



BOSTON | DENVER | JACKSONVILLE | LOS ANGELES

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

December 26, 2019

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 Swirko, 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.

Responses to Materials Requested by the Arlington Redevelopment Board

1. Prepare a sign plan that details the attachment method, the lighting, the sign materials, dimensions, etc.

Please see Exhibit A, which demonstrates the detail of the proposed signage including sign location, design, and dimensions. The sign will be affixed to the interior window utilizing adhesive vinyl. Apothca does not propose lighting to illuminate the sign. The window will not exceed more than 25 percent of the glass to which it is affixed.

2. Improve the proposed building elevation to include the details of the storefront modifications and any repair or improvements to the facade (i.e., as discussed, there is likely some fading of the facade behind the existing signage).

Please see the building elevations enclosed hereto as Exhibit A that detail storefront modifications. As noted on the elevations, the building will be pressure washed to provide a uniform experience. Pressure washing will be conducted seasonally as needed to preserve the exterior experience.

3. Prepare a plan that details the trench drains across the enter/exit drive aisles and rain garden system in the landscaped area.

Please see the site plan enclosed hereto as Exhibit B. Due to existing site constraints on the parcel, it is not feasible to install a rain garden in the small landscaped area. Apothca has revised the site plan to indicate subtle regrading of the driveway to create low points for the replacement of installation of new particle separators with catch basin grate inlets. Additionally, speed bumps have been integrated into the plan to minimize the amount of stormwater that leaves the site to the public right of way.

4. Investigate further improvements to the catch basins.

Please see the site plan enclosed hereto as Exhibit B. Apothca has revised the site plan to indicate subtle regrading of the driveway to create low points for the replacement of installation of new particle separators with catch basin grate inlets. Additionally, speed bumps have been integrated into the plan to minimize the amount of stormwater that leaves the site to the public right of way.

5. Improve the landscaping plan, including discussing screening solutions (such as improving the existing fence) with the neighbors and plant selections with the Tree Warden.

Please see the site plan enclosed hereto as Exhibit B, which demonstrates that the southerly and easterly property lines will be screened through the installation of a new wood or vinyl stockade fence. Apothca has not received any correspondence from the Tree Warden, but notes on the plans that all plantings should be approved by the Tree Warden prior to installation. Apothca will make modifications requested by the Tree Warden should he have any. Further, Apothca will address the rodent problem reported by abutters prior to project construction. Apothca will ensure that its construction team utilizes industry standard Integrated Pest Management procedures and, as applicable, pest control vendors, to reduce the likelihood of recolonization or movement to abutting sites.

6. Add additional lighting for the enter/exit drive aisles.

Please see the site plan enclosed hereto as Exhibit B, which reflects the lighting modifications requested by the Board. Apothca has also incorporated illuminated pedestrian warning signage at the exit driveway.

7. Complete the LEED checklist for interiors.

Please see a LEED checklist, attached hereto as Exhibit C.

8. Provide more detailed narrative on how medical customers will be served versus recreational customers (especially related to queuing and purchasing).

Please see a narrative on how medical customers will be served versus recreational customers, attached hereto as Exhibit D.

9. Prepare a Transportation Demand Management Plan in which you discuss incentives for employees to use public transit and how long term and short term bicycle parking will be accommodated onsite. Section 6.1.5 of the Zoning Bylaw offers some other suggestions on what could be included in a TDM Plan (although framed relative to a parking reduction allowance in the bylaw which can be ignored since you are not requesting that reduction).

Please see Apothca's Queuing, Parking, and Transportation Demand Management Plan, attached hereto as Exhibit E.

10. Prepare a Queuing and Parking Management Plan. This should not just be for the high volume days or for the first 30 days, but rather think about worst case scenarios and how you plan to address them with the available space on the site (especially related to crowd control since you will have people and vehicles in the parking lot).

Please see Apothca's Queuing, Parking, and Transportation Demand Management Plan, attached hereto as Exhibit E.

**Responses to December 9, 2019 Memoranda from the
Arlington Transportation Advisory Committee**

11. The TIS uses vehicle trip generation rates for the existing and proposed use from Institute of Transportation Engineers (ITE). The report correctly notes these rates should be used with caution because of small sample size. Specifically the sample size for the existing use is one site and for the proposed use is four (nine in evening peak hour) sites, all located in Colorado and Oregon. Further, the four dispensary sites varied widely in size and number of trips with little correlation between the two. No trip generation information is provided from sites in Massachusetts, which would be more appropriate and should be available from the observations made in Brookline, Salem and Gardner. Another source of trip generation data is Spack Consulting whose weekday morning and evening peak hour rates for dispensaries are 12 and 28 percent, respectively, higher than ITE rates.

Prior to the Board's hearing, Hayes Engineering, Inc. will provide the Board with an updated Traffic Impact Statement utilizing traffic counts compiled in November 2019 for Apothca's facility in Lynn, Massachusetts.

12. The TIS (page 4) takes a 50 percent reduction in trips on Mass Ave for pass-by or diverted trips. These are trips that would already be on the adjacent roadway (pass by) or on nearby roadways (diverted). Trips diverted from other roadways in the area would still be added to Mass Ave which is the roadway of critical concern. The only reduction should be for pass-by trips and a reduction of 50 percent for pass-by trips seems very high.

Prior to the Board's hearing, Hayes Engineering, Inc. will provide the Board with an updated Traffic Impact Statement that outlines the rationale for pass-by or diverted trip figures.

13. Based on the reduction for pass-by and diverted trips, the report concludes that the number of trips added to Mass Ave will be less than one percent of the existing volume (based on a Massachusetts Department of Transportation count station on Mass Ave at Appleton Street). The analysis is based on daily traffic, but the traffic impact should be analyzed for the morning and evening peak hours when existing traffic volumes are highest and the impact of the dispensary likely greatest. The TAC recently had peak hour traffic counts taken at the Mass Ave/Park Ave intersection and would be happy to share the peak hour volumes entering and exiting Mass Ave west of the intersection to help with the analysis.

Prior to the Board's hearing, Hayes Engineering, Inc. will provide the Board with an updated Traffic Impact Statement that outlines the rationale for the above mentioned analysis.

14. On page 4, the TIS states that 13 parking spaces will be provided on site, however, the site plan shows 12 spaces, including one handicap space.

Prior to the Board's hearing, Hayes Engineering, Inc. will provide the Board with an updated Traffic Impact Statement with corrected parking figures.

15. Based on customer turnover times between 15 and 20 minutes, the 12-space lot could handle 36 to 48 vehicles in an hour. The report concludes the proposed 12 parking spaces are adequate to meet the projected demand of 33 vehicles in the peak hour based on projected trip generation. However, if the higher trip generation rates cited in comment 1 above are applicable the evening trip generation would be 84 trips, or 42 vehicles. That is the demand if average customer turnover is about 17 minutes.

Prior to the Board's hearing, Hayes Engineering, Inc. will provide the Board with an updated Traffic Impact Statement utilizing traffic counts compiled in November 2019 for Apothca's facility in Lynn, Massachusetts. This will provide further details relative to peak trip generation figures.

16. How will parking and traffic be handled if the lot becomes full? What is the status of on-street parking on Mass Ave in the vicinity of the site?

As outlined in Apothca's Queuing, Parking, and Transportation Demand Management Plan, attached hereto as Exhibit E, in the unlikely instance that the parking lot becomes full, Apothca's parking lot attendant will direct customers to the nearby parking lot in Arlington Center and/or Lexington Center where shuttle busses will be available to transport them. Customers will be encouraged to utilize these shuttles via Apothca's website and social media channels. The shuttles will be operative for at least the first 30 days and continued as needed through continued collaboration with the Arlington Police Department.

There are numerous on-street parking spaces available on Massachusetts Avenue in the vicinity of the site.

17. Based on the experience of other dispensary openings in Massachusetts, traffic and parking demand should be estimated for an initial period after opening to handle demand

beyond that analyzed in the report. This information should be shared with the Arlington Police Department and a plan for handling larger opening crowds developed in cooperation with the APD.

