

By Courier / E-mail

January 28, 2021

Jason Parker
Principal Planner
Town of South Kingstown
Town Hall – 180 High Street
Wakefield, RI 02879

**Re: Supplemental TRC Submission
Plant Based Compassionate Care Inc.
91 Pershing Avenue / A.P. 57-2, Lot 12 / CH Zoning District**

Dear Mr. Parker:

In anticipation of the February 14, 2021 Technical Review Committee, I am forwarding supplemental materials addressing the issues of the greatest interest to the Committee at the December 9, 2020 meeting, as follows:

I. TRAFFIC

A Supplemental Report from John P. Shevlin, P.E., Senior Vice President of Pare Corporation, addressing (1) Sight Distances on Pershing Avenue and their relation to the height of the landscape plantings along Pershing Avenue; (2) more detailed trip generation expectations and traffic capacity analysis; and (3) more detailed and robust parking analysis.

II. LANDSCAPING

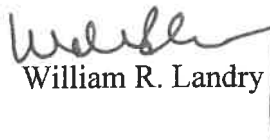
- A revised Landscape Plan prepared by Tupelo Design Studio, Ltd.
- A letter (entitled, “Plant Based Compassionate Care, Inc.”) explaining the applicant’s proposal for the plant beds on the south side of the property and removal of a portion of the currently paved surface in the area.
- A light schedule with product specifications for the outdoor lighting as requested.
- A photometric plan for lighting.

- A narrative explaining the nature of the project's compliance with the Article IV, Section G landscaping standards with corresponding images relating to the potential need for a variance from the provisions of Section G.2 with screening of the loading area.

Nineteen (19) hard copies of this letter and attachments are also being simultaneously couriered to your office this afternoon.

As always, thank you for your assistance.

Sincerely,


William R. Landry

Enclosures

January 25, 2021

Mr. Ben Herbst
Plant Based Compassionate Care, Inc.
91 Pershing Street
South Kingstown, RI 02879

Re: **Plant Based Compassionate Care, Inc. – TIA
Supplemental Data
South Kingstown, Rhode Island**
Pare Project No.: 20179.00

Dear Mr. Herbst:

This correspondence is being submitted to you to address some of the issues that arose at the Technical Review Committee (TRC) meeting held for the above-referenced project on December 9, 2020. At that meeting, the issues that were raised pertaining to traffic include the following:

- Sight distance from driveway onto Pershing Avenue
- Trip Generation
- Traffic capacity at the Pershing Avenue/Old Tower Hill Road intersection
- Parking

SIGHT DISTANCE

As part of our study dated November 11, 2020, a sight distance analysis was performed at the location of the Pershing Avenue at Old Tower Hill Road intersection. As part of the discussion at the TRC meeting, the question was raised regarding the sight lines exiting the site onto Pershing Avenue, in particular in relation to the proposed planting plan that was provided. Since that meeting, Tupelo Design Studio, Ltd. has revised the plantings and landscape layout. (Planting Plan dated January 21, 2021). Sight distance measurements reviewed at the driveway include both stopping sight distance (SSD) and intersection sight distance (ISD). SSD is the distance required for a vehicle traveling at the design speed of the roadway to come to a complete stop. It includes both the distance traversed during the driver's brake reaction time and the distance to decelerate the vehicle to a stop. ISD is the distance required by a driver entering or crossing an intersecting roadway to perceive an on-coming vehicle and safely complete a turning or crossing maneuver.

Based on our field review, the posted speed limit of Pershing Avenue is 25 mph. The sight distance analyses was based on a conservative 25-mph design speed as the speed in this stretch of roadway based on our observations and the fact that the driveway is within 180 feet from the intersection with Old Tower Hill Road indicates slower travel speeds than the 25 mph speed limit in the area of the driveway.

According to the American Association of State Highway and Transportation Officials (AASHTO) publication *A Policy on the Geometric Design of Highways and Streets, Sixth Edition 2011*, the minimum safe stopping sight





distance for a 25-mph design speed is 155 feet. The minimum intersection sight distance for left-turning vehicles from a minor street is 280 feet for a design speed of 25-mph. A summary of the sight distances available for the proposed Pershing Avenue/Site driveway intersection can be seen in Table 1.

Table 1: Pershing Avenue/Site Driveway Sight Distance Summary

		Required SSD (ft) 25 MPH	Measured SSD (ft)	Required ISD (ft) 25 MPH	Measured ISD (ft)
Pershing Avenue at Site Driveway	To the South	155	280	280	280*
	To the North	155	205 (to intersection)	225	205(to intersection)

SSD – Stopping Sight Distance
ISD – Intersection Sight Distance
*front of vehicle at curbline

The proposed plantings being proposed in front of the site are to be planted setback from the roadway approximately 9.5 feet from the curbline. If the proposed and existing plantings are maintained properly the stopping sight distance and the intersection sight distance are met. Also, in accordance with AASHTO, “if the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions.”

TRIP GENERATION

As previously stated, the trip generation for the proposed development was previously calculated using the industry standard *Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition*. The Trip Generation Manual provides traffic generation information for various land uses compiled from studies conducted by members nationwide. The proposed development trips were calculated using Land Use Code (LUC) 882: Marijuana Dispensary for a 1,218 square foot use within the existing building. Also, Land Use Code 712 (Small Office Building) was used to generate trips for the office space within the building.

