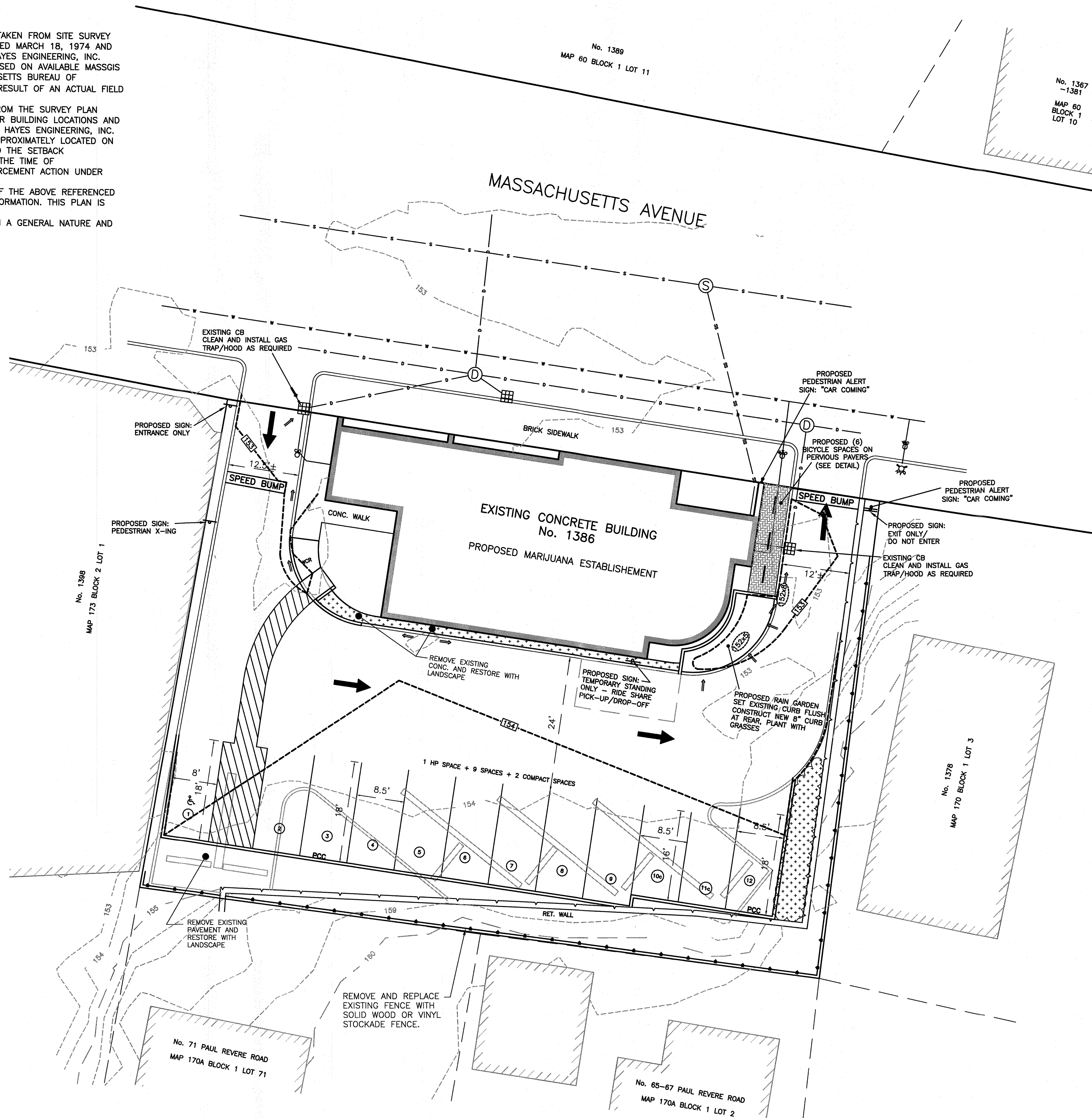
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2019.092
Drawing Scale
1/4"=1'-0"
Drawn By
DRQ
Checked By
GMC
Date Issued
1/21/2020

A1

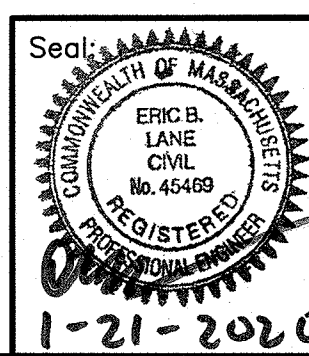
Exhibit B



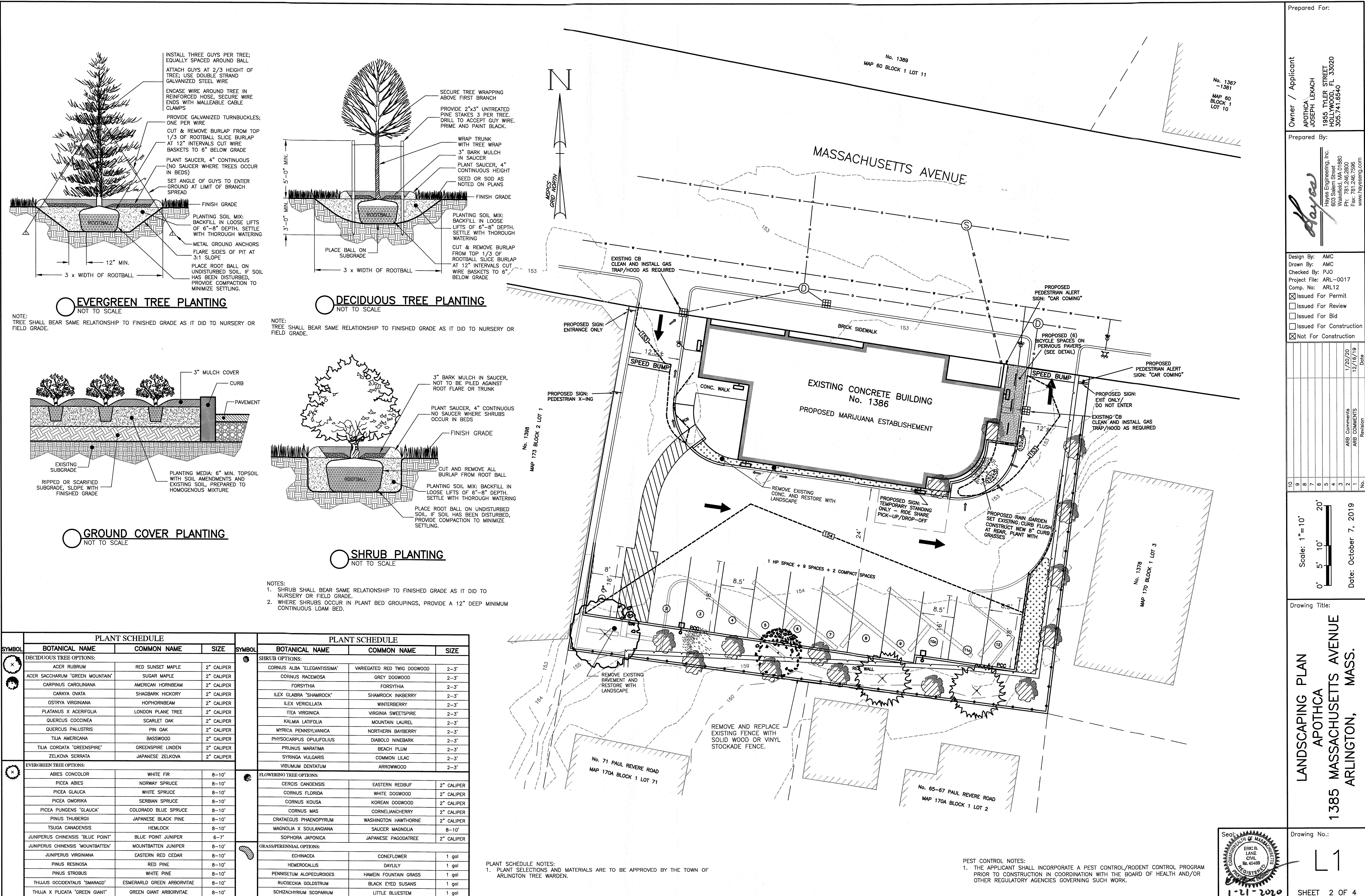
1. VERTICAL DATUM IS NAVD88
2. PROPERTY LINE INFORMATION DEPICTED ON THIS PLAN TAKEN FROM SITE SURVEY PLAN PREPARED BY SOMERVILLE ENGINEERING, INC. DATED MARCH 18, 1974 AND IS NOT THE RESULT OF AN ACTUAL FIELD SURVEY BY HAYES ENGINEERING, INC.
3. TOPOGRAPHIC INFORMATION DEPICTED ON THIS PLAN BASED ON AVAILABLE MASSGIS LIDAR POINT CLOUD DATA PROVIDED BY THE MASSACHUSETTS BUREAU OF GEOGRAPHIC INFORMATION (MASSGIS) AND IS NOT THE RESULT OF AN ACTUAL FIELD SURVEY BY HAYES ENGINEERING, INC.
4. BUILDING LOCATIONS DEPICTED ON THIS PLAN TAKEN FROM THE SURVEY PLAN REFERENCED IN ITEM 2, ABOVE AND MASSGIS 2-D LIDAR BUILDING LOCATIONS AND ARE NOT THE RESULT OF AN ACTUAL FIELD SURVEY BY HAYES ENGINEERING, INC.
5. THE PERMANENT STRUCTURES DEPICTED HEREIN ARE APPROXIMATELY LOCATED ON THE GROUND AS SHOWN. THEY EITHER CONFORMED TO THE SETBACK REQUIREMENTS OF THE LOCAL ZONING ORDINANCES AT THE TIME OF CONSTRUCTION, OR ARE EXEMPT FROM VIOLATION ENFORCEMENT ACTION UNDER M.G.L., TITLE VII, CHAPTER 40A, SECTION 7.
6. PLAN CONTENTS ARE THE RESULT OF A COMPILATION OF THE ABOVE REFERENCED SOURCES AND VARIOUS RECORD AND NON-RECORD INFORMATION. THIS PLAN IS NOT THE RESULT OF AN ACTUAL FIELD SURVEY.
7. THE PURPOSE OF THIS PLAN IS TO DEPICT THE SITE IN A GENERAL NATURE AND INDICATE THE PROPOSED CHANGE IN USE ONLY.