Please see Apothca's Queuing, Parking, and Transportation Demand Management Plan, attached hereto as Exhibit E. As outlined in the Plan, in the unlikely instance that the parking lot becomes full, Apothca's parking lot attendant will direct customers to the nearby parking lot in Arlington Center and/or Lexington Center where shuttle busses will be available to transport them. Customers will be encouraged to utilize these shuttles via Apothca's website and social media channels. The shuttles will be operative for at least the first 30 days and continued as needed through continued collaboration with the Arlington Police Department.

18. Will bicycle parking be provided for customers? Is there adequate storage space in the building for inside parking of staff bicycles?

Please see the site plan enclosed hereto as Exhibit B. Bicycle parking is available on site for customers. Apothca does not seek to offer storage space inside of the building for inside parking of staff bicycles.

19. On page 4, please note that MBTA bus route 1 does not serve Arlington and the nearest 78 bus stop is not convenient to the site.

Prior to the Board's hearing, Hayes Engineering, Inc. will provide the Board with an updated Traffic Impact Statement with corrected public transit information.

20. How does Apothca intend to encourage MBTA use? Will it provide subsidized MBTA passes to its employees?

Apothca is willing to undertake any of the following traffic mitigation efforts to protect against adverse effects:

- Provide 65% MBTA T-Pass subsidies, up to the federal fringe benefit, to all employees, with a pro-rated incentive for any part-time employees;
- Provide lockers in the break room for employees that walk or bike to work;
- Compile and provide to all employees, including during employee orientation, up to date transportation information explaining all commuter options;
- Participate in transportation-related training offered by the Town of Arlington or a local Transportation Management Association; or
- Designate a Transportation Coordinator to develop and manage the implementation of a Transportation Demand Management plan.

21. The site plan shows no location for a dumpster. How will trash be handled?

Business waste will be stored indoors in commercial trash bins and wheeled outside for trash collection on designated pick up days.

22. How will deliveries to the site be handled?

Apothca will ensure that all routes used for the transportation of marijuana or marijuana products are randomized and remain within the Commonwealth. Delivery vehicles will be strictly prohibited from unlawful parking activity, including double parking on Massachusetts Avenue. Apothca will have advance notice when a delivery occurs. Due to security concerns, Apothca respectfully requests that logistic information surrounding deliveries, including vehicle locations, security protocol, and frequency, be limited to conversations with the Arlington Police Chief.

23. There were a few mathematical errors that should be corrected:

- a. The number 109 in the text following Table 3 should be 143.**
- b. The number 143 in the fourth paragraph on page 4 should be 286.**
- c. Any calculations based on these numbers should be revised**

Prior to the Board's hearing, Hayes Engineering, Inc. will provide the Board with an updated Traffic Impact Statement that has been corrected for any typographical errors.

Additional Project Updates

Please note that Apothca has also updated its proposed floorplan to enhance operational efficiency and safety. The updated floorplan is enclosed hereto as Exhibit F.

Apothca met with the Arlington Police Department (the "APD") and has incorporated their feedback into the enclosed Queuing, Parking, and Transportation Demand Management Plan, attached hereto as Exhibit E. Apothca will enter into a Memorandum of Understanding with the APD relative to traffic, parking, and crowd control.

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

Sincerely,

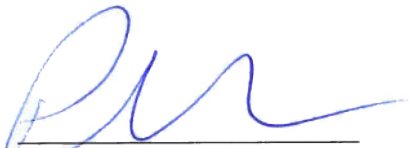

Phil Silverman, Esq.

