April 26, 2021

BY EMAIL

David Consolati, Chairman
Lee Selectboard
c/o Chris Brittain ,Town Clerk

Town of Lee
32 Main St,
Lee, MA 01238

RE: Forest Wilde Special Permit Application

Dear Chairman Consolati and Members of the Board,

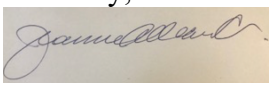
Forest Wilde, LLC (Forest Wilde) is submitting information regarding the Special Permit application for an Adult - Use Marijuana Retailer and Adult - Use Product Manufacturer at 635 Laurel Street in Lee, Massachusetts. The documents enclosed do not modify the existing application but rather provide further context and clarification of the previously submitted materials, as well as the Site Plan as approved by the Planning Board during the Planning Board Site Plan Review process.

Enclosed is the following:

1. Site Plan and Renderings – As Approved during the Planning Board Site Plan Review
2. Technical Traffic Memorandum
3. Current Truck Delivery Schedule for Cork N' Hearth
4. Manufacturer Odor Memorandum

Please do not hesitate to reach out if you have any questions in regard to the materials enclosed.

Sincerely,



Jeanne Albano Carmichael
Forest Wilde, LLC

Site Plan and Renderings – As Approved during the Planning Board Site Plan Review

LEE ZONING TABLE - RURAL BUSINESS DISTRICT

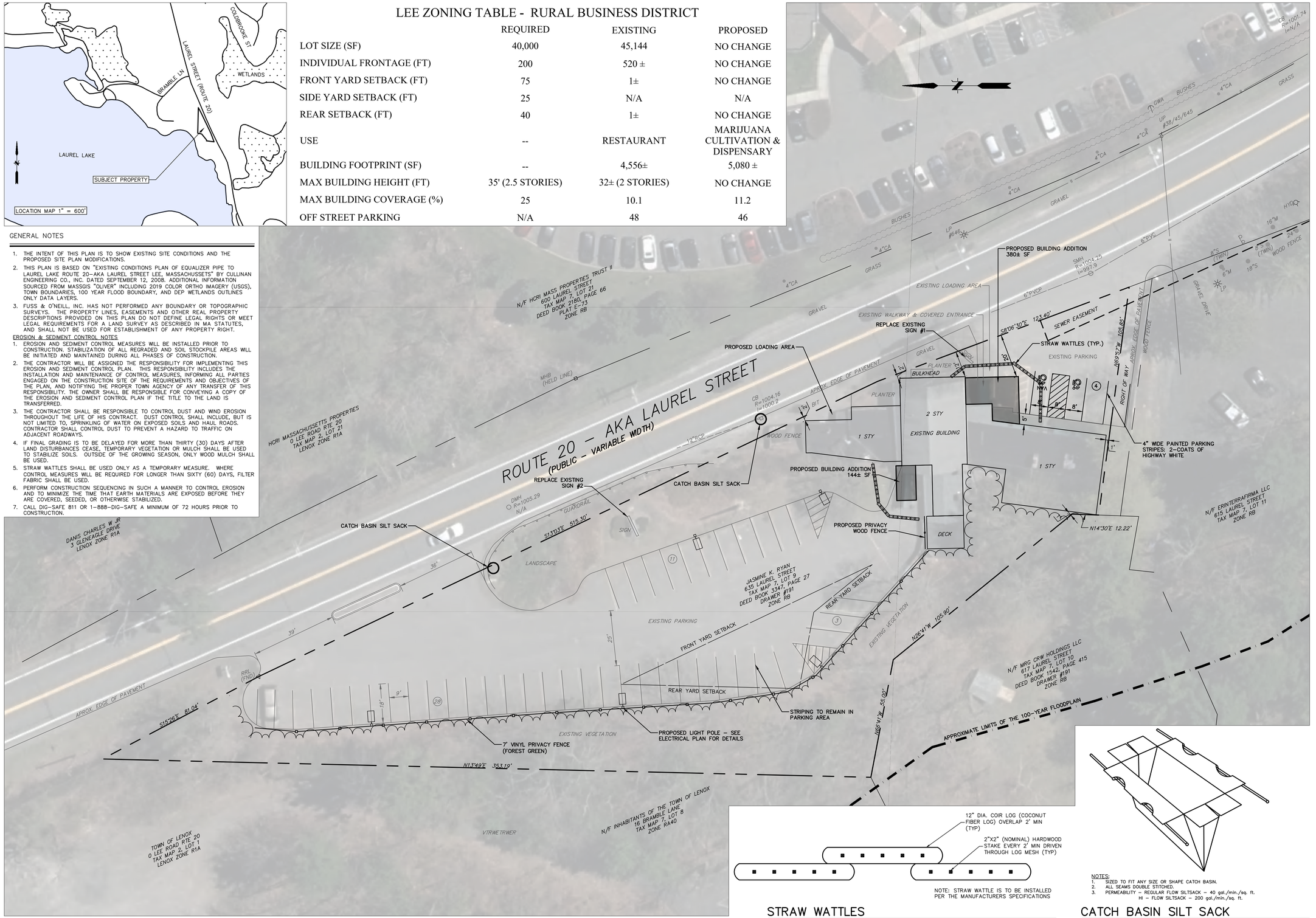
	REQUIRED	EXISTING	PROPOSED
LOT SIZE (SF)	40,000	45,144	NO CHANGE
INDIVIDUAL FRONTAGE (FT)	200	520 ±	NO CHANGE
FRONT YARD SETBACK (FT)	75	1±	NO CHANGE
SIDE YARD SETBACK (FT)	25	N/A	N/A
REAR SETBACK (FT)	40	1±	NO CHANGE
USE	--	RESTAURANT	MARIJUANA CULTIVATION & DISPENSARY
BUILDING FOOTPRINT (SF)	--	4,556±	5,080 ±
MAX BUILDING HEIGHT (FT)	35' (2.5 STORIES)	32± (2 STORIES)	NO CHANGE
MAX BUILDING COVERAGE (%)	25	10.1	11.2
OFF STREET PARKING	N/A	48	46