SHEET INDEX	
PLAN TITLE	SHEET DESIGNATION
SITE PLAN	C1
LANDSCAPING PLAN	L1
LIGHTING PLAN	L2
DETAILS	C2



C1



Prepared For:

Owner / Applicant

APOTHA
JOSEPH LEXACH
1955 TYLER STREET
HOLLYWOOD, FL 33020
305.741.6540

Prepared By:

Hayes Engineering, Inc.
1000 Main Street
Woburn, MA 01801
Ph: 781.246.2900
Fax: 781.246.7596
www.hayeseng.com

Design By: AMC
Drawn By: AMC
Project File: ARL-0017
Comp. No: ARL12
☒ Issued For Permit
☐ Issued For Review
☐ Issued For Bid
☐ Issued For Construction
☒ Not For Construction

No.	ARB COMMENTS	Revision	Date
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4			
3			
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1			

Scale: 1"=10'

0' 5' 10' 20'

Date: October 7, 2019

Drawing Title:


LANDSCAPING PLAN
APOTHA
1385 MASSACHUSETTS AVENUE
ARLINGTON, MASS.

Drawing No.:

L1




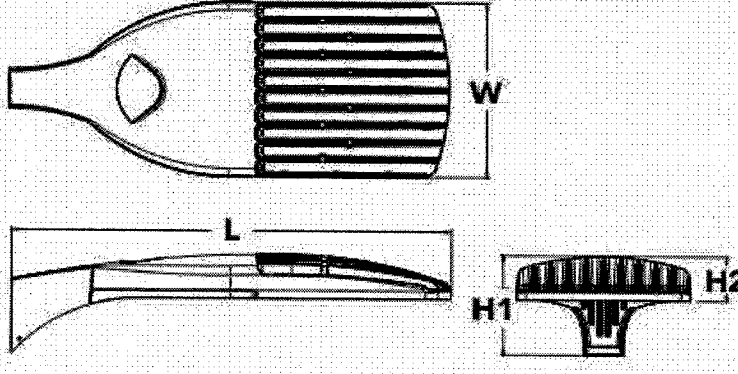
1-21-2020





SHEET 2 OF 4



d-series

D-Series Size 1
LED Area Luminaire





Specifications

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(0.09 m²)

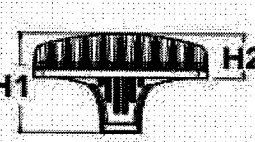
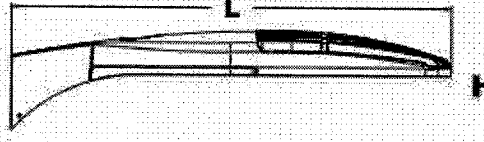
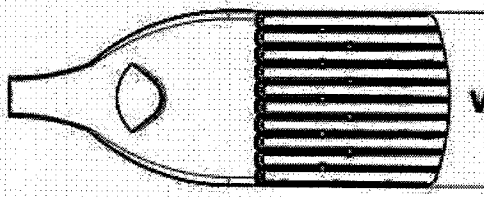
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(84.1 cm)

Width: 13"
(33.0 cm)

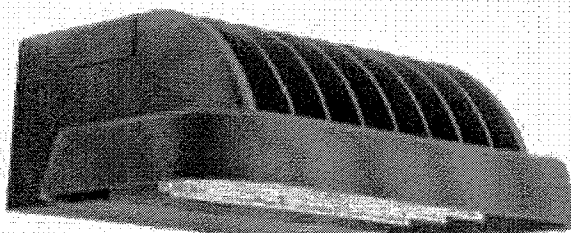
Height H1: 7-1/2"
(19.0 cm)

Height H2: 3-1/2"
(9.1 cm)




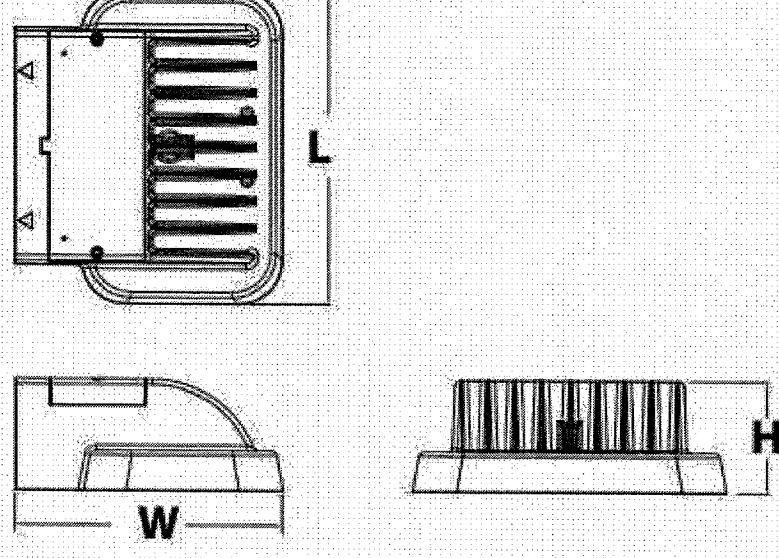
Weight (max): 27 lbs
(12.3 kg)







LITHONIA DSX1-LED LIGHT FIXTURE
NOT TO SCALE



KAXW
LED Wall Luminaire





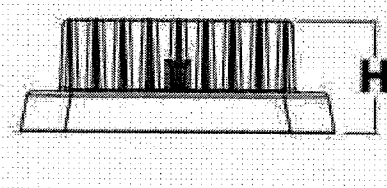
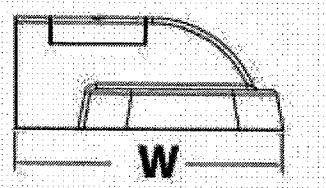
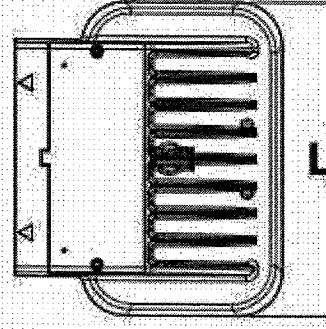
Specifications

Length: 14"
(35.4 cm)

Width: 12"
(30.5 cm)

Height: 5"
(12.7 cm)

Weight (max): 19.7 lbs
(8.9 kg)



LITHONIA KAXW-LED WALL PACK
NOT TO SCALE

PHOTOMETRIC LEGEND:

Denotes Isofootcandle Value 1.4

Denotes Isofootcandle Line 2.0

GENERAL LIGHTING NOTES:



ILLUMINANCE VALUES SHOWN ARE PROPOSED MAINTAINED HORIZONTAL FOOTCANDLES ON LEVEL GRADE.