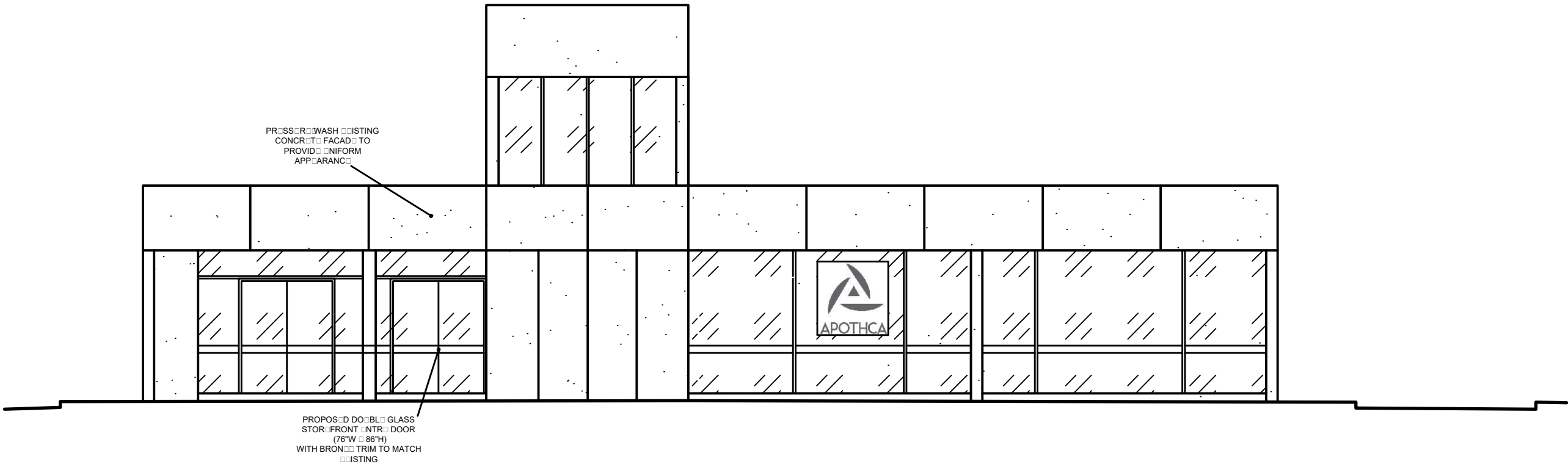
Exhibit A

CONCEPTUAL ELEVATIONS

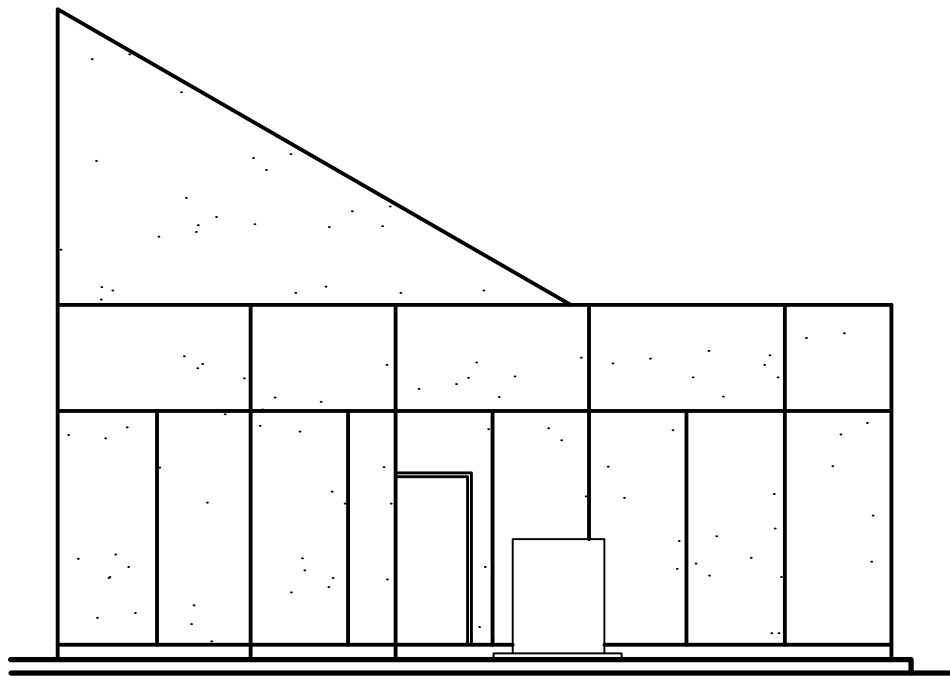
186 MASSACHUSETTS AVENUE ARLINGTON MA

SEPTEMBER 28 2019

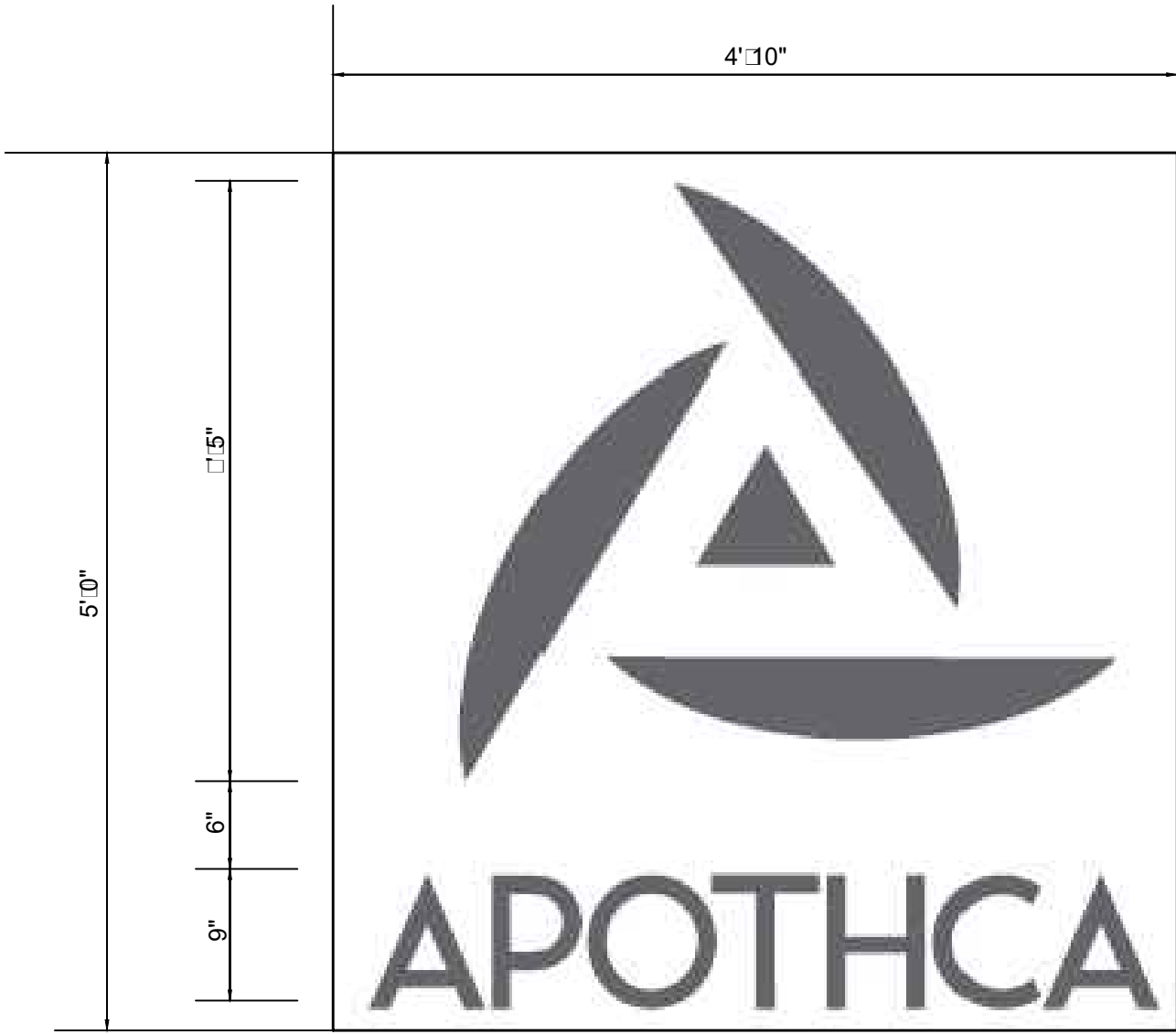
1/8" = 1'-0"



NORTH ELEVATION



WEST ELEVATION



WINDOW SIGN DETAIL
SCALE 1" = 1'-0"

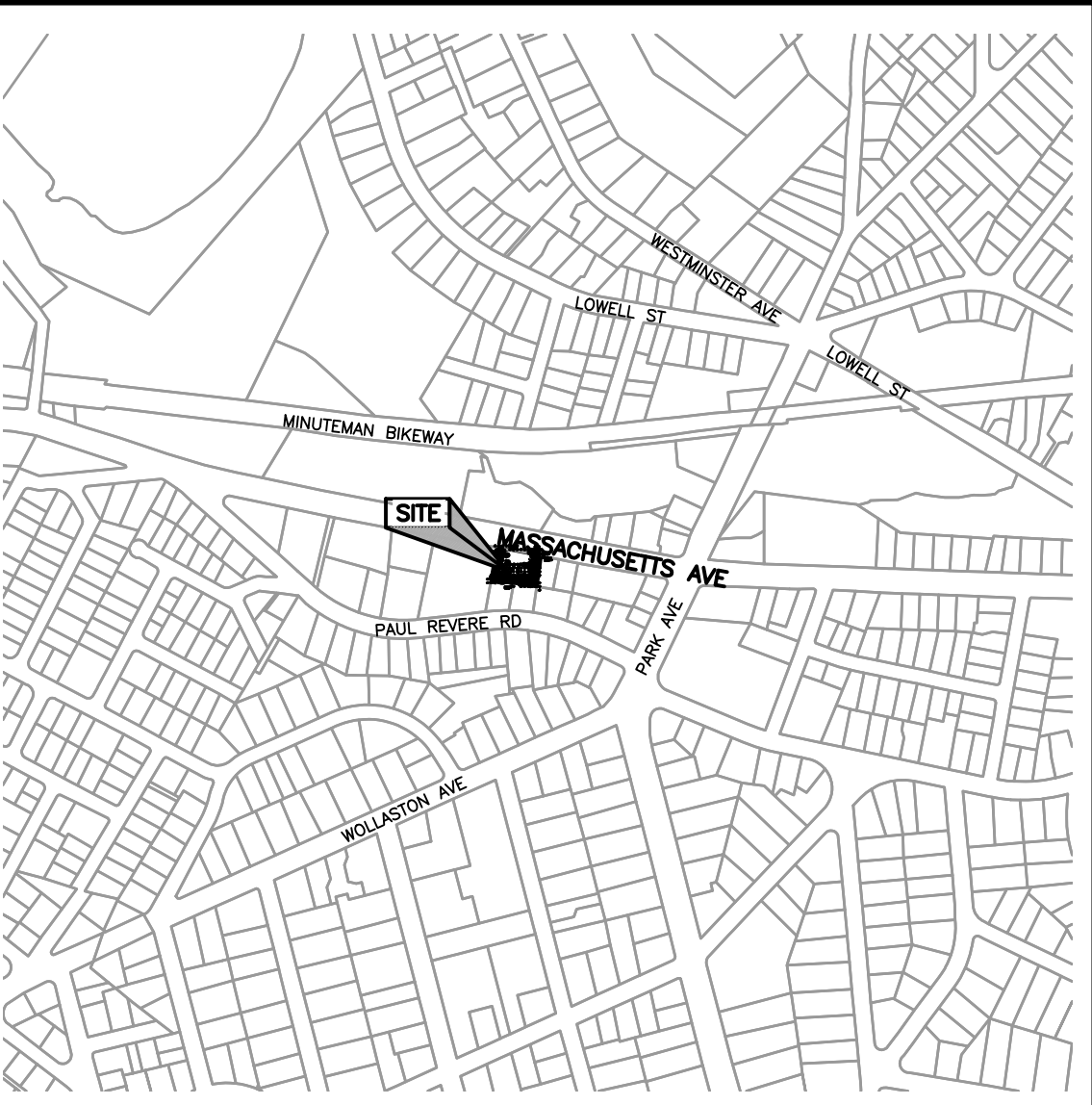
VINYL SIGN AFFIXED TO WINDOW

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| 1 | RELOCATE DOOR/NOTES | 12/5/2019 |
| No. | Revision | Date |