The proposed development is anticipated to have operating hours of 10:00 a.m. to 7:00 p.m. Monday thru Friday; 11:00 a.m. to 8:00 p.m. on Saturday; and 11:00 a.m. to 4:00 p.m. on Sunday. It is anticipated that there will be a maximum of 10 employees on-site and that there will be a maximum of 8 registers being operated within the facility during maximum capacity. Typically, it is anticipated that 6 registrations will be in operation and 8 employees will be working.

A summary of the trips generated from the ITE Trip Generation Manual for the proposed development is provided in Table 2 below. Since the site will not be open during the morning peak hour, anticipated trips for



the afternoon peak hour and Saturday peak hour are provided. The estimated trip generation using ITE is anticipated to generate an average of less than one trip every four minutes to the site during the weekday afternoon peak hour and less than one trip every two minutes during the Saturday peak hour.

Table 2: Trip Generation Summary-Vehicle Trips Generated During Each Peak Hour

Land Use		Weekday, PM Peak Hour of Adjacent Street Traffic	Saturday, Peak Hour of Generator
LUC 882-Marijuana Dispensary (1,218 square feet)	Entering	13	23
	Exiting	<u>13</u>	<u>23</u>
	TOTAL	26	46
LUC 712-Small Office (1,000 square feet)	Entering	1	0
	Exiting	<u>1</u>	<u>0</u>
	TOTAL	2	0
TOTAL	Entering	14	23
	Exiting	<u>14</u>	<u>23</u>
	TOTAL	28	46

In addition to the Trip Generation Manual, Pare also obtained traffic counts from a similar site in Rhode Island. In particular, Pare had obtained traffic counts performed at the Green Leaf facility located at 1637 West Main Road in Portsmouth. Based on the data collected, the peak hour volumes counted were 67 vehicles in and 67 vehicles out (134 total trips). Pare also obtained counts from another report, *Medical Marijuana Facility at 711 Kingstown Road*. This report counted at the same site and are comparable to those obtained for our study as the counts during that study report peak hour indicated 63 trips in and 72 trips out (135 trips). Obtaining counts at a facility in Massachusetts was considered but those sites provide both medical and recreational drugs which would skew the volumes. Also, as we previously discussed, the State of Rhode Island currently has medical marijuana facilities at 3 locations. It is being proposed that 9 total locations be approved with the sites being scattered throughout the State. With this occurrence, we are of the opinion that the volumes obtained at the Portsmouth site for the future use in the capacity analysis are acceptable and conservative as we would expect the volumes to be actual less per site when more sites open.

TRAFFIC CAPACITY

At the TRC meeting, it was requested that a capacity analysis be performed for vehicles exiting Pershing Avenue onto Old Tower Hill Road. Based on recent counts performed for the Old Tower Hill Road Reconstruction Project, the afternoon peak hour volume on Old Tower Hill Road is 620 vehicles per hour in the eastbound direction and 643 vehicles in the westbound direction. Capacity analysis was completed for the Pershing Avenue/Old Tower Hill Road intersection for the no-build and build conditions. Capacity analysis characterizes intersections based on their level of service (LOS). LOS is a quality measure describing operational conditions within a traffic stream, generally in terms of service measures such as speed, travel times, traffic interruptions, delays, etc. Six LOS are defined for unsignalized intersections, from A to F, with A representing the best operating conditions and F representing the worst operating conditions.



Table 4: LOS Criteria for Unsignalized Intersections

	Unsignalized Intersection
LOS	Delay Time (sec/veh)
A	0-10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

To perform our analysis, we assumed that 75% of the traffic from the site will be coming/going to Pershing Avenue while 25% will be heading south toward MacArthur Boulevard when analyzing the build conditions. Analyzing the existing traffic volumes and the proposed volumes with the proposed development, the following analyses results were obtained.

Table 5: LOS Table – Unsignalized Intersections P.M. Peak Hour Level of Service

Intersection/Critical Movement	No-Build	Build
Pershing Avenue/Old Tower Hill Road		
Old Tower Hill Road Eastbound	A (0 secs)	A (0 secs)
Old Tower Hill Road Westbound	A (8.9 secs)	A (9.1 secs)
Pershing Avenue Northbound	D (25 secs)	E (39.7 secs)

Legend: LOS (Delay per vehicle in seconds)

*= PM Peak Hour from 5:00- 6:00 PM

With Pershing Avenue being situated between two signalized intersections: Old Tower Hill Road/Kingstown Road and Old Tower Hill Road/Mall entrance, gaps in the traffic stream will occur which will benefit vehicles pulling out from Pershing Avenue and the site. With the relatively low volume of traffic occurring at Pershing Avenue during the p.m. peak hour the intersection operates at a LOS D with an approximate 25 second delay. With the projected traffic to be generated from the site and the assumed trip distribution, the delay will increase by an additional 14 seconds exiting from Pershing Avenue. The level of service that results from the analysis is comparable to many of the curb cuts along the north side of Old Tower Hill Road. We are of the opinion, that safe access with typical delays at a side street in this area are acceptable.

PARKING

The proposed site is anticipated to provide 19 dedicated parking spaces for the proposed facility. There is also an agreement with the plaza owner that if ever necessary, additional parking could be provided for overflow or employee parking on the adjacent property.

As previously stated, a parking study was performed at some Massachusetts sites to observe time spent on-site by customers and to investigate parking needs for customers. Based on our observations, the following was noted:

- On average, a customer will spend 15 minutes at the facility (5-10 minutes in the retail facility and 5 minutes in the parking lot), assuming that they do not have to wait in line.