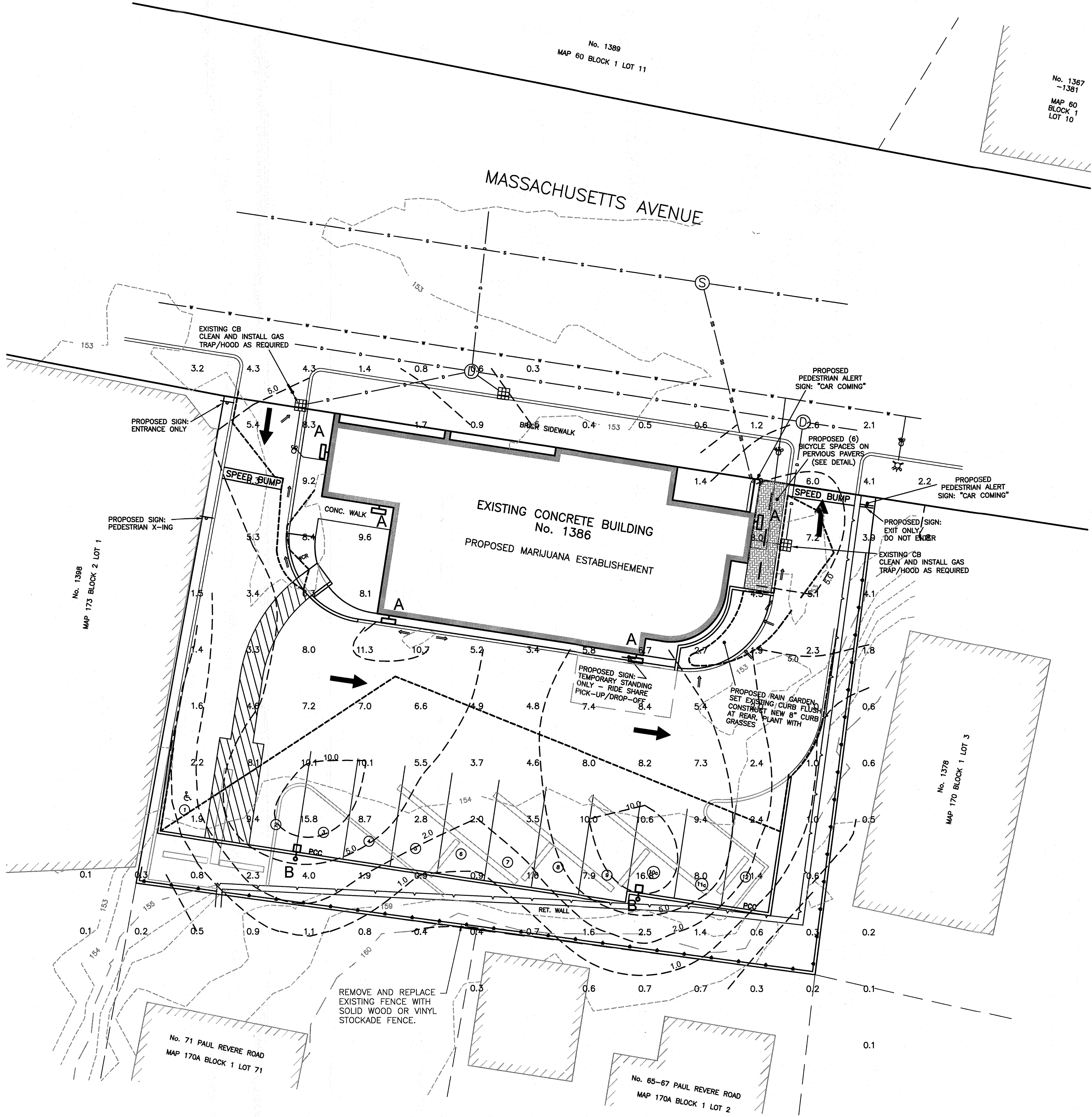
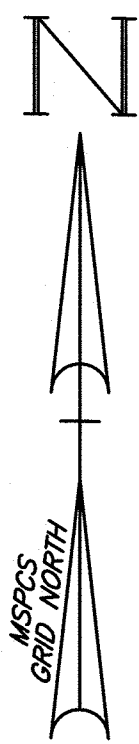
PHOTOMETRIC ANALYSIS DOES NOT CONSIDER ANY EXISTING ILLUMINANCE, SHADOW OR REFLECTED LIGHT FROM EXISTING OR PROPOSED OBJECTS AND GRADE DIFFERENCES.

HORIZONTAL ILLUMINANCE LEVELS SHOWN ARE CALCULATED FROM DATA PROVIDED FROM MANUFACTURER IN ACCORDANCE WITH THE ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS.

ACTUAL ILLUMINANCE LEVELS MAY DIFFER DUE TO SEVERAL FACTORS SUCH AS LAMP LUMEN DEPRECIATION, LUMINAIRE DIRT DEPRECIATION, LUMINAIRE SURFACE DEPRECIATION, AND EQUIPMENT OPERATING FACTOR.


CONTRACTOR TO VERIFY ALL UTILITIES BEFORE CONSTRUCTION.

LUMINAIRE SCHEDULE				
CALLOUT	SYMBOL	DESCRIPTION	VOLTS	QUANTITY
A		KAXW LED, PERFORMANCE PACKAGE 3, 5000K, TYPE 4, 120-277V	120V 1P 2W	5
B		DSX1 LED P1 30K T3M MVOLT, 12'h	120V 1P 2W	2



Prepared For:

Owner / Applicant
APOTHA
JOSEPH LEVACH
1955 TYLER STREET
HOLLYWOOD, FL 33020
305.741.8540

Prepared By:

Hayes Engineering, Inc.
623 Salem Street
Wakefield, MA 01880
Ph: 781.246.2800
Fax: 781.246.7596
www.hayeseng.com

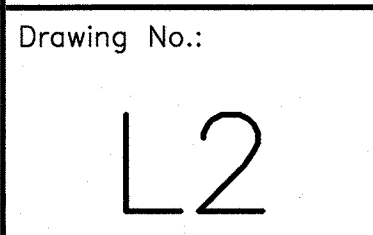
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Drawn By: AMC
Checked By: PJO
Project File: ARL-0017
Comp. No: ARL12
☒ Issued For Permit
☐ Issued For Review
☐ Issued For Bid
☐ Issued For Construction
☒ Not For Construction

No.	1	2	3	4	5	6	7	8	9	10
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12/16/19										
Revision										
Comments										
ARE COMMENTS										

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0' 5' 10' 20'