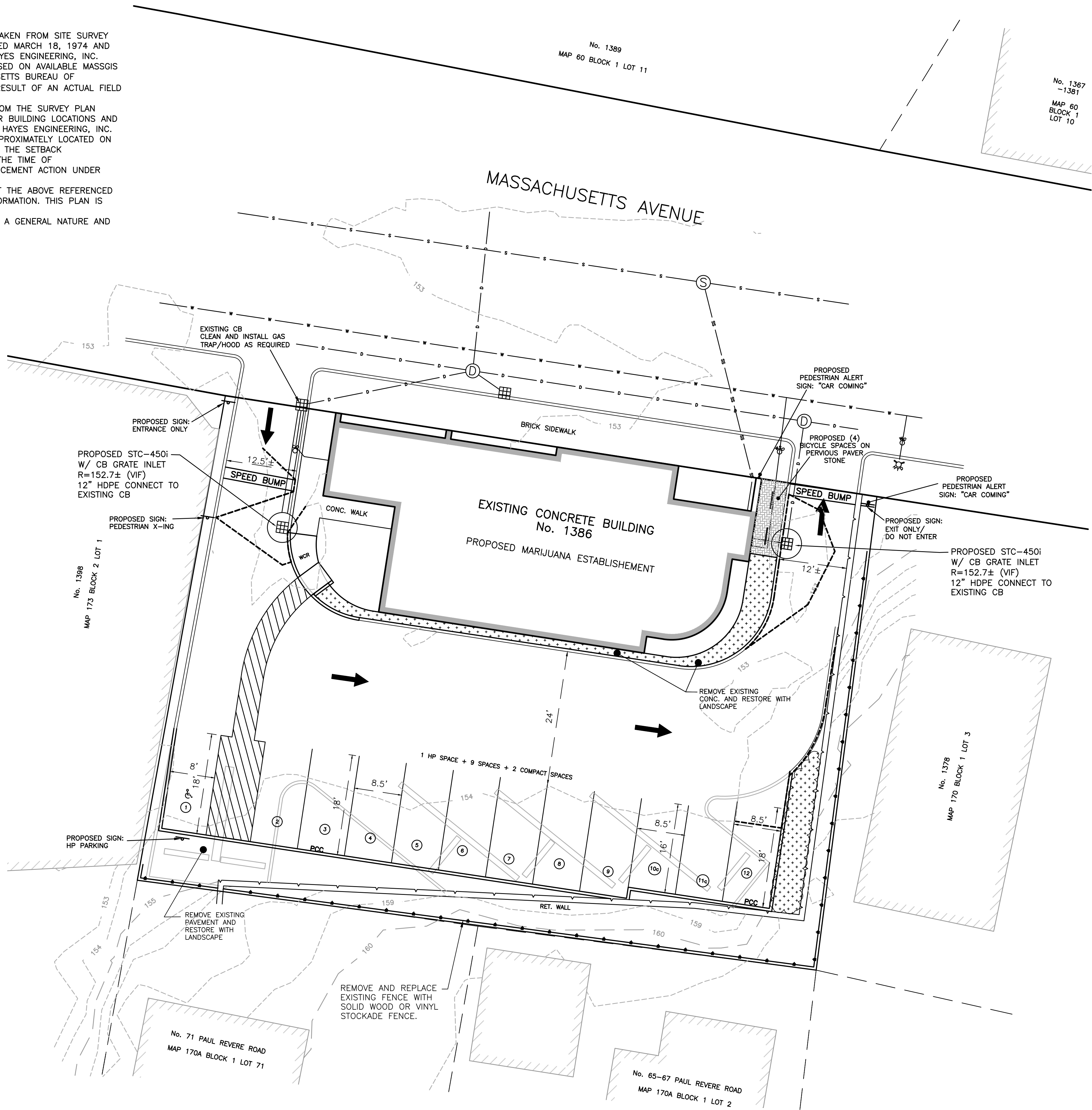
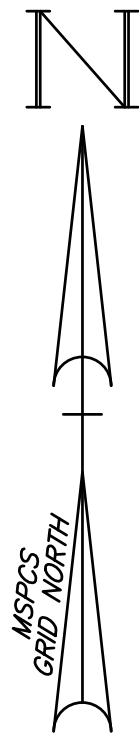
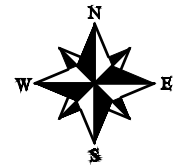
Exhibit B

GENERAL NOTES:

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 TH 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. 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.
5. 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.



VICINITY MAP
SCALE: 1"=500'±



SHEET INDEX

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

Seal:

Prepared For:

Owner / Applicant
APOTICA
JOSEPH LEKACH
1955 TYLER STREET
HOLLYWOOD, FL 33020
305.741.6540

Prepared By:

Hayes Engineering, Inc.
1955 Tyler Street
Hollywood, FL 33020
Phone: 781.246.7596
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
☐ Issued For Construction
☒ Not For Construction

| No. | Revision | Date |
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| 1 | ARB COMMENTS | 12/16/19 |

Scale: 1"=10'
0' 5' 10' 20'
Date: October 7, 2019

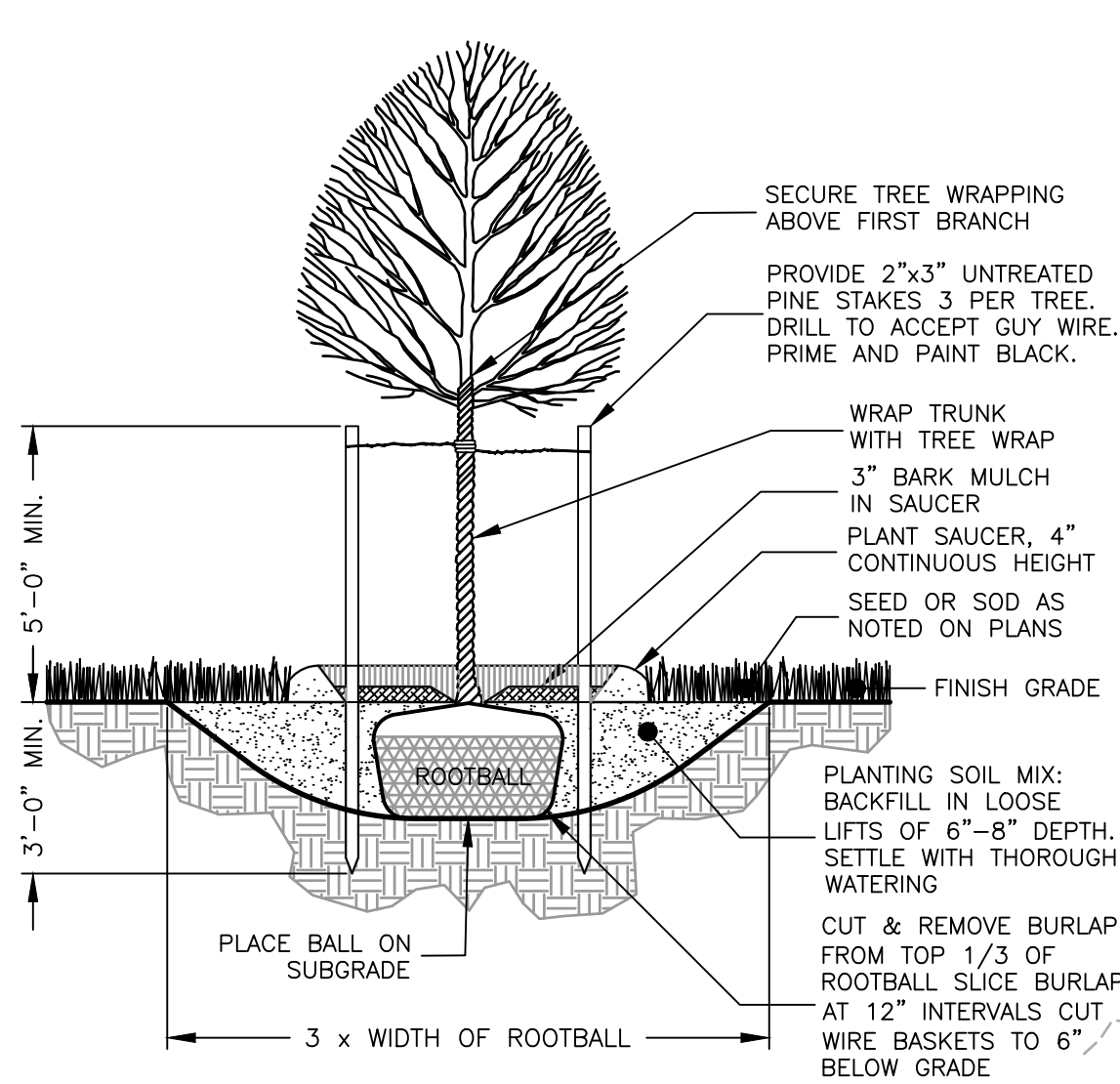
Drawing Title:

SITE PLAN
APOTICA
1385 MASSACHUSETTS AVENUE
ARLINGTON, MASS.