Mr. Ben Herbst

(5)

January 25, 2021

- Customers spend less than 5 minutes at the point of sale (register) on average.
- The estimated customer demand rate ranged from 20-60 customers per hour.
- Facilities with more points of sale are able to handle larger customer demand rates.

Assumptions have also been made regarding parking:

- A single point of sale can accommodate 12 customers per hour (equates to 96 customers per hour occurring at this site).
- Due to the expansion of these types of facilities throughout Rhode Island, customer demand at each location is expected to decrease.

As stated, the average time that a customer spends inside a retail cannabis facility is between 5 and 10 minutes, which includes passing through the security area, time spent viewing products and checkout. The applicant is also proposing other methods to reduce the amount of time in the store. One method is to incorporate a Pre-Order Process where their website will allow customers to preorder on-line for a purchase. In addition, customers can pre-order through other websites or apps (*Weedmaps* or *Leafly*) if they have an account. On these apps an account needs to be set-up which includes picture ids of State Approved Medical Marijuana Card and State Drivers Licenses. This will ensure that this account is associated with a real patient. Also, the applicant is proposing to also take pre-orders done by phone. This will reduce the time on-site by customers helping to reduce the amount of parking needed.

The applicant is proposing that for the first 6 months of operation, a discount (20% or over) will be implemented for all pre order sales. This type of discount will entice patients to use the preorder system. Getting their patients familiar with preorders is another way that will expedite all sales at the store. After the 6 months have passed, discounts for pre-orders will continue but at a lower rate.

The applicant will offer zoom virtual consultations for customers to allow the same 1 on 1 experience without entering the store. This will allow patients an opportunity to get educated on the products they purchase. A process will be put in place so one can make an online appointment for a designated time slot with the store educators. This way a patient can get educated and use the preorder process virtually.

Through the pre ordering system, when a patient checks in with staff and is allowed into the retail floor area, they will be directed to the preorder express lane. The express lane is for all patients that have pre ordered. There will be a designated sales rep who handles all the preorders. All of the patient's medicine will be organized with their name on the bag. A patient will be able to confirm order pay and leave in a matter of minutes.

Lastly, the applicant is open to hiring a South Kingstown police officer to help handle traffic or parking issues during the peak hours of the day if necessary. This would be in addition to the security guard group and staff that can also assist on-site traffic if ever necessary.

With the amount of parking provided and the information that was obtained for parking habits we are comfortable with the parking being provided. If necessary, the applicant has identified other procedures that will be implemented that will further result in better service resulting in more parking turnover thereby resulting in less parking demand. We are of the opinion that the parking provided on-site will be sufficient especially with the procedures that may be implemented by the applicant if necessary.



Mr. Ben Herbst

(6)

January 25, 2021

Conclusions

Based on the review of the information and the analyses performed, the following additional conclusions can be made regarding the proposed medical marijuana dispensary to be located at 91 Pershing Avenue in South Kingstown, Rhode Island.

- The projected traffic is anticipated to have no significant impacts to the traffic capacity on the roadways and intersections.
- With the speeds on the roadways and the sight distances measured at the significant intersections, the safety of the roadways and intersections are not anticipated to be impacted.
- The parking being provided is sufficient when compared to industry standards. Other measures are being proposed by the applicant which will also improve the parking needs. If there is a need for off-site employee parking, the applicant will find additional parking off-site for employees and shuttle them to and from the proposed facility.
- If traffic significantly exceeds the projected volumes when the site first opens due to its newness, the applicant is willing to take customers by appointment only to disburse the traffic flows until the newness of the site recedes.
- The applicant is committed to provide staff and police detail to help direct traffic to/from the site.

In summary, we are of the opinion that the proposed development will not have any significant impact to the capacity and safety of the roadway network. We are available to discuss our findings at your convenience. Please feel free to contact me if you have any questions or need additional information.