GENERAL NOTES

1. THE INTENT OF THIS PLAN IS TO SHOW EXISTING SITE CONDITIONS AND THE PROPOSED SITE PLAN MODIFICATIONS.
2. THIS PLAN IS BASED ON "EXISTING CONDITIONS PLAN OF EQUALIZER PIPE TO LAUREL LAKE ROUTE 20–AKA LAUREL STREET LEE, MASSACHUSSETTS" BY CULLINAN ENGINEERING CO., INC. DATED SEPTEMBER 12, 2008. ADDITIONAL INFORMATION SOURCED FROM MASSGIS "OLIVER" INCLUDING 2019 COLOR ORTHO IMAGERY (USGS), TOWN BOUNDARIES, 100 YEAR FLOOD BOUNDARY, AND DEP WETLANDS OUTLINES ONLY DATA LAYERS.
3. FUSS & O'NEILL, INC. HAS NOT PERFORMED ANY BOUNDARY OR TOPOGRAPHIC SURVEYS. THE PROPERTY LINES, EASEMENTS AND OTHER REAL PROPERTY DESCRIPTIONS PROVIDED ON THIS PLAN DO NOT DEFINE LEGAL RIGHTS OR MEET LEGAL REQUIREMENTS FOR A LAND SURVEY AS DESCRIBED IN MA STATUTES, AND SHALL NOT BE USED FOR ESTABLISHMENT OF ANY PROPERTY RIGHT.