Drawing No.:

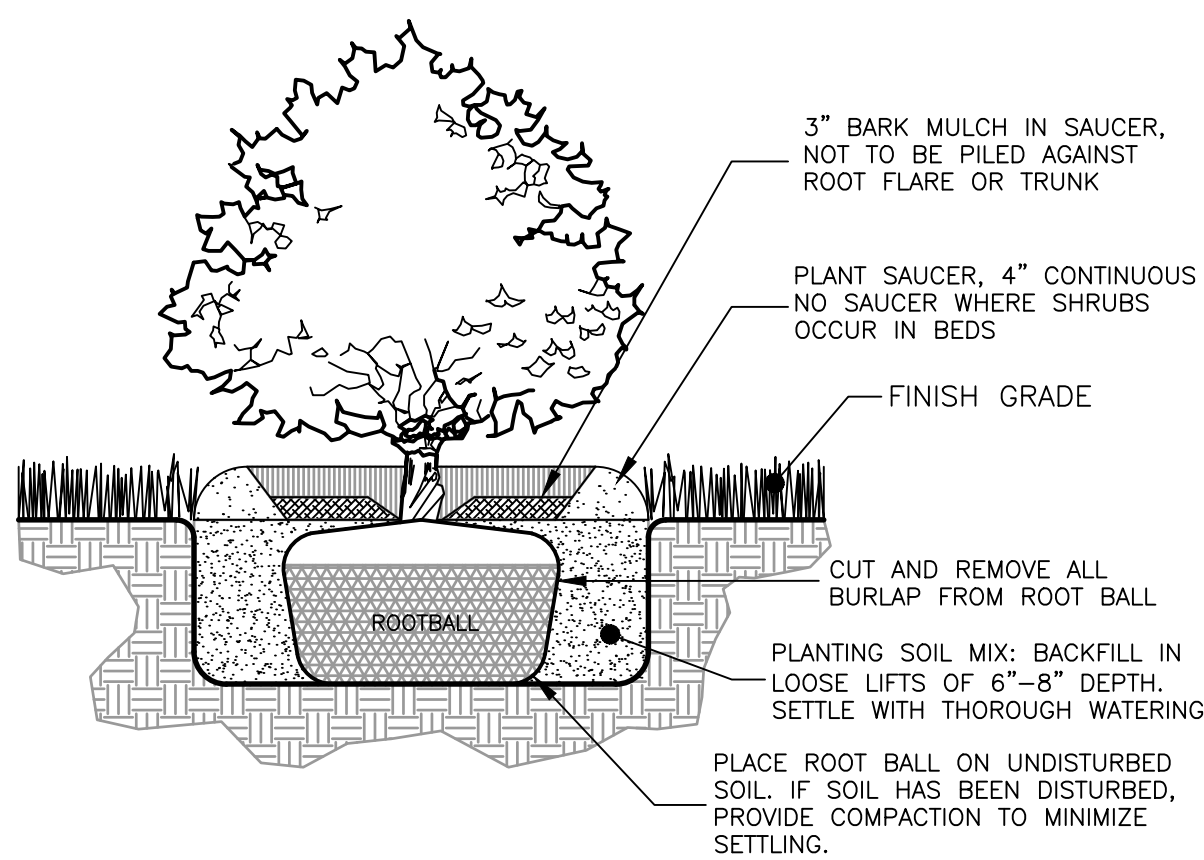
C1

SHEET 1 OF 4



DECIDUOUS TREE PLANTING

NOTE:
TREE SHALL BEAR SAME RELATIONSHIP TO FINISHED GRADE AS IT DID TO NURSERY OR
FIELD GRADE.

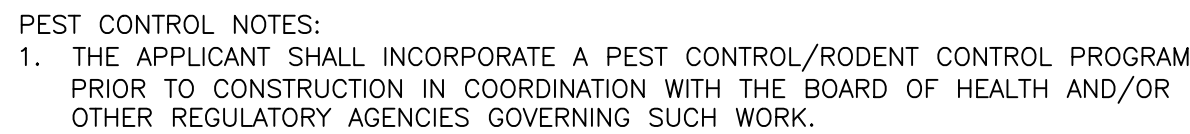


SHRUB PLANTING
NOT TO SCALE

NOTES:


1. SHRUB SHALL BEAR SAME RELATIONSHIP TO FINISHED GRADE AS IT DID TO NURSERY OR FIELD GRADE.
2. WHERE SHRUBS OCCUR IN PLANT BED GROUPINGS, PROVIDE A 12" DEEP MINIMUM CONTINUOUS LOAM BED.

PLANT SCHEDULE NOTES:
1. PLANT SELECTIONS AND MATERIALS ARE TO BE APPROVED BY THE TOWN OF ARLINGTON TREE WARDEN.



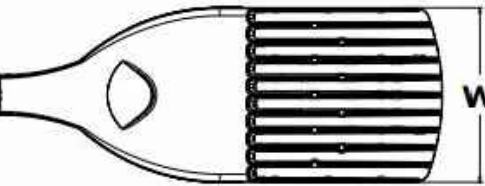
SHEET 2 OF 4

Seal



D-Series Size 1
LED Area Luminaire

d-series



Specifications

EPA: 1.01 ft² (0.09 m²)

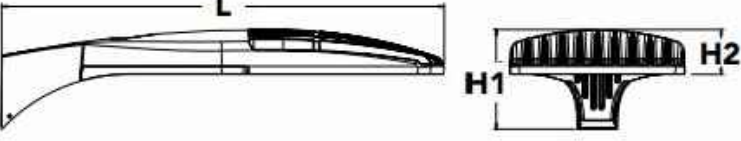
Length: 33" (83.8 cm)

Width: 13" (33.0 cm)


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

Height H2: 3-1/2" (9.0 cm)


Weight (max): 27 lbs (12.2 kg)



LITHONIA DSX1-LED LIGHT FIXTURE
NOT TO SCALE



KAXW
LED Wall Luminaire



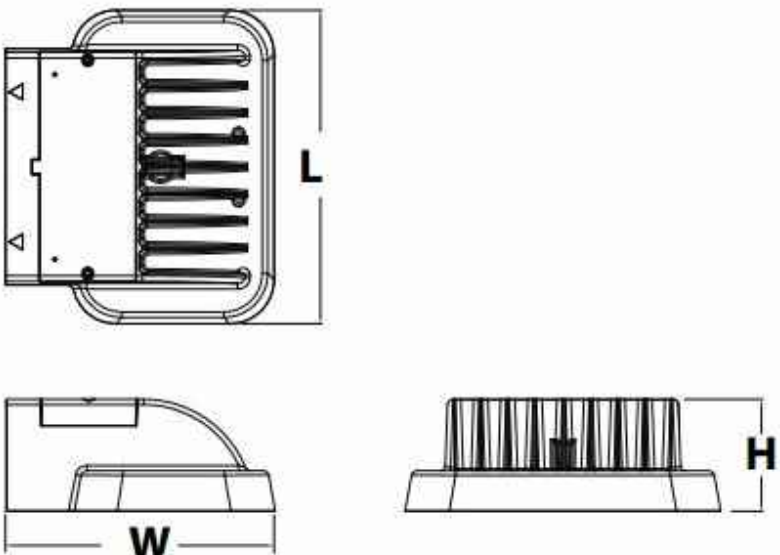
Specifications

Length: 14" (35.6 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.