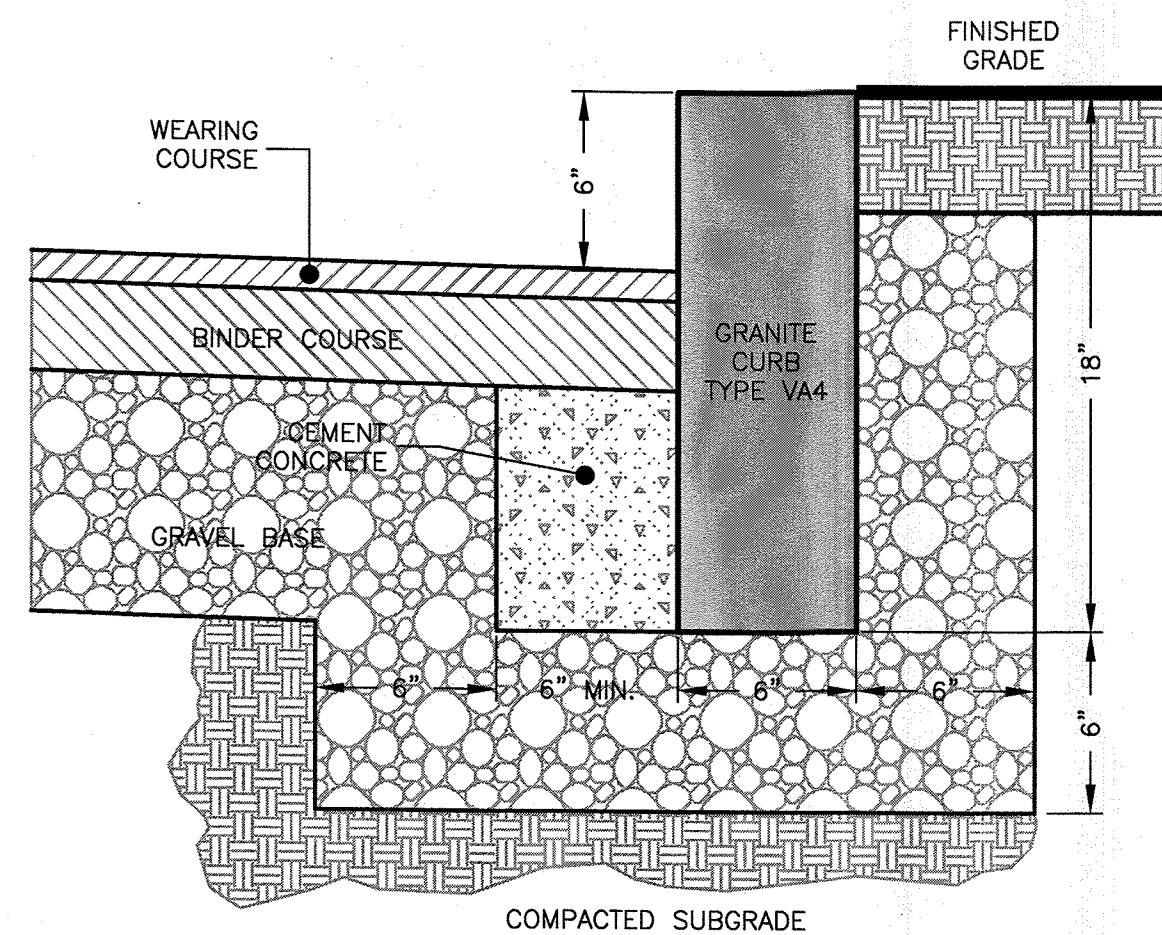
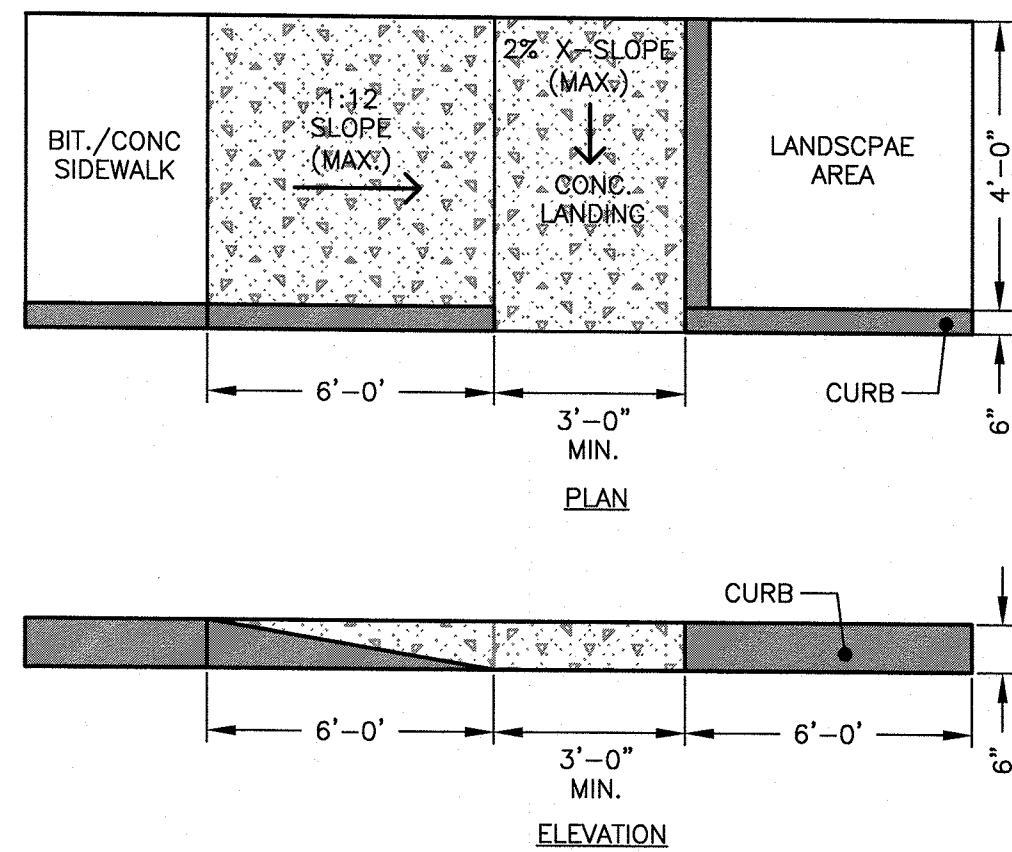
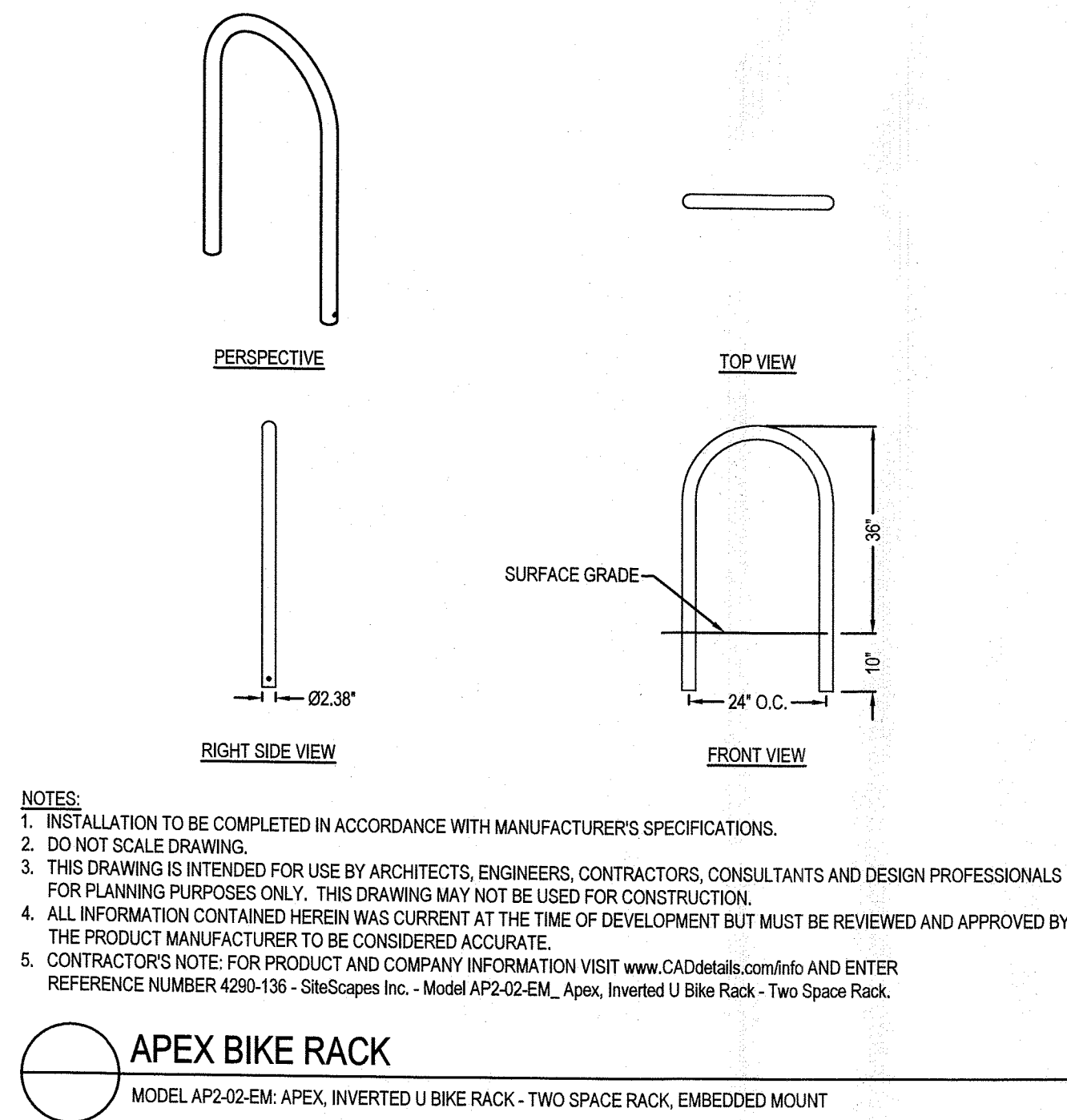
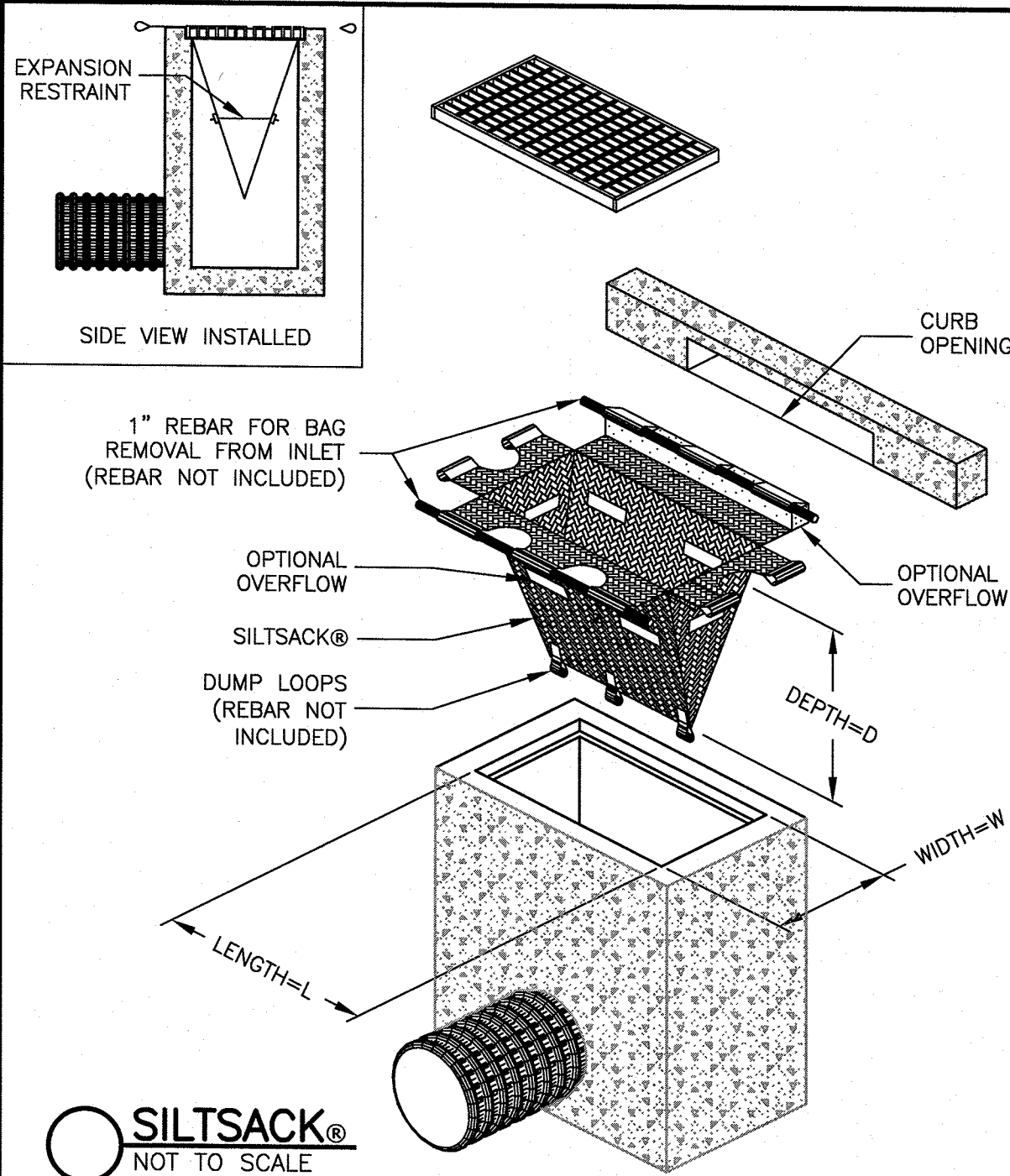
Date: October 7, 2019

Drawing Title:
LIGHTING PLAN
APOTHA
1385 MASSACHUSETTS AVENUE
ARLINGTON, MASS.