Sincerely,

John P. Shevlin, P.E.
Senior Vice President

JPS/kl

PLANT BASED COMPASSIONATE CARE INC.
91 PERSHING AVENUE
SOUTH KINGSTOWN, RI

PLANTING NOTES

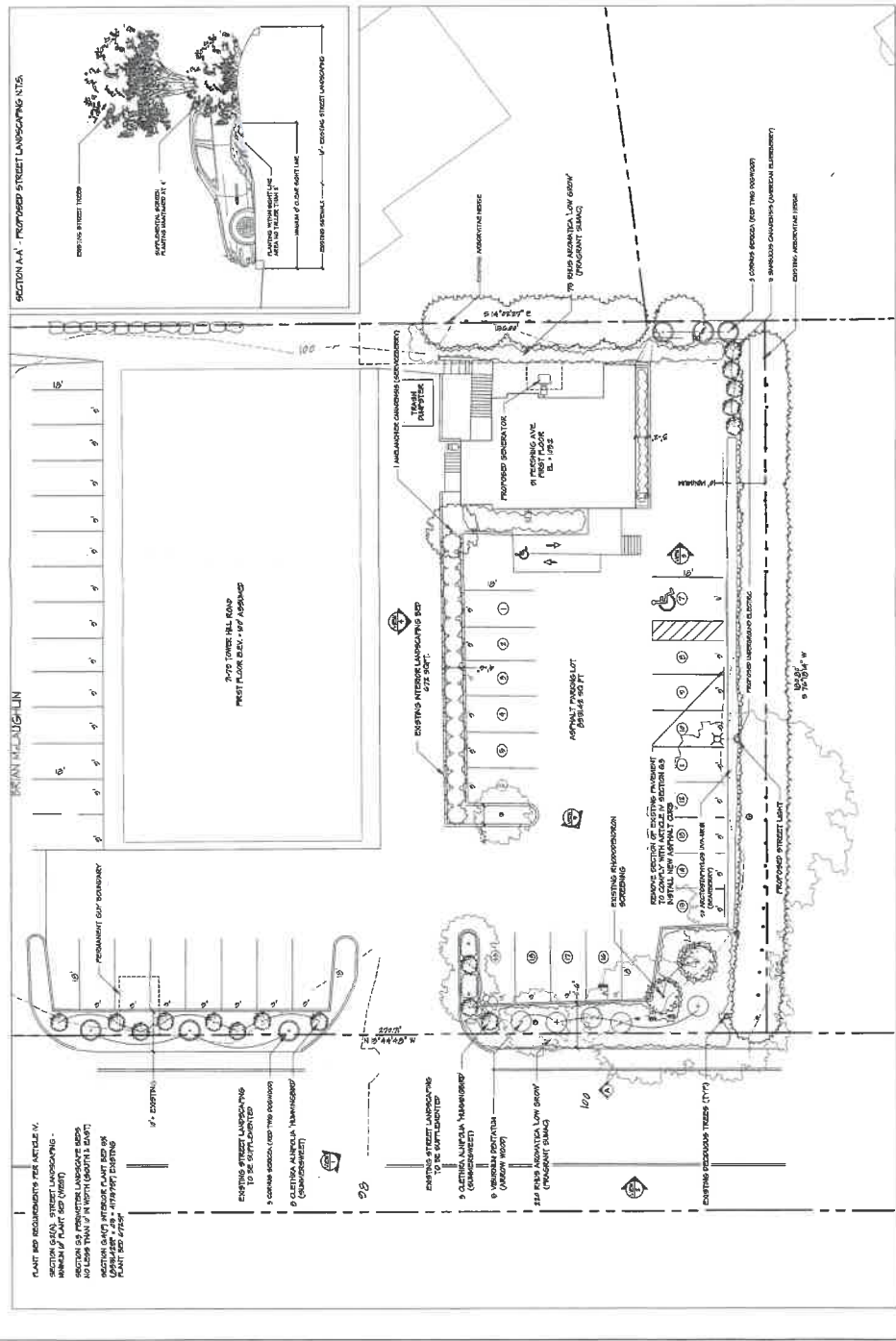
1. Verify location of all below grade utilities prior to any construction.
2. All plantings to be installed in accordance with all applicable codes and regulations.
3. All plantings to be installed in accordance with all applicable codes and regulations.
4. All plantings to be installed in accordance with all applicable codes and regulations.
5. All plantings to be installed in accordance with all applicable codes and regulations.
6. All plantings to be installed in accordance with all applicable codes and regulations.
7. All plantings to be installed in accordance with all applicable codes and regulations.
8. All plantings to be installed in accordance with all applicable codes and regulations.
9. All plantings to be installed in accordance with all applicable codes and regulations.
10. All plantings to be installed in accordance with all applicable codes and regulations.
11. All plantings to be installed in accordance with all applicable codes and regulations.
12. All plantings to be installed in accordance with all applicable codes and regulations.

GENERAL NOTES

1. Topographic information derived from site survey provided by District Land Surveying.
2. **Planting Approval**
3. ALL SETBACKS FOR REVIEW WITH THE DISTRICT LAND SURVEYING DEPARTMENT.
4. ALL SETBACKS FOR REVIEW WITH THE DISTRICT LAND SURVEYING DEPARTMENT.

T U P E L C
DESIGN STUDIO, LTD.
1000 PERSHING AVENUE, SUITE 100
SOUTH KINGSTOWN, RI 02881
Tel: 401-261-1111
Fax: 401-261-1112
www.tupelc.com

Project: 91 Pershing Avenue
Date: December 1, 2023
Client: COMPASSIONATE CARE INC.
Scale: 1" = 20' 0"
Submittal: S&K PLANNING DEPARTMENT
Type: TECHNICAL REVIEW BOARD
Title: PLANTING PLAN
Sheet No: P1



91 PERSHING AVENUE - PLANTING PLAN
SCALE: 1" = 20' 0"

PLANT PALETTE

1. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

2. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

3. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

4. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

5. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

6. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

7. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

8. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

9. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

10. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

11. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

12. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

13. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

14. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

15. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

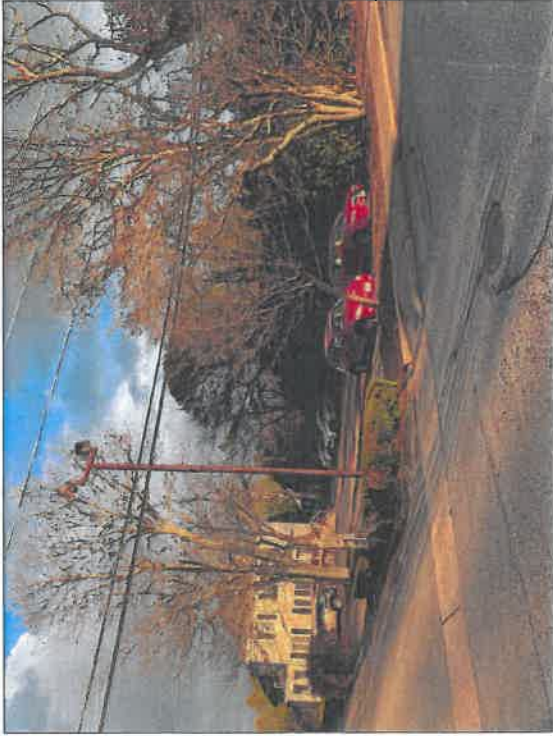
16. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

17. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

18. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

19. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE

20. LINDERA COMPLANATA (COMMON SWEETGUM)
SPECIES: L. COMPLANATA
APPROX. 5' - 6'
BLOOM COLOR: WHITE



VIEW 1 EXISTING VIEW
1

LOOKING SOUTH EAST FROM PERSHING AVE.



VIEW 1 PROPOSED VIEW
1

LOOKING SOUTH EAST FROM PERSHING AVE.

PLANT BASED COMPASSIONATE CARE INC.

VIEW 1 PROPOSED PLANT IMPROVEMENTS 20 JANUARY 2021

Tupelo Design Studio Ltd.

386 Dry Bridge Rd

North Kingstown, RI 02852

Plant Based Compassionate Care Inc.

To Whom This Concerns,

Plant Based Compassionate Care Inc is dedicated to making sure our business complies with the standards and ordinances set forth by the town when possible and does not disrupt our neighbors. Per the Subdivision and Land Use Regulations Article IV Sections G.3 and G.7, PBCC will increase the southern property line plant bed to 10' in order to maintain a full landscape screen. To do so we are willing to remove a section of the existing parking lot along the existing south plant bed to increase the width to 10' where it is currently insufficient. If at anytime during our lease of the property, the existing evergreen plant screen is damaged or destroyed, we at Plant Based Compassionate Care Inc will remove and replace any of the damaged plants to ensure we always maintain a full landscape screen.

Regards,

Ben Herbst

Light Schedule

A lighting calculation was done on this property to ensure we would always have over 2-foot candles throughout the parking lot for 91 Pershing. The avg foot candles for the parking lot is 2.52. In addition, it was important for us to not disrupt the abutting property. We did a calculation for the neighboring residential property, which avg Illuminance is 0 which we designed on purpose.

1.Adjustable wall packs

3 Adjustable wall packs would be installed around the property. These wall pack lights would be used for the left and right side of the property as well as the back. They are identified as the light pink circle on the site plan. These wall packs are only 30 Watt to ensure that it will cover the area near our property but not disrupt abutting properties. In addition how these hybrid lights are designed is to cast a wide illumination but doesn't illuminate distance well. These hybrid lights are designed to have a specific cast to them not nearly as far as a flood light. These 3 lights are dark sky compliant.



[30W LED Outdoor Adjustable Head Wall Pack: 1456](#)

[Cutsheet: LLS-Wallpack.pdf](#)

Product Quoted: MLLG-AL-LED-WPFC2-30-50

Description: 30W Decorative LED Wall Pack Full Cut Off, 3300 lumen, 5000K, 100-277VAC, Bronze and 5 year warranty.

2. Semi Cutoff Wall Pack

This Wall pack will be installed in the front of the property. This wall pack light will illuminate the entire front of the property. How this light will be installed it will ensure the front of the property will always be illuminated. This light is dark sky compliant.



55W LED Semi-Cutoff Wall Pack: 1403

Cutsheet: [LLS-Wallpack.pdf](#)

Product Quoted: MLLG-AL-LED-WPSC-55-50

Description: 55W LED wall pack - Semi Cutoff, 7,800 lumen, 5000k, 120-277vac, bronze, dimensions: 14.25 x 9.5 x 9.35, ul listed and 5 year warranty

3. Single Mounted 20 Ft pole flood light

These 2 flood lights will be installed in the parking lot on a 20 ft pole. The light closest to the abutting residential property will be tilted in a way to ensure that no light penetration will go to the neighboring property. 90 degree tilt ensures its going straight down and wont be going to the abutting property. In addition these lights will be dark sky compliant.



200W LED Outdoor Industrial Flood Light: 1653

Cutsheet: [LLS-Flood-Light.pdf](#)

Product Quoted: MLLG-AG-LED-IMF-200-5-60-TR

Description: 200W Industrial LED Modular Flood Light, IP65, 28,000 lumen, 5000K, 100-277VAC, Optic - 60D, 10KV surge protection, Silver, Trunnion Mount and 5yr warranty

91 Pershing Parking Lot

DRK Enterprises LLC / LED Lighting Supply
 1 Chestnut Street, 4th
 Nashua, NH 03060
 (888) 423-3191
 www.ledlightingsupply.com



DATE: 12/11/2020 REF NO. 91 Pershing.AGI

Page 1 of 2

Lighting Specialist: Mike Ciaffone

mciaffone@ledlightingsupply.com

AGI320 Version 19.15.0

Luminaire Schedule					
Symbol	Qty	Label	Arrangement	Total Lamp Lumens	LLF
	3	MLLG-AL-LED-WPFC2-30-50 IESNA	SINGLE	N.A.	1.000
	1	MLLG-AL-LED-WPSC-55N50	SINGLE	7458	1.000
	2	MLLG-AG-LED-IMF-200-5-TR-60D-	SINGLE	25866	1.000

Calculation Summary						
Label	CalcType	Units	Avg	Max	Min	Avg/Min
George Gerber Trust Area	Illuminance	Fc	0.00	0.1	0.0	N.A.
Parking Lot Area	Illuminance	Fc	2.52	35.6	0.0	N.A.