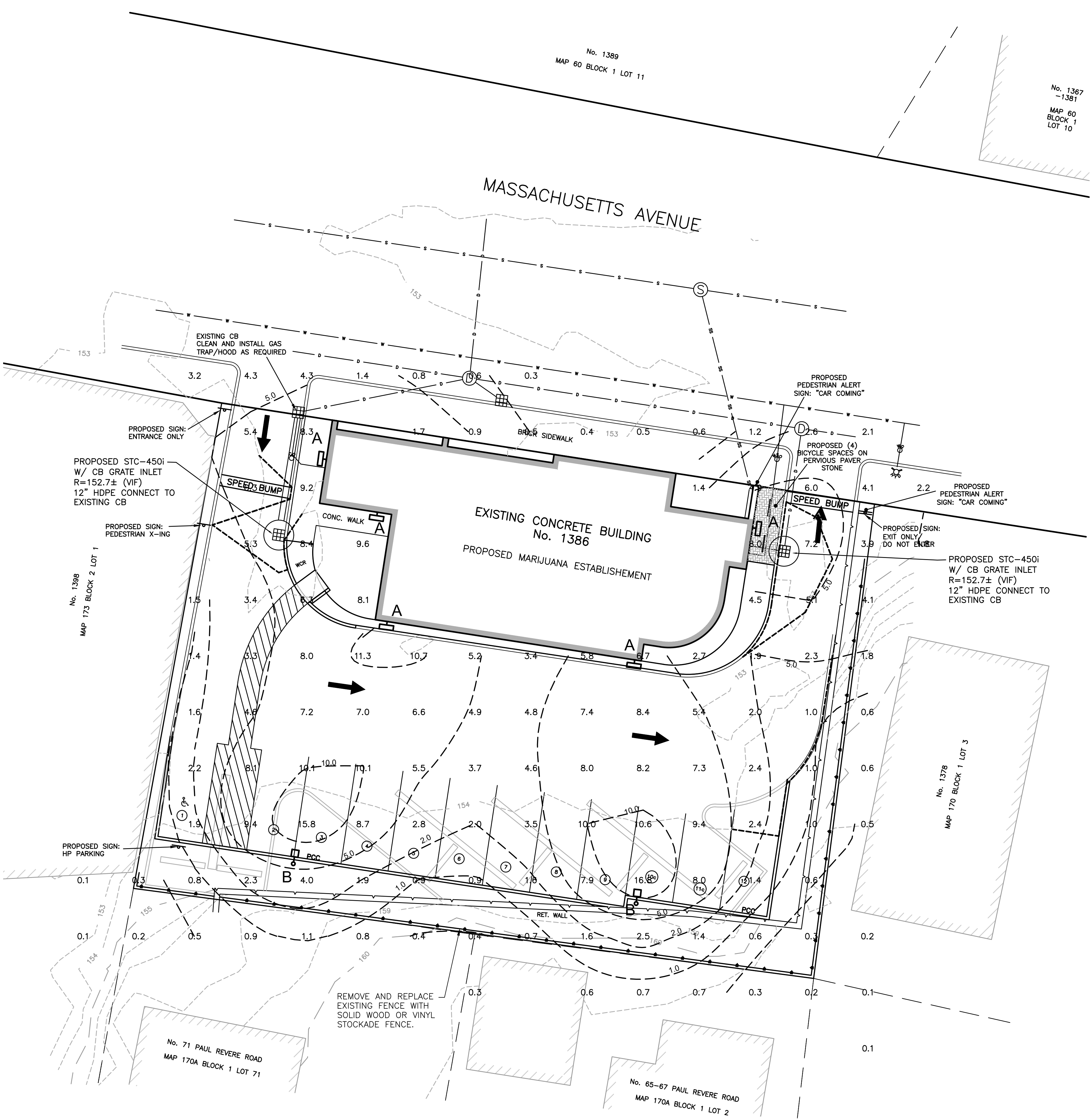
HORIZONTAL ILLUMINANCE LEVELS SHOWN ARE CALCULATED FROM DATA PROVIDED FROM MANUFACTURER IN ACCORDANCE WITH THE ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS.

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
APOTHICA
JOSEPH LEKACH
1955 TYLER STREET
HOLLYWOOD, FL 33020
305.741.6540

Prepared By:

Hayes Engineering, Inc.
1955 Tyler Street
Hollywood, FL 33020
Ph: 781.246.7596
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
☐ Issued For Construction
☒ Not For Construction

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| 1 | ARB COMMENTS | 12/16/19 |

Scale: 1"=10'
0' 5' 10' 20'
Date: October 7, 2019

Drawing Title:

LIGHTING PLAN
APOTHICA
1385 MASSACHUSETTS AVENUE
ARLINGTON, MASS.

Seal:

Drawing No.:

L2
SHEET 3 OF 4

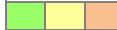
Exhibit C



LEED v4 for ID+C: Commercial Interiors

Project Checklist

Y ? N



Credit Integrative Process

2

8 0 0 Location and Transportation 18

| | | | | |
|---|--|--------|--|----|
| 3 | | Credit | LEED for Neighborhood Development Location | 18 |
| 2 | | Credit | Surrounding Density and Diverse Uses | 8 |
| 2 | | Credit | Access to Quality Transit | 7 |
| 1 | | Credit | Bicycle Facilities | 1 |
| | | Credit | Reduced Parking Footprint | 2 |

2 0 0 Water Efficiency 12

| | | | | |
|---|--|--------|----------------------------|----------|
| Y | | Prereq | Indoor Water Use Reduction | Required |
| 2 | | Credit | Indoor Water Use Reduction | 12 |

4 0 0 Energy and Atmosphere 38

| | | | | |
|---|--|--------|--|----------|
| Y | | Prereq | Fundamental Commissioning and Verification | Required |
| Y | | Prereq | Minimum Energy Performance | Required |
| Y | | Prereq | Fundamental Refrigerant Management | Required |
| 4 | | Credit | Enhanced Commissioning | 5 |
| | | Credit | Optimize Energy Performance | 25 |
| | | Credit | Advanced Energy Metering | 2 |
| | | Credit | Renewable Energy Production | 3 |
| | | Credit | Enhanced Refrigerant Management | 1 |
| | | Credit | Green Power and Carbon Offsets | 2 |

0 0 0 Materials and Resources 13

| | | | | |
|---|--|--------|---|----------|
| Y | | Prereq | Storage and Collection of Recyclables | Required |
| Y | | Prereq | Construction and Demolition Waste Management Planning | Required |
| | | Credit | Long-Term Commitment | 1 |
| | | Credit | Interiors Life-Cycle Impact Reduction | 4 |
| | | Credit | Building Product Disclosure and Optimization - Environmental Product Declarations | 2 |
| | | Credit | Building Product Disclosure and Optimization - Sourcing of Raw Materials | 2 |
| | | Credit | Building Product Disclosure and Optimization - Material Ingredients | 2 |
| | | Credit | Construction and Demolition Waste Management | 2 |

Project Name:

Date:

0 0 0 Indoor Environmental Quality 17

| | | | | |
|---|--|--------|---|----------|
| Y | | Prereq | Minimum Indoor Air Quality Performance | Required |
| Y | | Prereq | Environmental Tobacco Smoke Control | Required |
| | | Credit | Enhanced Indoor Air Quality Strategies | 2 |
| | | Credit | Low-Emitting Materials | 3 |
| | | Credit | Construction Indoor Air Quality Management Plan | 1 |
| | | Credit | Indoor Air Quality Assessment | 2 |
| | | Credit | Thermal Comfort | 1 |
| | | Credit | Interior Lighting | 2 |
| | | Credit | Daylight | 3 |
| | | Credit | Quality Views | 1 |
| | | Credit | Acoustic Performance | 2 |