Seal:


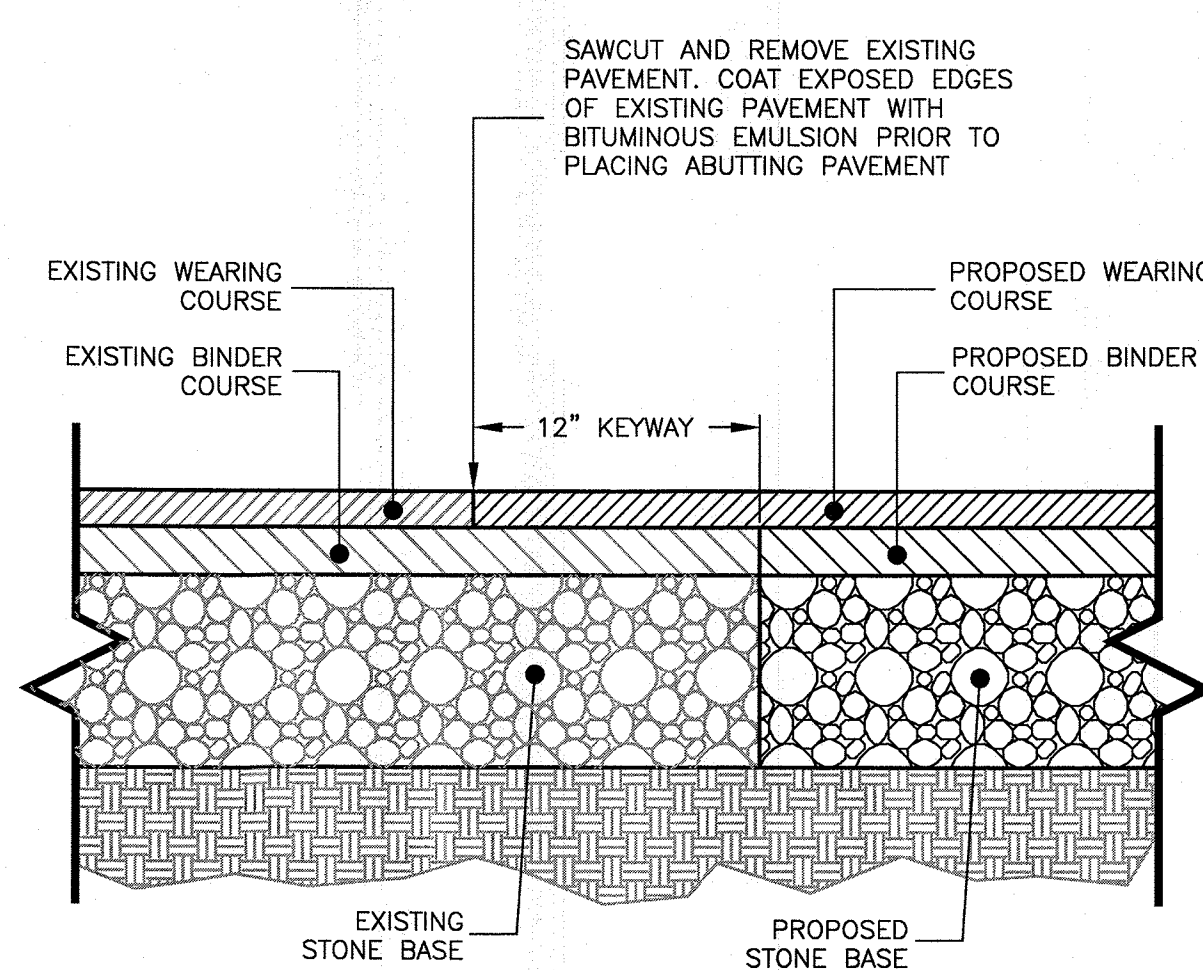
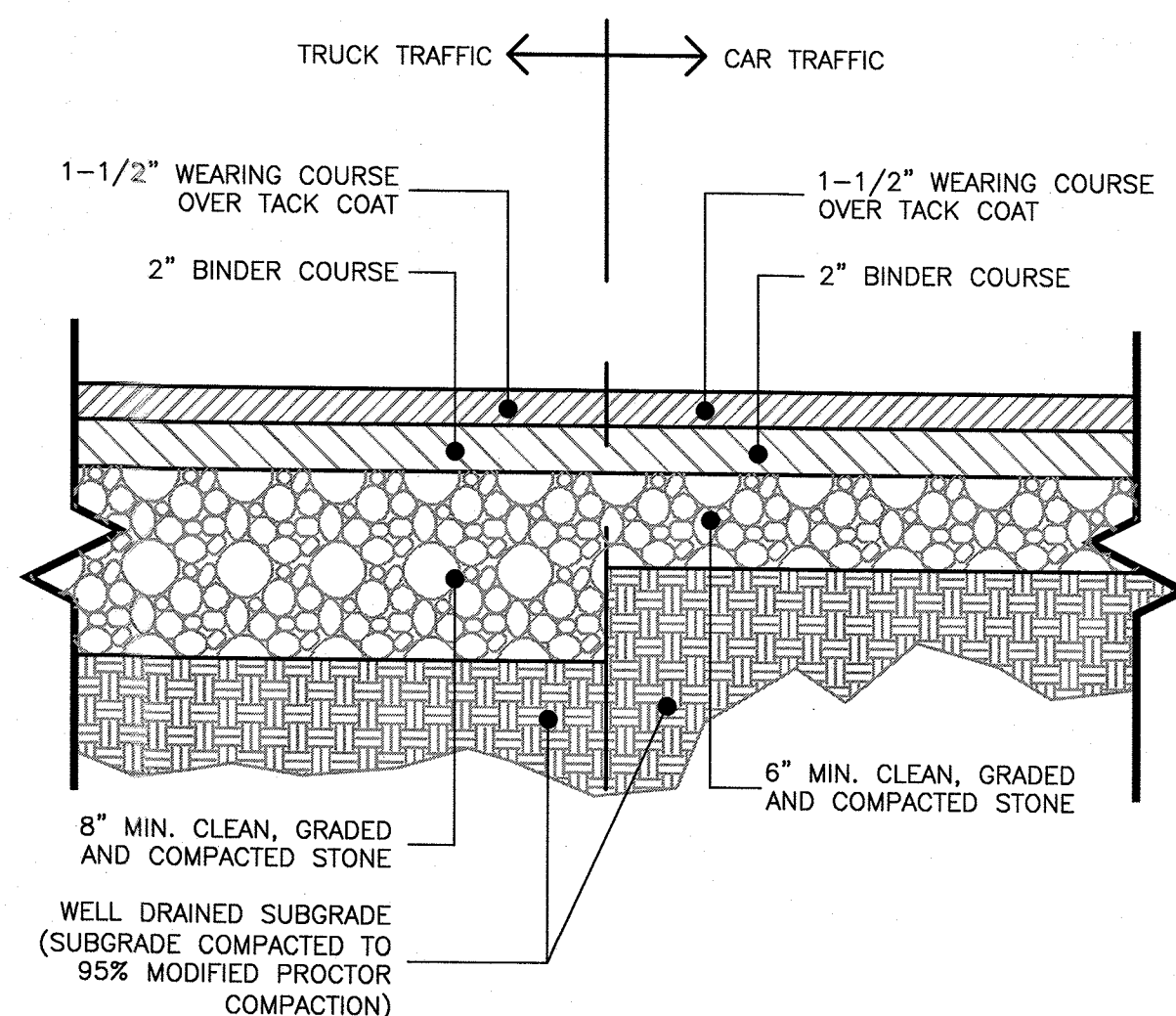
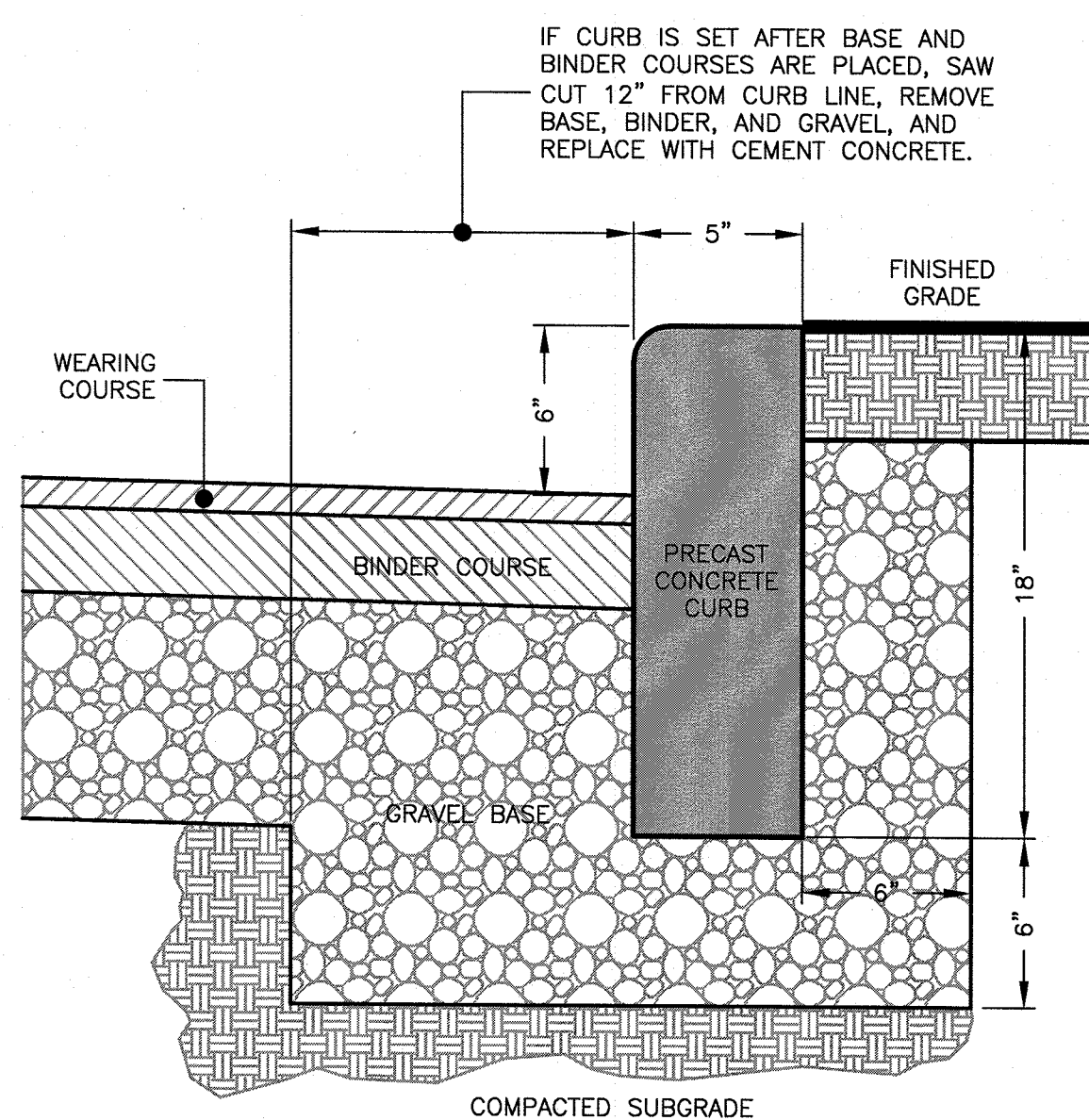
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SHEET 3 OF 4