EROSION & SEDIMENT CONTROL NOTES

1. EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED PRIOR TO CONSTRUCTION. STABILIZATION OF ALL REGRADED AND SOIL STOCKPILE AREAS WILL BE INITIATED AND MAINTAINED DURING ALL PHASES OF CONSTRUCTION.
2. THE CONTRACTOR WILL BE ASSIGNED THE RESPONSIBILITY FOR IMPLEMENTING THIS EROSION AND SEDIMENT CONTROL PLAN. THIS RESPONSIBILITY INCLUDES THE INSTALLATION AND MAINTENANCE OF CONTROL MEASURES, INFORMING ALL PARTIES ENGAGED ON THE CONSTRUCTION SITE OF THE REQUIREMENTS AND OBJECTIVES OF THE PLAN, AND NOTIFYING THE PROPER TOWN AGENCY OF ANY TRANSFER OF THIS RESPONSIBILITY. THE OWNER SHALL BE RESPONSIBLE FOR CONVEYING A COPY OF THE EROSION AND SEDIMENT CONTROL PLAN IF THE TITLE TO THE LAND IS TRANSFERRED.
3. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTROL DUST AND WIND EROSION THROUGHOUT THE LIFE OF HIS CONTRACT. DUST CONTROL SHALL INCLUDE, BUT IS NOT LIMITED TO, SPRINKLING OF WATER ON EXPOSED SOILS AND HAUL ROADS. CONTRACTOR SHALL CONTROL DUST TO PREVENT A HAZARD TO TRAFFIC ON ADJACENT ROADWAYS.
4. IF FINAL GRADING IS TO BE DELAYED FOR MORE THAN THIRTY (30) DAYS AFTER LAND DISTURBANCES CEASE, TEMPORARY VEGETATION OR MULCH SHALL BE USED TO STABILIZE SOILS. OUTSIDE OF THE GROWING SEASON, ONLY WOOD MULCH SHALL BE USED.
5. STRAW WATTLES SHALL BE USED ONLY AS A TEMPORARY MEASURE. WHERE CONTROL MEASURES WILL BE REQUIRED FOR LONGER THAN SIXTY (60) DAYS, FILTER FABRIC SHALL BE USED.
6. PERFORM CONSTRUCTION SEQUENCING IN SUCH A MANNER TO CONTROL EROSION AND TO MINIMIZE THE TIME THAT EARTH MATERIALS ARE EXPOSED BEFORE THEY ARE COVERED, SEEDED, OR OTHERWISE STABILIZED.
7. CALL DIG–SAFE 811 OR 1–888–DIG–SAFE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION.



NOTE: STRAW WATTLE IS TO BE INSTALLED PER THE MANUFACTURERS SPECIFICATIONS

STRAW WATTLES
SCALE: N.T.S.

NOTES:
1. SIZED TO FIT ANY SIZE OR SHAPE CATCH BASIN.
2. ALL SEAMS DOUBLE STITCHED.
3. PERMEABILITY – REGULAR FLOW SILTSACK – 40 gal./min./sq. ft.
   HI – FLOW SILTSACK – 200 gal./min./sq. ft.

CATCH BASIN SILT SACK
SCALE: N.T.S.

PERMITTING PLAN - NOT FOR CONSTRUCTION

No.	DATE	DESCRIPTION	DESIGNER	REVIEWER
2.	3/23/2021	FRONT YARD SETBACK REVISED	JB	VH
1.	2/19/2021	REVISED PER TOWN COMMENTS	MET	VH

DANIEL F. DELANY
COMMONWEALTH OF MASSACHUSETTS
CIVIL
NO. 43477
REGISTERED PROFESSIONAL ENGINEER
04/22/2021

SCALE:
HORZ.: 1" = 20'
VERT.:
DATUM:
HORZ.: NAD-83-96
VERT.: NADVD 88
GRAPHIC SCALE 20 0 10 20

FUSS & O'NEILL
1550 MAIN STREET, SUITE 400
SPRINGFIELD, MA 01103
413.452.0445
www.fando.com