Luminaire Location Summary						
Label	X	Y	Z	Orient	Tilt	
MLLG-AG-LED-IMF-200-5-TR-60D-	191	91	20	90	90	
MLLG-AL-LED-WPSC-55N50	249	145	14	180	0	
MLLG-AL-LED-WPFC2-30-50 IESNA	263	162	14	90	0	
MLLG-AL-LED-WPFC2-30-50 IESNA	277	138	14	0	0	
MLLG-AL-LED-WPFC2-30-50 IESNA	252	117	8	270	0	
MLLG-AG-LED-IMF-200-5-TR-60D-	120	155	20	0	45	

- NOTES:
- 1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
 - 2) CALCULATIONS SHOW THE EFFECT OF SHADOWING CAUSED BY OBJECTS WITHIN THE AREA.
 - 3) READINGS SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES TAKEN AS SHOWN IN NUMERIC SUMMARY
 - 4) FIXTURE ORIENTATION IS SUCH THAT 0 IS TO THE RIGHT OF THE DRAWING AND 90 IS TO THE TOP OF THE DRAWING AS SHOWN.
 - 5) TILT ANGLE IS THE RAISING AND LOWERING OF THE FIXTURE HEAD.
 - 6) THE LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
 - 7) CHECK GRAPHIC SCALE. DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY OCCUR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.
 - 8) LUMINAIRE LUMENS = LUMENS LEAVING LUMINAIRE WITH EFFICIENCY CONSIDERED.

NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF DRK ENTERPRISE LLC/LED LIGHTING SUPPLY (LLS). ITS ACCEPTANCE CONSTITUTES AN AGREEMENT THAT THE DRAWING WILL BE TREATED AS CONFIDENTIAL. THIS DRAWING IS TO BE USED FOR NO PURPOSE OTHER THAN AS DETAILED INFORMATION CONCERNING THE OPERATION OF LIGHTS FURNISHED BY LLS. IT IS TO BE RETURNED UPON REQUEST AND IS NOT TO BE COMMUNICATED, DISCLOSED OR COPIED, EXCEPT AS EXPRESSLY AUTHORIZED BY DRK ENTERPRISE LLC/LED LIGHTING SUPPLY.

NOTICE: THE INTENT OF THIS LIGHTING LAYOUT IS TO SUGGEST THE BEST UTILIZATION OF LIGHTING FIXTURES PROVIDED BY DRK ENTERPRISE LLC/LED LIGHTING SUPPLY. IT IS PROVIDED USING FIXTURE PHOTOMETRICS FURNISHED BY DRK ENTERPRISE LLC/LED LIGHTING SUPPLY. ANY VARIATION IN FIXTURE PERFORMANCE FROM PERFORMANCE SHOWN IN HIS FILE IS THE RESPONSIBILITY OF THE MANUFACTURER. ITS USE FOR ANY OTHER PURPOSE IS NOT AUTHORIZED BY DRK ENTERPRISE LLC/LED LIGHTING SUPPLY.

91 Pershing Parking Lot

DRK Enterprises LLC / LED Lighting Supply
 1 Chestnut Street, 4M
 Nashua, NH 03060
 (888) 423-3181
 www.ledlightingsupply.com