WHEELCHAIR RAMP
NOT TO SCALE

VERTICAL GRANITE CURB
NOT TO SCALE



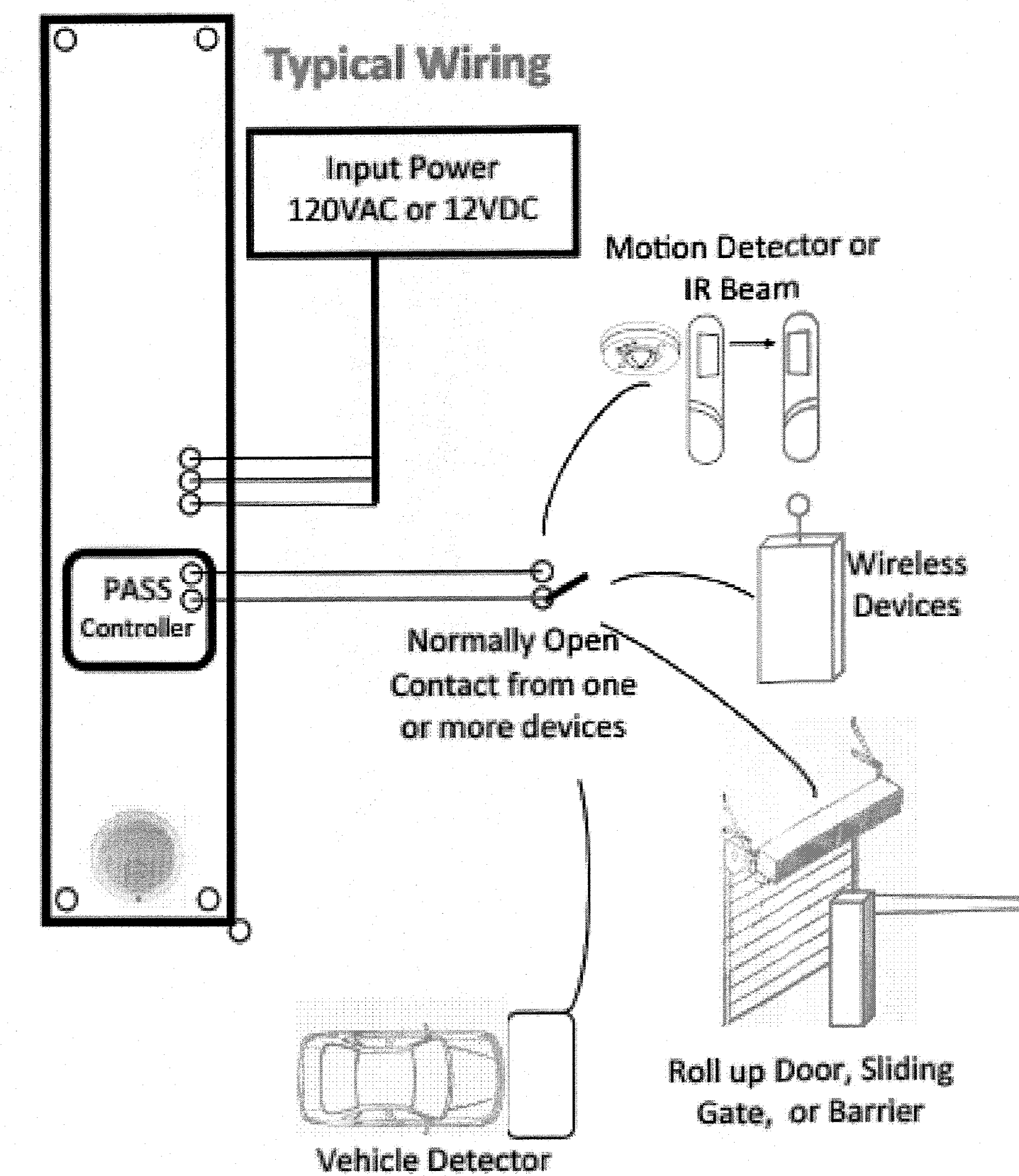
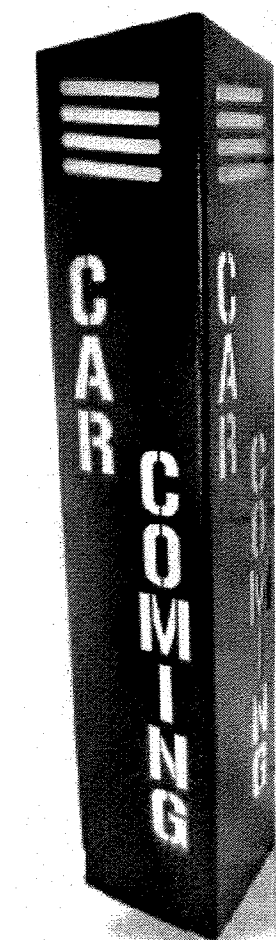
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PAVEMENT SECTION
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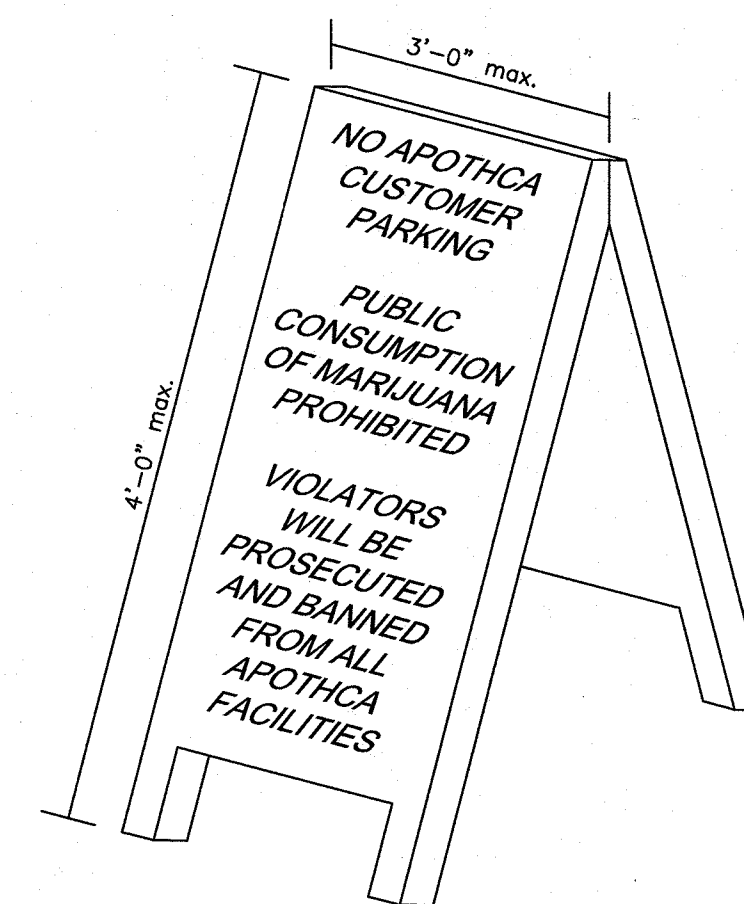
PAVEMENT KEYWAY
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NOTE: THIS PAVEMENT SECTION DETAIL REFLECTS MINIMUM REQUIREMENTS. ENGINEER TO DETERMINE DESIGN BASED ON GEOTECHNICAL DATA.

NOTE: THIS PAVEMENT SECTION DETAIL REFLECTS MINIMUM REQUIREMENTS. ENGINEER TO DETERMINE DESIGN BASED ON GEOTECHNICAL DATA.