FOREST WILDE, LLC
SITE PLAN MODIFICATION
635 LAUREL STREET (ROUTE 20)
LEE MASSACHUSETTS

PROJ. No.: 20191372.A10
DATE: 01/04/2021

SP-01

File Path: J:\DWG\P2019\1372A\10\Civil\Plan\20191372A10_STP01.dwg Layout: SP-01 Plotted: Thu, April 22, 2021 - 9:09 AM User: jblack
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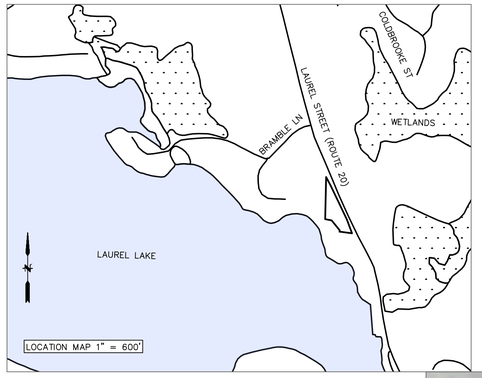
LAYER STATE:



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SIDE YARD SETBACK (FT)	25	N/A
REAR SETBACK (FT)	40	1±
USE	--	RESTAURANT
FLOOR AREA (SF)	--	4,676
MAX BUILDING HEIGHT (FT)	35' (2.5 STORIES)	32± (2 STORIES)
MAX BUILDING COVERAGE (%)	25	14.0
OFF STREET PARKING	N/A	48

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1.	2/19/2021	REVISED PER TOWN COMMENTS	MET	VH

DANIEL F. DELANY CIVIL NO. 45477 REGISTERED PROFESSIONAL ENGINEER COMMONWEALTH OF MASSACHUSETTS

04/22/2021

SCALE: HORZ.: 1" = 20' VERT.:
DATUM: HORZ.: NAD-83-96 VERT.: NAD/D 88
GRAPHIC SCALE 20 10 0 20

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1550 MAIN STREET, SUITE 400
SPRINGFIELD, MA 01105
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FOREST WILDE, LLC
EXISTING CONDITIONS
635 LAUREL STREET (ROUTE 20)
MASSACHUSETTS
LEE

PROJ. No.: 20191372.A10
DATE: 12/10/2020

EX-01

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MS VIEW: LAYER STATE: Plotter: AUTOCAD PDF (GENERAL DOCUMENTATION).PC3 CTB File: FO.STB

FUSS & O'NEILL

PROPOSED FENCING ALONG REAR PARKING LOT


306 Lee Rd
Lenox, Massachusetts
Google
Street View
40
635 Lau
Public Access
Google

Technical Traffic Memorandum

FUSS & O'NEILL

TECHNICAL MEMORANDUM

TO: Cassandra Purdy & Jeanne Albano Carmichael
Forest Wilde, LLC

FROM: Matthew W. Skelly, PE, PTOE
Katherine O'Shea, EIT

DATE: April 16, 2021

RE: Supplementary Traffic Assessment
Forest Wilde, LLC – 635 Laurel Street, Lee, MA
Fuss & O'Neill Reference No. 20191372.A10

This memorandum has been completed on behalf of Forest Wilde, LLC to supplement our traffic review letter dated July 8, 2020, in response to comments raised during the permitting process.

Executive Summary

Analysis of driveway operations and MassDOT standard volume warrants for left turn lanes indicates that safe and efficient operations will be provided and turning activity at the site driveway will have such a low probability of blocking through movements that consideration of constructing a left turn lane is not justified.

Traffic Volumes

Massachusetts Department of Transportation (MassDOT) maintains a permanent traffic count station located on Laurel Street (Route 20) at the Lee/Lenox municipal line, identified by location ID 1066. For the original analysis, the most recent available volumes, collected June 26, 2018, were increased with an annual growth rate of one percent to establish a Build and No-build condition for an analysis year of 2027. The volumes collected in June 2018 are approximately 18 percent higher than the average counts for the year of 2018 and thus were considered conservative, and in keeping with MassDOT Traffic Impact Assessment (TIA) standards.