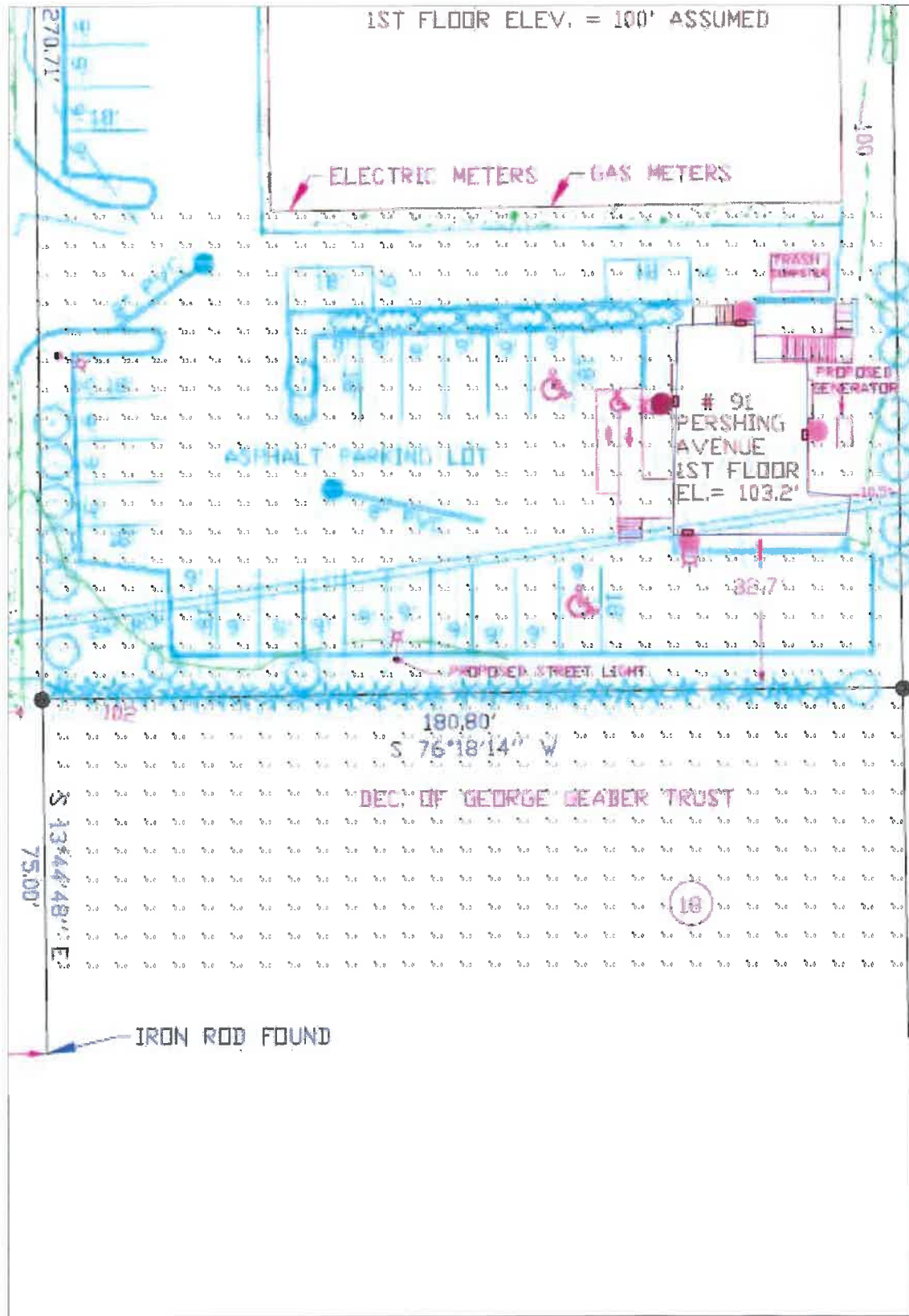
DATE: 12/11/2020 REF NO. 91 Pershing-AGI

Page 2 of 2

Lighting Specialist: Mike Ciuffone

mciuffone@ledlightingsupply.com

AG029 Version 19.15.0



- NOTES:
- 1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
 - 2) CALCULATIONS SHOW THE EFFECT OF SHADOWING CAUSED BY OBJECTS WITHIN THE AREA.
 - 3) READINGS SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES TAKEN AS SHOWN IN NUMERIC SUMMARY
 - 4) FIXTURE ORIENTATION IS SUCH THAT 0 IS TO THE RIGHT OF THE DRAWING AND 90 IS TO THE TOP OF THE DRAWING AS SHOWN.
 - 5) TILT ANGLE IS THE RAISING AND LOWERING OF THE FIXTURE HEAD.
 - 6) THE LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
 - 7) CHECK GRAPHIC SCALE. DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY OCCUR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.
 - 8) LUMINAIRE LUMENS = LUMENS LEAVING LUMINAIRE WITH EFFICIENCY CONSIDERED.

NOTICE: THIS DRAWING IS THE EXCLUSIVE PROPERTY OF DRK ENTERPRISE LLC/LED LIGHTING SUPPLY (LLS). ITS ACCEPTANCE CONSTITUTES AN AGREEMENT THAT THE DRAWING WILL BE TREATED AS CONFIDENTIAL. THIS DRAWING IS TO BE USED FOR NO PURPOSE OTHER THAN AS DETAILED INFORMATION CONCERNING THE OPERATION OF UNITS FURNISHED BY LLS. IT IS TO BE RETURNED UPON REQUEST AND IS NOT TO BE COMMUNICATED, DISCLOSED OR COPIED, EXCEPT AS EXPRESSLY AUTHORIZED BY DRK ENTERPRISE LLC/LED LIGHTING SUPPLY.

NOTICE: THE INTENT OF THIS LIGHTING LAYOUT IS TO SUGGEST THE BEST UTILIZATION OF LIGHTING FIXTURES PROVIDED BY DRK ENTERPRISE LLC/LED LIGHTING SUPPLY. IT IS PROVIDED USING FIXTURE PHOTOMETRICS FURNISHED BY DRK ENTERPRISE LLC/LED LIGHTING SUPPLY. ANY VARIATION IN FIXTURE PERFORMANCE FROM PERFORMANCE SHOWN IN IES FILE IS THE RESPONSIBILITY OF THE MANUFACTURER. ITS USE FOR ANY OTHER PURPOSE IS NOT AUTHORIZED BY DRK ENTERPRISE LLC/LED LIGHTING SUPPLY.

Plant Based Compassionate Care, Inc
91 Pershing Ave
Assessor's Plat 57-2, Lot 20

Summary for Article IV Section G

1. Plant Material Standards

- A) No Street trees are proposed – existing trees are already in place.
- B & C) Speak to minimum sizes which are addressed with the plant selections
- D) Addressed on plan and ensured at the time of installation
- E) Responsibility of installer

2. Street Landscaping

The parking area currently has a 10+ foot planting bed along Pershing Ave, supplemental plantings added as noted on the drawing P1 to comply with Article IV Section G.2(a).

As Plant Based Compassionate Care, Inc. has no need for a delivery truck any larger than specified (Van) and has control of the delivery times and schedule and there is currently an existing loading space that meets the requirements for the building on the same lot (shared) a waiver from Article 7, section 709 loading space requirements and dimensions should be requested.