PEDESTRIAN ALERT SAFETY SIGN DETAIL
NOT TO SCALE



TEMPORARY A-FRAME SIGN DETAIL
NOT TO SCALE

Prepared For:

Owner / Applicant
APOTHA
JOSEPH LEXACH
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HOLLYWOOD, FL 33020
305.741.6540

Prepared By:

Hayes Engineering, Inc.
Hayes
1985 TYLER STREET
HOLLYWOOD, FL 33020
Ph: 781.246.2800
Fax: 781.246.7596
www.hayeseng.com

Design By: AMC
Drawn By: AMC
Checked By: PJO
Project File: ARL-0017
Comp. No: ARL12
☒ Issued For Permit
☐ Issued For Review
☐ Issued For Bid
☒ Not For Construction

No.	Revision	Date
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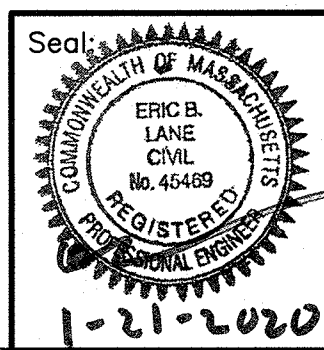
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Date: October 7, 2019

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DETAILS
APOTHA
1385 MASSACHUSETTS AVENUE
ARLINGTON, MASS.

Drawing No.:

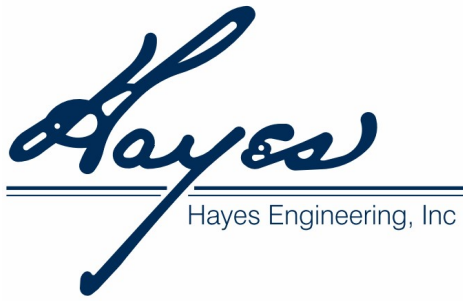
C2



1-21-2020

SHEET 4 OF 4

Exhibit C



603 Salem Street
Wakefield, MA 01880
Tel: (781) 246-2800
Fax: (781) 246-7596

Traffic Impact Statement

Nantucket, MA 02554
Tel: (508) 228-7909

Refer to File No. ARL-0017

TO: Town of Arlington
Board of Selectmen and Redevelopment Board

FROM: Tony Capachietti, *Project Manager*

DATE: October 7, 2019
Revised January 6, 2020
Revised January 20, 2020

SUBJECT: Apothca, Inc.
Proposed Marijuana Dispensary
1386 Massachusetts Avenue, Arlington, MA

Hayes Engineering, Inc. (HEI) has prepared this Traffic Impact Statement pursuant to the request of the project proponent, Apothca, Inc. (Apothca), in support of the proposed co-located adult-use and medical marijuana dispensary at 1386 Massachusetts Avenue in Arlington, Massachusetts. The purpose of this Impact Statement is to evaluate the anticipated Average Daily and Peak Hour trip generation for the facility.

The existing 2,184[±] square foot (sf.) building at 1386 Massachusetts Avenue is occupied by *Arlington Swift Printing*, a copy, printing and shipping store. The Applicant proposes to convert the facility into a medical and adult-use marijuana dispensary within the existing footprint.



Figure 1 – 1386 Massachusetts Avenue, Arlington, MA © Google Image Capture



Traffic Impact Statement

1386 Massachusetts Ave – Arlington, MA

ARL-0017

May 2, 2019

Revised January 5, 2020

January 20, 2020

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.

The prior use at the facility is best classified as Institute of Transportation Engineers (ITE) Land Use Code (LUC) 920 – Copy, Print and Express Ship Store, defined in the ITE Trip Generation Manual, 10th Edition as being:

... a facility that offers a variety of copying, printing, binding, and shipping services. Retail sales of a limited range of office-related items including packing and shipping supplies are also commonly available. Technology services, such as computer rental and wireless Internet may also be provided.

Estimated Trip Generation rates for the 2,184[±] -sf. facility under its prior use are summarized in Table 1, below.

Table 1: Trip Generation LUC 920 – Copy, Print and Express Ship Store

<u>Time Period</u>	<u>LUC 920 Average Trip Ends per 1,000sf GFA</u>	<u>LUC 920 Estimated Vehicle Trip Ends^(1,2)</u>
Weekday Daily	123.00 ⁽³⁾	269 ⁽³⁾
Weekday AM Peak Hour	8.12	18
Weekday PM Peak Hour	12.30	27
Saturday Daily	Not Published	Not Published
Saturday Peak Hour	Not Published	Not Published

⁽¹⁾ Based on 2,184[±] -sf. of floor area

⁽²⁾ ITE cautions use due to small sample size

⁽³⁾ Estimated as 10 times peak hour

The proposed RMD 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 for the proposed 2,184[±] -sf. dispensary use are summarized in Table 2, 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.



Traffic Impact Statement

1386 Massachusetts Ave – Arlington, MA

ARL-0017

May 2, 2019

Revised January 5, 2020

January 20, 2020

Table 2 has been updated to reflect average rates published by Spack Consulting as well as observed rates from dispensaries in Massachusetts from surveys conducted in June and October/November 2019. The decrease in trip generation rates from the June observations to the October/November observations should be noted as they correspond to an approximate 400% increase in the number of operating recreational dispensaries in the Commonwealth.

Table 2: *Trip Generation, Proposed Marijuana Establishment*

Time Period	ITE Average Trip Ends per 1,000sf GFA	ITE Estimated Trip Ends ^(1,2)	Spack Consulting Weighted Average per 1,000sf GFA	Spack Consulting Estimated Trip Ends ⁽¹⁾	Salem and Brookline Average Observed Rate per 1,000sf. ⁽³⁾	June 2019 Rate – Estimated Trip Ends ^(1,3)	Observed Rate per 1,000sf. Apothca Lynn, MA ⁽⁴⁾	Apothca Lynn Rate Estimated Trip Ends ^(1,4)
Weekday Daily	252.70	552	252.58	552	523.2	1,143	144.16	315
Weekday AM Peak Hour	20.88	46	23.61	52	40.6	89	Not Observed	-
Weekday PM Peak Hour	29.93	65	39.85	87	62.0	135	Not Observed	-
Saturday Daily	259.31	566	259.31	566	793.8	1,734	176.74	386
Saturday Peak Hour	36.43	80	36.43	80	74.2	162	Not Observed	-

⁽¹⁾ Based on 2,184± -sf. of floor area

⁽²⁾ ITE cautions use due to small sample size

⁽³⁾ Based on customer counts by HEI in Brookline and Salem, MA during June 2019

⁽⁴⁾ Based on transactions logged between October 26 and November 18, 2019 at the Apothca Lynnway facility in Lynn, MA

At the request of the Arlington Redevelopment Board (ARB) vehicle trip generation based solely on June 2019 observed rates for the NETA dispensary in Brookline, MA. This represents a “worst-case” scenario as the observed counts were obtained when the NETA dispensary was the only operating adult-use dispensary in the Greater Boston area.

Table 2a: *Trip Generation based on Observed NETA rates – June 2019*

Time Period	Observed NETA Trip Ends per 1,000sf GFA	Estimated Vehicle Trip Ends ⁽¹⁾
Weekday Daily	473	1,033
Weekday AM Peak Hour	31	68
Weekday PM Peak Hour	50	23
Saturday Daily	611	1,334
Saturday Peak Hour	57	124

⁽¹⁾ Based on 2,184± -sf. of floor area



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Apothca does not anticipate that it will experience the high volumes of customers that were observed at the NETA dispensary. The greatest peak hour demand of 62 vehicles (124 trip ends), based on the NETA rates, occurs on Saturdays. Apothca will provide additional staff during this peak to reduce transaction times. Apothca's Lynn dispensary was able to provide 4-minute transaction times through staffing and customer use of web applications such as Leafly. An average transaction time of approximately 6 minutes would be required to meet the volumes projected using the NETA rates. Beyond additional point of sale staff Apothca will employ tablets or iPads to assist those customers in the queue to organize their order prior to entrance into the facility.

Trip generation rates for dispensary uses vary greatly which is expected for a new and limited land use. This sort of disparity was observed during the expansion of Krispy Kreme donut shops into new areas, however, as the uniqueness of the use dissipated so did the traffic. Hayes Engineering, Inc.'s experience and observations through our permitting assistance for over 110 cannabis related businesses in the Commonwealth of Massachusetts also indicates a downward trend in trip generation for dispensary uses. **For the purposes of this (revised) analysis the Spack Consulting Rates were selected as they are slightly higher than the ITE rates for peak hour and lie between the two observed Massachusetts rates.**

Table 3, below, compares estimated vehicle trip ends for the previous copy facility use and proposed marijuana business use:

TABLE 3

Trip Generation, *Summary – Prior Use vs. Proposed RME*

<u>Time Period/Direction</u>	<u>Prior Use Vehicle Trip Ends</u>	<u>Proposed RME Vehicle Trip Ends</u>	<u>Change in Trip Ends</u>
Weekday Daily	269 ⁽²⁾	552	+283
Weekday AM Peak Hour	18	52	+34
Weekday PM Peak Hour	27	87	+60
Saturday Daily	269 ⁽³⁾	566	+297
Saturday Peak	27 ⁽³⁾	80	+53

⁽¹⁾ As compared to weekday daily traffic for the prior use

⁽²⁾ Estimated as 10 times peak hour

⁽³⁾ Estimated as being equivalent to weekday daily

The proposed dispensary results in an increase to projected trip ends to the facility when compared to the previous use for all scenarios. Each vehicle represents two trip ends, one arriving and one departing from the facility. The anticipated increase in weekday daily vehicle trips to the facility is 142 vehicles (283 trip ends). It should be noted that not all trips represent "new" or "destination" vehicles on the route; destination trips have the greatest effect on traffic conditions. Pass-by trips have minimal impacts to traffic conditions. A pass-by trip is one where a vehicle is already on the route or very close to the route and stops on the way to their ultimate



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destination. Studies have shown that for retail uses similar to the proposed dispensary, a substantial portion of vehicle trips are from existing traffic passing by the site or diverted from another route in the vicinity of 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. 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. **While it is our opinion that dispensary uses, as they become more prevalent, will be similar to convenience type uses in their pass-by rates no reduction in trip generation is credited in this analysis.**

HEI also evaluated customer data from three (3) dispensaries currently operating in Massachusetts in Brookline, Salem and Gardner to determine the AM peak hour occurs at 11a-noon and does not typically coincide with the AM rush hour for traffic on the adjacent roadways. Peak PM hours for these dispensaries typically occur between the hours of 6p-7p.