Available MassDOT data indicates traffic volumes during the month August to be approximately 31 percent higher than average. In order to assess the development's traffic impact under absolute peak conditions, the count data from June of 2018 was increased by 13 percent and grown to the 2027 analysis year using a one percent annual growth factor for the purposes of this memorandum, which is significantly more conservative than the MassDOT TIA standard.

Using the count data grown to the August volumes, during the morning peak hour the northbound left turn at the site driveway is expected to operate at a level of service (LOS) A, and experience approximately

nine seconds of delay per vehicle on average. The eastbound approach from the site driveway is expected to operate at LOS C, and experience approximately 17 seconds of delay per vehicle on average.

During the afternoon peak hour, the northbound left turn is expected to operate at LOS A and experience approximately nine seconds of delay per vehicle on average. The eastbound approach is expected to operate at LOS D and experience approximately 27 seconds of delay per vehicle on average.

Queues are not anticipated to be more than one vehicle length on any given approach, and the eastbound approach queues (exiting the site) do not impact operations in the parking lot.

Left Turn Lane Analysis

In order to evaluate the justification for an auxiliary left turn treatment on Route 20 at its intersection with the site driveway, a left turn lane analysis was performed in accordance with the MassDOT 2006 Project Development and Design Guide (PDDG). Such an analysis is based on the roadway design speed, the advancing and opposing traffic volumes, and the percentage of left turns.

The analysis volumes are summarized in the following Table 1.

Table 1 – Peak Hour Left Turn Lane Analysis Volumes

Peak Hour	Northbound Traffic (Advancing)	Southbound Traffic (Opposing)	Northbound Left Turns	Percentage of Left Turns
AM	387	348	9	2.3%
PM	422	476	15	3.6%

Volume thresholds for a roadway with a design speed of 50 miles per hour are summarized graphically in the following Figure 1.

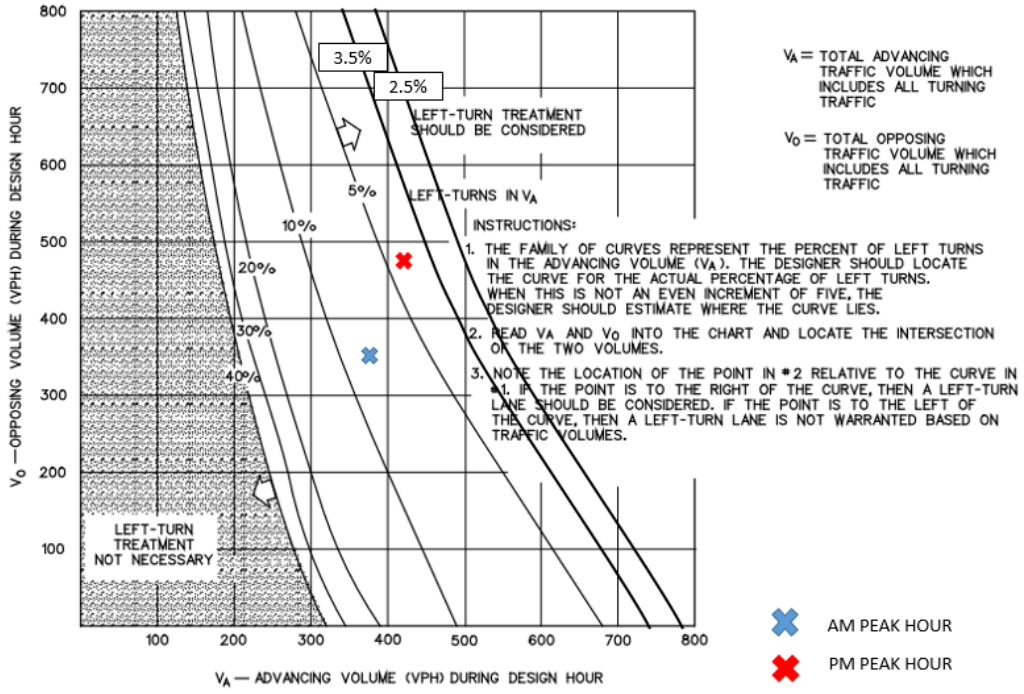


Figure 1—Volume Guidelines for an Auxiliary Left Turn Lane at an Unsignalized Intersection on a 2-Lane Highway (50 mph Design Speed)

