



PLANNING BOARD SPECIAL PERMIT APPLICATION

CAMBRIDGE BRANDS, INC
810 MAIN STREET

16 JULY 2019

Tootsie®

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DIMENSIONAL FORM

Project Address:

Application Date:

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)				
Lot Width (ft)				
Total Gross Floor Area (sq ft)				
Residential Base				
Non-Residential Base				
Inclusionary Housing Bonus				
Total Floor Area Ratio				
Residential Base				
Non-Residential Base				
Inclusionary Housing Bonus				
Total Dwelling Units				
Base Units				
Inclusionary Bonus Units				
Base Lot Area / Unit (sq ft)				
Total Lot Area / Unit (sq ft)				
Building Height(s) (ft)				
Front Yard Setback (ft)				
Side Yard Setback (ft)				
Side Yard Setback (ft)				
Rear Yard Setback (ft)				
Open Space (% of Lot Area)				
Private Open Space				
Permeable Open Space				
Other Open Space (Specify)				
Off-Street Parking Spaces				
Long-Term Bicycle Parking				
Short-Term Bicycle Parking				
Loading Bays				

Use space below and/or attached pages for additional notes:

810 Main Street, Cambridge MA
Dimensional Form Notes

NOTES

1. Special Permit requested for height of 65 feet within the Central Square Overlay District.
2. Pursuant to Section 6.12(a), the parking and loading requirements of Article 6 apply only to projects that increase the Gross Floor Area (GFA) of an existing structure by fifteen percent (15%) or more. The GFA of the existing facility is 146,300 sq. ft; the net increase from the proposed project is 9,935 sq. ft., which is 6.8%.
3. For food products manufacturing uses, Article 6.36.7 b. 2 requires a minimum of 1 space per 2,000 sq. ft., which for this facility equates to 79 parking spaces. The Ordinance does not set a maximum number of spaces. Under preexisting conditions, the facility provides a total of 125 spaces; in connection with the proposed project this number will be reduced to 100.
4. Pursuant to Section 6.103.1, the proposed project does not trigger the need for additional bicycle parking spaces. Although not required, eight (8) new short-term bicycle parking spaces will be provided and four (4) existing long-term spaces will be maintained.

FEE SCHEDULE

Project Address:

Application Date:

The Applicant must provide the full fee (by check or money order) with the Special Permit Application. Depending on the nature of the proposed project and the types of Special Permit being sought, the required fee is the larger of the following amounts:

- If the proposed project includes the creation of new or substantially rehabilitated floor area, or a change of use subject to Section 19.20, the fee is ten cents (\$0.10) per square foot of total proposed Gross Floor Area.
- If a Flood Plain Special Permit is being sought as part of the Application, the fee is one thousand dollars (\$1,000.00), unless the amount determined above is greater.
- In any case, the minimum fee is one hundred fifty dollars (\$150.00).

Fee Calculation

New or Substantially Rehabilitated Gross Floor Area (SF): 9,935 x \$0.10 = \$993.50

Flood Plain Special Permit Enter \$1,000.00 if applicable: \$0.00

Other Special Permit Enter \$150.00 if no other fee is applicable: \$150.00

TOTAL SPECIAL PERMIT FEE Enter Larger of the Above Amounts: \$993.50

810 Main Street Building Addition Narrative

I. Project Overview

Cambridge Brands Inc. (“CBI”) is proposing to construct an addition to its existing candy manufacturing facility at 810 Main Street. The 810 Main Street property is located within the BB District and the Central Square Overlay District.

Exhibit 1 shows the existing site plan organization for 810 Main Street. The existing building is approximately 146,300 gross square feet and is five stories high.