The Massachusetts Department of Transportation Highway Division maintains vehicle counts on Massachusetts Avenue on either side of the site (see Figure 2) at the following locations:

- Location ID: 4871 - Massachusetts Avenue North of Pleasant Street
- Location ID: 4930 - Massachusetts Avenue North of Appleton Street

Average Annual Daily Traffic (AADT), as reported by MassDOT, for these count locations indicate that approximately 20,000 vehicles per day pass the project site. The projected daily increase in vehicle trips of 142 on an average day represents less than 1% of the 17,613 vehicles reported at Location ID 4930. As such no significant changes to the prevailing traffic conditions are anticipated as a result of this project.

The Arlington Transportation Advisory Committee conducted AM and PM Peak turning movement counts at the intersection of Massachusetts Avenue and Park Avenue on November 19, 2019. The counts were conducted during the AM peak hour between 8:00a-9:00a and the PM peak hour between 5:00p and 6:00p. The movement counts were translated to eastbound and westbound traffic passing the project site and are summarized below:

	<u>Eastbound</u>	<u>Westbound</u>	<u>Total</u>
AM Peak Hour (8:00a-9:00a)	357 vehicles	259 vehicles	616 vehicles
PM Peak Hour (5:00p-6:00p)	429 vehicles	237 vehicles	666 vehicles

The total capacity of a two-way, two-lane highway is 3,200 passenger cars per hour, as identified in the Transportation Research Board's Highway Capacity Manual. The Apothca facility will not be open during the AM peak hour, however during the PM peak hour the 30 additional vehicles (60 trip ends) will increase the vehicle/capacity (v/c) ratio



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from 20.8% to 21.7%. Generally, a v/c ratio greater than 16% and less than 32% corresponds to level of service (LOS) C for a two-lane highway segment on level terrain without a passing zone. The projected increase in peak hour vehicle trips is not anticipated to adversely affect the prevailing traffic conditions.

The site is also located in proximity to a robust public transportation network. The project site is located within one-quarter mile of stops along the Massachusetts Bay Transit Authority (MBTA) 62, 62/76, 77, and 79 bus routes.

Parking Analysis

The site in its existing condition provides off-site parking for 6 vehicles. The parking lot can be reconfigured to provide parking for up to 12 vehicles (including one accessible space). The Town of Arlington Zoning By-Law section 6.1.4 requires 1 space per 300 sf. of floor area for retail uses. The parking requirement for the 2,184-sf. dispensary would be 7-spaces. Employees will be encouraged to use public transportation to avail as many spaces as possible for customers. The average transaction time for customers is between 15 and 20 minutes. This allows for the 12 parking spaces to turn over between 3 and 4 times per hour (36-48 vehicles per hour); the parking levels are adequate to handle the project PM peak hour of 44 vehicles (87 trip ends).

In addition to the on-site parking spaces there is additional on-street parking (2-hour limit) along both sides of Massachusetts Avenue in the project vicinity with taxi stands located immediately across Massachusetts Avenue from the site at the Arlington Heights Busway servicing the 62, 77, and 79 routes.



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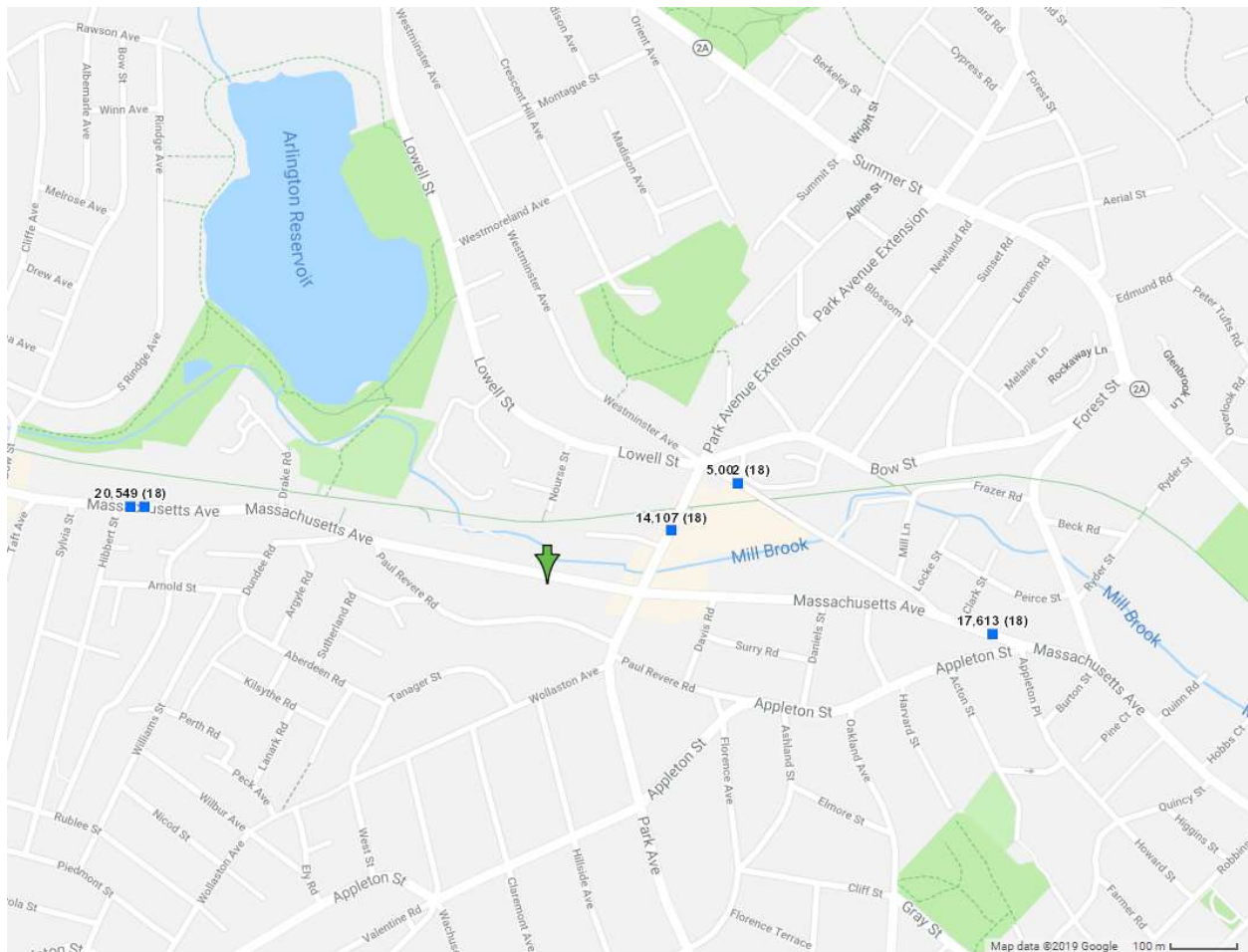


Figure 2 – 1386 Massachusetts Avenue, Arlington, MA MASSDOT Traffic Count Data

Queue Management

Customers will queue in the interior vestibule providing space for 15 people prior to entering the dispensary floor which will provide ample space for an additional 20-25 customers. The floorplate capacity of 35-40 customers, at an average transaction time of 15 minutes, will allow for approximately 105-160 customers per hour to be processed using only the interior queue.

During the initial opening period, customer levels may increase from those projected in this report as it may be the first recreational facility in the Arlington area. Apothca will incentivize the use of public transportation by its employees. Many of the current Apothca employees at its medical facility in Arlington use public transit to commute to work; this staff will transition to the new facility which is also proximate an MBTA bus route. Apothca will also allow those employees using bicycles to commute the ability to store their bicycles inside the building although no structured interior bicycle parking will be provided. Apothca will provide bicycle racks on the easterly side of the building for up to four (4) bicycles.

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Apothca will also have temporary parking lot attendants during the initial opening phase to direct traffic into and out of the lot and manage any exterior queues that may form. The exterior queue will be maintained along the sidewalk that extends to the rear of the facility. At no time will customers be allowed to queue in the traveled way.

It is recommended that the Proponent work with the Arlington public safety offices to develop an opening day strategy that provides for police details, parking attendants and way-finding assistance to minimize disruptions during the initial opening period. This strategy should be reviewed on a daily, or weekly, basis to evaluate its continuing need and implemented until customer levels normalize.

Exhibit D

Summary of Proposed Memorandum of Understanding

Apothca, Inc. has provided a draft Memorandum of Understanding (“MOU”) to the Arlington Police Department (“APD”) which details agreement between the parties as to coordination of efforts with a goal of minimizing and eliminating negative impacts on the neighborhood surrounding the facility at 1386 Massachusetts Avenue.

The draft MOU proposes schedules for meetings during the pre-opening, opening and post-opening periods to provide a venue for information sharing and community outreach regarding operational issues, parking, traffic, security and related matters. It allows for input and oversight from APD during the development and implementation of operational and security procedures and after the parties have observed real-time operations and their impact on the neighborhood.

The draft MOU also provides for the implementation of a series of escalating measures designed to reduce traffic and parking problems which may arise during high-demand dates and times of operation, including possible use of the company’s website and other online venues to provide assistance in diverting customer arrivals to lower-demand dates and times.

Apothca awaits further revision of the MOU by APD which will presumably include other matters of importance to APD.