The advancing and opposing volumes fail to meet the requirements for a left turn lane to even be considered during both the morning and afternoon peak hours, therefore an auxiliary left turn lane is not justified at this intersection.

In addition, at the point where Route 20 would need to be widened for the left turn lane and transition areas over a distance of several hundred feet, space within the State Highway Layout is insufficient to construct the widening without undue private property and environmental impacts.

Trip Generation

As stated in the traffic review letter dated July 8, 2020, according to the Institute of Transportation Engineers (ITE) publication *Trip Generation*, 10th edition, 2017, the prior restaurant would be expected to generate a total of 45 trips during the afternoon peak hour of traffic, and the proposed development would be expected to generate a total of 61 trips during the afternoon peak hour of traffic.

The proposed development would be expected to generate only 16 additional trips during the afternoon peak hour. Each customer generates two trips (one arriving and one exiting), so these 16 additional trips mean a total of eight additional vehicles to the site. Based on the anticipated trip distribution, only four of these vehicles are expected to turn left into the site from the south, resulting in one additional left turn

every 15 minutes during the peak hour. Such an insignificant change in left turn traffic further discourages the implementation of a left turn lane.

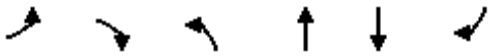
Conclusions and Recommendations

Auxiliary left turn lane analysis for the intersection of Route 20 and the site driveway indicates that under normal traffic conditions no such turn treatment is required on Route 20. Furthermore, the proposed development is expected to generate only four more left turns into the site during the peak hour than the existing restaurant.

Capacity and queue analyses with traffic volumes adjusted to reflect absolute peak seasonal demand reveal no operational deficiencies. The volumes used to calculate the analysis are only likely to occur on about five percent of the days during the year, and even on those days, the analysis indicates that the development will not have a significant impact on traffic operations.

Consequently, based on the results of the previously submitted traffic review letter, as well as the foregoing analysis, it remains the professional opinion of Fuss & O'Neill that the proposed development at 635 Laurel Street will have no significant impact on traffic operations within the study area.

Attachments: Capacity Analysis Worksheets



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	7	9	522	467	9
Future Volume (vph)	7	7	9	522	467	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932				0.997	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1694	0	0	1861	1857	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1694	0	0	1861	1857	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	461			372	341	
Travel Time (s)	10.5			8.5	7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	577	518	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.7%		ICU Level of Service A	
Analysis Period (min) 15			

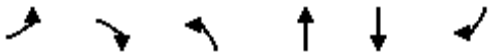
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	7	9	522	467	9
Future Vol, veh/h	7	7	9	522	467	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	8	10	567	508	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1100	513	518	0	-	0
Stage 1	513	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	235	561	1048	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	232	561	1048	-	-	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	556	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1048	-	328	-	-
HCM Lane V/C Ratio	0.009	-	0.046	-	-
HCM Control Delay (s)	8.5	0	16.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	15	15	628	711	15
Future Volume (vph)	16	15	15	628	711	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.935				0.997	
Flt Protected	0.975			0.999		
Satd. Flow (prot)	1698	0	0	1861	1857	0
Flt Permitted	0.975			0.999		
Satd. Flow (perm)	1698	0	0	1861	1857	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	461			372	341	
Travel Time (s)	10.5			8.5	7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	0	699	789	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	15	15	628	711	15
Future Vol, veh/h	16	15	15	628	711	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	16	16	683	773	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1496	781	789	0	-	0
Stage 1	781	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	135	395	831	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	131	395	831	-	-	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	437	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.4	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	831	-	194	-	-
HCM Lane V/C Ratio	0.02	-	0.174	-	-
HCM Control Delay (s)	9.4	0	27.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Current Truck Delivery Schedule for Cork N' Hearth