0 0 0 Innovation 6

| | | | | |
|--|--|--------|------------------------------|---|
| | | Credit | Innovation | 5 |
| | | Credit | LEED Accredited Professional | 1 |

0 0 0 Regional Priority 4

| | | | | |
|--|--|--------|------------------------------------|---|
| | | Credit | Regional Priority: Specific Credit | 1 |
| | | Credit | Regional Priority: Specific Credit | 1 |
| | | Credit | Regional Priority: Specific Credit | 1 |
| | | Credit | Regional Priority: Specific Credit | 1 |

14 0 0 TOTALS Possible Points: 110

Certified: 40 to 49 points, **Silver:** 50 to 59 points, **Gold:** 60 to 79 points, **Platinum:** 80+

Exhibit D

Apothca, Inc.
Plan for Separating Recreational from Medical Operations

Apothca, Inc. (“APOTHCA”) has developed plans to ensure virtual and physical separation between medical and adult use marijuana operations in accordance with regulations promulgated by the Cannabis Control Commission (“CCC”).

Using, Biotrack, a sophisticated and customized seed-to-sale and Point of Sale (POS) software system approved by the CCC, APOTHCA will virtually separate medical and adult-use operations by designating at the point of sale whether a particular marijuana product is intended for sale to a registered patient/caregiver or a verified consumer 21 years of age or older. All inventory and sales transactions will be carefully tracked and documented in these software systems.

In compliance with CCC regulations, APOTHCA will ensure that registered patients have access to a sufficient quantity and variety of marijuana and marijuana products to meet their medical needs. APOTHCA will transfer inventory from its adult-use license to its medical license, based on medical demands, on an as-needed basis to ensure that products offered for adult-use customers are made available to patients. All labeling of marijuana products will comply with the CCC’s medical and adult-use regulations.

Marijuana products reserved for registered patients will be either: (1) maintained on site in an area separate from marijuana products intended for adult use, or (2) easily accessible at another APOTHCA location and transferable to APOTHCA’s retailer location within 48 hours. APOTHCA may transfer a marijuana product reserved for medical use to adult use within a reasonable period of time prior to the product’s date of expiration.

In addition to virtual separation, APOTHCA will provide for physical separation between the area designated for sales of medical marijuana products to patients/caregivers, and the area designated for sales of adult-use marijuana products to individuals 21 years of age or older. Within the sales area, a temporary or semi-permanent barrier, such as a stanchion or other divider, will be installed to create separate, clearly marked lines for patients/caregivers and adult-use consumers. Trained marijuana establishment agents will verify the age of all individuals, as well the validity of any Medical Use of Marijuana Program ID Cards, upon entry to the facility and direct them to the appropriate queue.

Access to the adult-use marijuana queue will be limited to individuals 21 years of age or older, regardless if the individual is registered as a patient/caregiver. Registered patients under the age of 21 will only have access to the medical marijuana queue. Registered patients/caregivers 21 years of age or older will be permitted to access either queue and will not be limited only to the medical marijuana queue.

APOTHCA will have a private area separate from the sales floor to allow a registered patient/caregiver to meet with a trained marijuana establishment agent for confidential consultations about the medical use of marijuana.

Exhibit E

Apothca, Inc.
Transportation Demand and Queuing Management Plan

Apothca, Inc. (“Apothca”) shares the Town of Arlington’s goals of ensuring that all operations at its Marijuana Retailer Establishment are designed to optimize local safety, minimize impact to the surrounding neighborhood, and allow Apothca to operate harmoniously within the larger Arlington community.

I. Plan Goals

1. Ensure the safety of customers, employees, and surrounding abutters.
2. Minimize the impact of traffic flow on adjacent businesses and nearby streets.
3. Facilitate efficient parking lot operations to minimize back up on adjacent streets.
4. Implement efficient appointment systems to reduce initial traffic burdens.
5. Provide information to allow customers to get to/from the facility efficiently and safely.
6. Promote efficient coordination between Apothca, the Arlington Police Department, and the Town of Arlington.
7. Establish open lines of communication with abutters, residents and local businesses.

II. Site Plan and Parking

1. Use of Parking Spaces

As outlined on the enclosed site plan, the Property has 12 parking spaces available for customer use.

2. Suitability of Parking Spaces

As outlined in the enclosed **Traffic Impact Statement**, Apothca anticipates that at its peak hour of weekly operations, 66 trip ends will occur on site, which means that 33 vehicles will seek to utilize the dispensary parking lot. 12 parking spots are available for use at its site. Apothca anticipates that the average customer will be on site for 15 minutes and assumes that, as a result, parking spaces should only be assumed as occupied during that duration of time. **As such, Apothca respectfully submits that it has appropriate on-site parking to meet the demand of peak hourly traffic.**

| Average Transaction Time | Peak Hour Customer Parking Requirements | Hourly Parking Availability (Assuming 15 min visit) |
|---------------------------------|---|--|
| 15 minutes (0.25 hr) – 4 turns | 33 spaces will be required at Apothca’s parking lot at its peak hour of operations | 12 spaces * 4 turns = 48 spots are available at Apothca’s parking lot each hour |

Based on the Traffic Impact Statement provided by Hayes Engineering, Apothca estimates that only eight customer vehicles will be on site at any given time with 12

parking spaces available for use in the lot, leaving a surplus of parking available that can accommodate any fluctuations at the site.

Apothca will provide shuttle services from Arlington Center and Lexington Center to accommodate any overflow that should arise. In the unlikely instance that the parking lot becomes full, Apothca's parking lot attendant will direct customers to the nearby parking lot in Arlington Center and/or Lexington Center where shuttle busses will be available to transport them. Customers will be encouraged to utilize these shuttles via Apothca's website and social media channels.

3. Parking Lot Management

For the first one (1) month of operation or as long is deemed necessary by Apothca, the Arlington Police Department, and Town officials, Apothca will seek to employ police details in areas designated by the Arlington Police Department to control and direct traffic in front of the proposed facility and ensure the safe traverse of customers across the parking lot.

For the first one (1) month of operation or as long as is deemed necessary by Apothca and Town officials, Apothca will employ parking lot attendants to allow for the safe and efficient flow of customers in and out of the parking lot. The parking lot attendants will direct customers to available parking spaces to eliminate backups occurring in and out of the lot and assist in ensuring that customers safely traverse the parking lot when walking in and out of the facility. Apothca will also seek to utilize attendants during the beginning of Arlington's tourism seasons. If the Police Chief determines that high demand requires the assistance of parking attendants, the Police Chief will confer with the company and obtain the company's response as to an appropriate plan

Apothca will designate a marked area of the parking lot for ride share operations such as Uber or Lyft to reduce inefficiencies within the parking lot.

On its website and in any external communications, Apothca will clearly note that parking in adjacent residential properties is prohibited, including but not limited to Paul Revere Road, and will be subject to law enforcement action.

4. Product Delivery

Apothca will ensure that all routes used for the transportation of marijuana or marijuana products are randomized and remain within the Commonwealth. Delivery vehicles will be strictly prohibited from unlawful parking activity, including double parking on Massachusetts Avenue. Apothca will have advance notice when a delivery occurs. Due to security concerns, Apothca respectfully requests that logistic information surrounding deliveries, including vehicle locations, security protocol, and frequency, be limited to conversations with the Arlington Police Chief.

III. Interior Facility Capacity and Management

1. Indoor Capacity

Apothca's floor plan has been designed to accommodate high volume customer counts while protecting consumer privacy, optimizing customer experience, and preserving the flow throughout the retail facility.

Oversight over the number of customers in the facility will be the responsibility of security staff stationed at the entry and exit points of the facility. Staff will utilize a digital tally system for an accurate count of who is in the facility at any given time.