A. The Proposed Addition

The proposed addition is needed to house a utility vault and new electrical system to replace deteriorating equipment installed in the 1950s. In consultation with Eversource, CBI has determined that the clearances of the existing facility are insufficient to accommodate modern electrical equipment. The primary function of the addition will be to house the primary and secondary switchgear and substations, respectively; the balance of the space will be used for shipping/receiving and cold storage/packaging. To accommodate the addition and other site plan adjustments (discussed below), the existing bulk ingredient storage annex of the building will be reduced in size. The addition and annex reduction will result in a net increase of the facility’s gross square footage by 9,965 square feet. The addition will consist of a below-grade basement¹ and three stories above grade.

B. Site Reconfiguration

As shown on **Exhibit 1**, CBI currently leases adjacent property to accommodate facility loading and parking needs. Because the future availability of these lots is uncertain, in concert with the addition, CBI proposes to reconfigure its parking and loading so that all functions will be housed exclusively on CBI-owned property. **Exhibit 2** shows the reconfigured site plan.

Relocating all facility functions on CBI-owned (as opposed to leased) property will require a reconfiguration of parking for the facility. **Exhibit 3** summarizes existing facility parking

¹With regard to the below-grade basement and all other portions of the new addition that lie below the projected 2030 and 2070 CBB flood elevation of 20.3, the facility will be waterproofed to prevent any infiltration. Specifically, the entire below grade structure (including the foundation pressure mat) will be encased by an adhered waterproof membrane that will extend up to elevation 20.5. All penetrations by electrical conduits, cables, grounding appurtenances and miscellaneous piping through this membrane will be sealed with “link-seal” type fittings (inside and out) that will be cast into the base foundation mat and perimeter foundation walls at the time of initial pour. This procedure will also be applied to similar penetrations and openings from and to the basements of the existing, abutting building structures at the easterly and southerly limits of the new addition.

arrangements. Currently, the facility uses 98 parking spaces: of these, nineteen (19) are located in a surface lot at 810 Main Street; seventeen (17) spaces are on two adjacent leased lots; and 62 spaces are located in the CBI-owned Cherry Street parking lot directly across Main Street from the facility. As shown on **Exhibit 3**, CBI also owns a parking lot at 28-30 Columbia Street, which is approximately 400 feet from 810 Main Street. The Columbia Street lot was approved by the Board of Zoning Appeals (“BZA”) (Case No. 4569) as parking to support 810 Main Street and although it has not recently been utilized for employee parking, is considered a grandfathered accessory parking use by the Inspectional Services Department (“ISD”).²

Although the proposed addition will not generate additional parking demand (no employees will be added in connection with the facility expansion), it will displace nineteen (19) parking spaces on the 810 Main Street property and the seventeen (17) parking spaces on the two adjacent leased properties will be relocated to CBI-owned lots. To replace these parking spaces, CBI proposes to reactivate the Columbia Street lot so that going forward, thirty-six (36) first shift (6 AM to 3 PM) employees will park at Columbia Street. CBI will maintain the previously approved parking lot layout, but incorporate new fencing and gates, and install new lighting, attractive landscaping, and CCTV security monitoring in order to enhance the convenience and safety of the lot. A new pedestrian gate will allow parkers to exit the lot directly onto Bishop Allen Drive (as the walking route from the Columbia Street lot to the 810 Main Street facility is on the sidewalk along Bishop Allen Drive to Main Street). Proposed improvements to the Columbia Street lot are shown on **Exhibit 5**.

CBI’s use of the Cherry Street lot will remain unchanged, but to facilitate safer pedestrian access to the 810 Main Street facility, CBI proposes to install a new crosswalk the West corner of Main and Cherry Streets. CBI also will create a new short-term storage area for bicycles in its Cherry Street parking lot. See **Exhibit 6**.

The total CBI peak demand of (98) parking spaces is unchanged.^{3,4} The proposed parking plan is shown on **Exhibit 3**.

In furtherance of the site reconfiguration, the existing curb cut on Main Street will be widened, and a new curb cut will be created on State Street. CBI will install along the western property

² Copies of the BZA approval and a January 2018 letter from ISD confirming the grandfathered status of the lot are attached hereto as **Exhibit 4**.