Sec. 709. - Loading space requirements and dimensions.

The planning board, at the time of development plan review, may require off-street loading areas to be provided for all uses other than residential or agricultural uses, if necessary for safe and efficient access, loading and or delivery of goods, for efficient traffic circulation, or for public safety.

A loading space shall have minimum dimensions of not less than twelve (12) feet in width, sixty (60) feet in length, exclusive of driveways, aisles, and other circulation areas, and a height of clearance of not less than fourteen (14) feet. If required, off-street loading spaces shall be provided as follows:

- A. At least one (1) off-street loading space shall be provided and maintained on the same lot for every use having a gross leasable floor area of up to ten thousand (10,000) square feet.
- B. One (1) additional loading space shall be provided for each additional twenty thousand (20,000) square feet or fraction thereof of gross leasable floor area.

The existing loading area located 71 Old Tower Hill Rd. cannot be screened from Pershing Ave without impeding the entrance from Pershing Ave and the use of the existing loading area. A waiver from screening the loading area may be needed from Article IV Section G.2

2. Street Landscaping Whenever a parking or loading area adjoins a public street right-of-way, or the right-of-way of a private street which is or may be customarily used by the public as access to the parking or loading facility, a landscaped strip of land shall be constructed or maintained along the entire street frontage, except for any necessary driveways, as provided herein. There are five (5) basic options for a landscaped strip along a street as shown in the illustrations on the following pages. For the purpose of these Regulations, the design and layout of site features shown are intended to be illustrative design guidelines. The Planning Board may modify the specific design during development plan review where necessary to achieve the purposes and goals of this Section

3. Perimeter Landscaping

Removal of paving along the south side of the existing parking lot as noted on P1 – Planting Plan to comply with width requirements. The existing planting is consistent with the requirements of Section G.3 although supplemental plantings will be added to the east plant bed for additional screening.

4. Interior Landscaping

Parking lot $8351.42 \text{ square feet} \times .05(5\% \text{ required}) = 417.57 \text{ square feet}$ of interior plant bed minimum, existing interior plant bed approximately 672 square feet or 8%

5. Building Landscaping

Building currently complies

6. Location of Loading Spaces

See waiver request in item 2. Street Landscaping, additionally the current position of the existing building prohibits loading space from being located on the rear of the building. The current layout denotes the larger space to the south of the building would be called out as a loading space if need be. Again the delivery vehicle being a van that would fit a normal parking space, the need for the side of the building to be used as loading area is non-existent.

7. Transition Yard Landscaping

Per item 3. Perimeter Landscaping the plant bed along the south property line will be increased to 10' to comply with Article IV Section G.7(b). While the adjoining lot to the south (Assessor's Plat 57-2, Lot 18) is in the same zoning district it is used as a residential property.

8. Landscape Street Yards

Does not apply

9. Alternative Methods of Compliance

The waivers sought from Article VII Section 709 and Article IV Section G.2 both would be satisfied by the alternative method of delivery proposed by Plant Based Compassionate Care, Inc. eliminating the need for any oversized delivery vehicles. It is consistent with option F below.

- a) 9-foot wide x 18' intermediate islands: at least 1 tree, plus at least 3 low shrubs or ground cover plants and/or turf grass;
- b) 18' x 18' corner islands: at least 1 tree, plus at least 6 low shrubs or ground cover plants and/or turf grass;
- c) 9-foot wide center and drive islands: at least 3 trees per 100 linear feet, plus at least 6 low shrubs or ground cover plants per 100 linear feet and/or turf grass;
- d) 9-foot wide x 18' half end islands: at least 1 tree, plus at least 3 low shrubs or ground cover plants and/or turf grass;

e) 9-foot wide x 36' full end islands: at least 2 trees, plus at least 6 low shrubs or ground cover plants and/or turf grass;

f) Common landscaped areas used to direct vehicular or pedestrian traffic, to delineate parking or to preserve existing natural features: at least 1 tree per 300 sq. ft. area plus at least 6 low shrubs or ground cover plants and/or turf grass.



VIEW
2

EXISTING VIEW
LOOKING EAST FROM PERSHING AVENUE



VIEW
2

PROPOSED VIEW
LOOKING EAST FROM PERSHING AVENUE

NOTE: EXISTING RHODODENDRON IN SOUTH EAST CORNER

PLANT BASED COMPASSIONATE CARE INC.

VIEW 2 PROPOSED PLANT IMPROVEMENTS 20 JANUARY 2021

Tupelo Design Studio Ltd.

386 Dry Bridge Rd

North Kingstown, RI 02852



VIEW
3

EXISTING VIEW
LOOKING EAST FROM CENTER



VIEW
3

PROPOSED VIEW
LOOKING EAST FROM CENTER

PLANT BASED COMPASSIONATE CARE INC.

VIEW3 LOOKING FROM COMPASSION CENTER 20 JANUARY 2021

Tupelo Design Studio Ltd.

386 Dry Bridge Rd

North Kingstown, RI 02852



VIEW
4 PROPOSED VIEW
LOOKING SOUTH- EXISTING SCREENING



VIEW
5 EXISTING VIEW
LOOKING SOUTH WEST- EXISTING SCREENING

PLANT BASED COMPASSIONATE CARE INC.

EXISTING PLANTING VIEWS 20 JANUARY 2021

Tupelo Design Studio Ltd.

386 Dry Bridge Rd

North Kingstown, RI 02852