Members of the Lee Select Board
Town of Lee
Lee, MA 01238

We are the current owners of the Cork 'N Hearth restaurant located at 635 Laurel St. We have owned the property and operated the business since March 18, 1997. The following outline is a typical week of truck activity that may vary depending on the time of year.

Masses Seafood	Tuesday, Thursday and Saturday	seafood
Arnold's	Tuesday	meats and misc food items
Driscoll's Food Co	Tuesday, Thursday and Saturday	produce
Ginsberg Food Co	Tuesday, Thursday and Friday	misc food items
PFG Food Co	Tuesday, Wednesday and Friday	misc food items
CT Brigham	Tuesday and Friday	paper products
Aladco	Monday and Thursday	linen
Girardi	Wednesday and Friday	beer
Commercial Distrib	Wednesday and Friday	beer
Berk Brewing Co	Thursday	beer
MS Walker	Tuesday and Thursday	wine and spirits
Boston Wine Co	Tuesday and Thursday	wine
Martignetti	Tuesday and Thursday	wine and spirits
United Liquors	Tuesday and Thursday	spirits
Horizon Beverage	Tuesday and Thursday	wine and spirits
Casella Trucking	Monday	trash removal

Trucking activity occurs between 7:00 am and 5:00 pm. Companies have parked their trucks in our front parking lot, our upstairs parking lot and along Route 20 near our kitchen door to make their deliveries. In our 24 + years at this location, there has never been an accident resulting in any of our deliveries. Furthermore, no company has refused to deliver because of entering and exiting issues.

We thank you for your time and service.

Sincerely,
Jasmine and Chris Ryan
635 Laurel St
Lee, MA 01238

4/7/21

4/7/21

Manufacturer Odor Memorandum

SHO COMPANIES

SHO Companies is the largest manufacturer and supplier of solventless extraction equipment in the world. We produce and sell the equipment required for solventless extraction, we consult on dozens of labs nationwide and operate our own licensed cannabis manufacturing facilities in California as well as the country of Colombia. When consulting and setting up labs across the country, we often advise on compliance with local and state officials regarding building design and matters such as ventilation and odor mitigation. There are no requirements for charcoal filters or specialized extraction fans for solventless labs because it is generally understood that the process is not odiferous.

Most “cannabis manufacturing” facilities use hazardous chemicals like butane, propane, pentane and ethanol to extract the oils from the cannabis plant. These labs require blast proof walls and specialized extraction fans to remove the potentially explosive gasses out of the space.

Forest Wilde will be utilizing a completely solventless extraction method in their cannabis manufacturing space. ABSOLUTELY NO CHEMICALS WILL BE USED IN THE MANUFACTURING OF CANNABIS GOODS. Solventless extraction uses *only* ice, water and agitation to separate the oils from the cannabis plant material. Unlike solvent based extraction, solventless extraction mechanically separates the desired oils rather than chemically separating them. The plant material containing the fragrant oils are held at very cold temperatures rendering them virtually odorless during processing. It is a safer, more natural and gentler extraction method that creates absolutely no hazardous conditions of any kind during processing, and NO ODOR.

We understand that the plan for Forest Wilde’s manufacturing lab includes an agreement to install charcoal filters to mitigate any potential odor issues in the unlikely event that they occur. As professional lab designers, this is a measure that we would not generally suggest to clients nor have we ever seen required by authorities in other states in the past for this type of manufacturing. But this is a more than adequate “above and beyond” measure to be sure there will be no issues.

Benjamen McCabe, Director of Manufacturing, SHO Companies