2. Queuing

Apothca will not allow physical queuing via lines on the outside of the facility. Instead, Apothca will employ a customer waiting system similar to what is used in restaurants. This system will be activated whenever Apothca is within five (5) customers of hitting capacity. Apothca anticipates utilizing an online queuing system such as Qminder to monitor the number of customers in the facility and customers awaiting service, which works utilizing the following protocols:

- a. Entry and exit attendees maintain constant facility counts utilizing cloud- based tally systems to have an accurate accounting of capacity limits at all times;
- b. When the facility is within five (5) customers of hitting capacity, Apothca will begin utilizing the online queuing system. Five spaces will be maintained to allow customers who walked into the facility to the waiting area. Medical customers will not be required to wait.
- c. When seeking entry, the attendant will notify the customer that they are on the wait list and asked to wait in their vehicle. Customers will be offered an anticipated wait time and notified via cell phone or buzzer when they may enter the facility. Customers who indicate that they walked or biked will be asked to wait inside the facility.

3. Customer Flow

Entry Vestibule:

In accordance with 935 CMR 500.140(3), access to Apothca's facility is limited to individuals 21 years of age and older or patients with an active Medical Use of Marijuana Program card.

Upon a customer's entry into the entry vestibule, an agent will immediately register their entry into the digital tally system and visually inspect the customer's proof of identification and determine the individual's age. An individual will not be admitted to

the premises unless the staff member has verified that the individual is an appropriate age to enter the facility.

Retail Floor:

Once inside the retail area, adult use customers will enter a queue to obtain individualized service where they may select any of the products available to them with the help of a Apothca agent. An Apothca agent will remain permanently stationed at the queue to assist in directing them, as desired, directly to a point of sale terminal or to the dispensary floor for a personalized discussion with an agent. Customers and patients can request a discrete patient consultation in a separate area of the facility.

Upon checkout, customers will be required to confirm their identities and age a second time. Checkout also activates the seed-to-sale tracking system that is compliant with 935 CMR 500.105(8). In the event an agent determines an individual would place themselves or the public at risk, the agent will refuse to sell any marijuana products to the consumer. Customers will then leave the facility and return to their place of origin. On-site consumption is strictly prohibited on site, including in personal vehicles.

IV. Traffic Information

Apothca will be sure to include clearly marked information about appointment-only periods, traffic and parking for its Arlington facility on its website and social media channels. Although Apothca does not anticipate conducting any outbound media activities, it will include information about appointment requirements, traffic, and parking in its responses to inbound media requests should it receive any. On its website and in any external communications, Apothca will clearly note that parking in adjacent residential properties is prohibited, including but not limited to Paul Revere Road, and will be subject to law enforcement action.

Apothca will also provide this information to the Town of Arlington and the Arlington Police Department to post or share at its discretion.

Prior to opening, Apothca will communicate with other tenants of the property and send a mailing to the neighborhoods closest to the establishment to inform them about opening procedures and provide contact information that they may utilize to receive additional information or alert Apothca's management team about system inefficiencies.

Although Apothca does not anticipate that the proposed use will result in any adverse traffic impacts, Apothca is willing to undertake any of the following traffic mitigation efforts to protect against adverse effects:

- Provide 65% MBTA T-Pass subsidies, up to the federal fringe benefit, to all employees, with a pro-rated incentive for any part-time employees;

- Provide lockers in the break room for employees that walk or bike to work;
- Compile and provide to all employees, including during employee orientation, up to date transportation information explaining all commuter options;
- Provide customers with information regarding transportation options to access the facility;
- Provide and maintain information on its website and other distributed material on how to access the facility by all modes of transportation, with an emphasis on non-automobile modes;
- Participate in transportation-related training offered by the Town of Arlington or a local Transportation Management Association; or
- Designate a Transportation Coordinator to develop and manage the implementation of a Transportation Demand Management plan.

V. Plan Evaluation

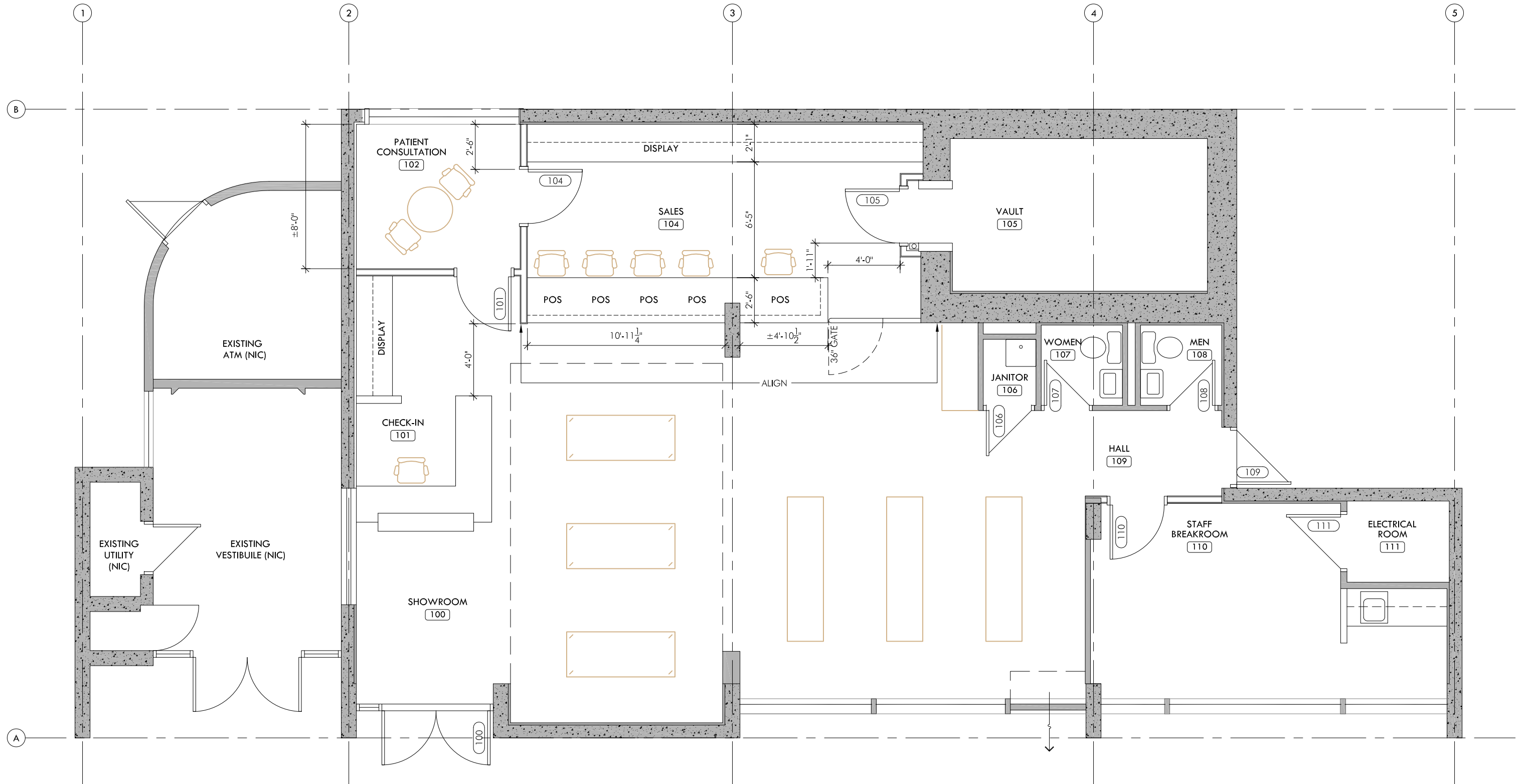
Apothca respectfully requests the opportunity to meet with representatives from the Town of Arlington and the Arlington Police Department to discuss traffic and queue management at the following times:

- 30 days prior to opening the facility;
- One week 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;
- Six months following opening; and
- Additionally at the discretion of Apothca, the Town of Arlington, and the Arlington Police Department.

Apothca will enter into a Memorandum of Understanding with the Arlington Police Department relative to traffic, parking, and crowd control.

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

Exhibit F



1386 Massachusetts Avenue

Arlington MA

11/6/2019