³ According to the Cambridge Traffic, Parking and Transportation Department, CBI currently utilizes 125 registered parking spaces; after the addition is complete, it will have 100 registered spaces.

⁴ In connection with the proposed addition and site reconfiguration, CBI has evaluated the feasibility of implementing various Transportation Demand Management (TDM) measures at the facility. Because the manufacturing facility operates on a shift basis (with the most heavily staffed shift commencing at 6:00 am), it is not feasible for the vast majority of employees (many of whom travel up to 30 miles to the facility) to commute via public transportation. For that reason, providing free parking proximate to the facility has also been determined to be essential to workforce retention. CBI will install two electric vehicle charging stations in its employee lots.

line a new, 8-foot black aluminum ornamental (wrought iron style) fence with vertical pickets.⁵ Safe Quality Foods [SQF] regulations prohibit any plantings or vegetation on lots where food is manufactured. Therefore, limited container landscaping is proposed immediately adjacent to the building, as is shown on the plans submitted herewith. New lighting will be provided on the Main Street façade, and in the loading dock areas to enhance safety.

II. Special Permits Requested

CBI is requesting the following Special Permits from the Planning Board:

- Special Permit for Additional Height pursuant to Ordinance 20.304.2.2(a)

III. Compliance with Zoning

The site is located within the BB district and within the Central Square Overlay District. The project will comply with most requirements of the underlying zoning district (where applicable) and the Central Square Overlay District. The relief outlined above will be sought from the Planning Board.

CBI will be requesting the following relief from the BZA:

1. Variance to allow construction of two loading bays (on State Street) less than 50 feet in length pursuant to Ordinance Section 6.91.
2. Variance to allow construction of a curb cut in excess of 30 feet in width to serve (Main Street) loading bay pursuant to Ordinance Section 6.92.
3. Variance to extend (increase) the pre-existing non-conforming Floor Area Ratio (FAR) from 4.21 to 4.50, pursuant to Ordinance Section 5.33.1; Table 5-3 (2).
4. Special Permit to extend (increase) the pre-existing non-conforming building use “Food Products: Confectionary” under Ordinance Section 4.37.

IV. Compliance with Criteria Specific to Special Permits Being Sought

A. **Special Permit for Height Pursuant to Ordinance Section 20.304.2.2(a)**

Pursuant to Ordinance Section 20.304.2.2(a), the Planning Board may grant a special permit to increase the maximum allowable height up to eighty feet, provided that those portions in excess of sixty (60) feet are set back from the street line at least ten (10) feet and that those portions are

⁵ The fence will be of similar style as the current fence at the Cherry Street lot, shown on **Exhibit 7**.

also set back from one or more forty-five degree (45) bulk control planes beginning sixty (60) feet above any street line in the district and rising over one or more lots at a forty-five degree (45) angle.

The existing site building is 65 feet; the height of the addition (also 65 feet) will match this height. The main façade of the addition sits back 75 feet from the front street line (Main Street); the one-story basement emergency egress façade of the addition sits back 41 feet from the front street line; and 43 feet from the rear street line (State Street). Based on the foregoing setbacks, the addition meets the requirements for a special permit for height pursuant to Section 20.304.2.2(a).

V. Compliance with General Special Permit Criteria (Section 10.43)

Pursuant to Ordinance Section 10.43, special permits will normally be granted where specific provisions of the Ordinance are met, except when particulars of the location or use, not generally true of the district or the uses permitted in it, would cause granting of such permit to be the detriment of the public interest because:

a It appears that requirements of this Ordinance cannot or will not be met.

With the requested relief, the requirements will be met.

b Traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character.

No additional traffic will be created by this proposal. The addition will have no impact on current staffing levels. As detailed in **Exhibit 3**, thirty-six (36) employee parking spaces will be relocated from 810 Main Street and adjacent leased surface lots to 28 Columbia Street, which is located approximately 400 feet away from the facility.

CBI has developed a detailed operations plan in order to mitigate any potential impacts from the proposed site reconfiguration on vehicles, bicycles or pedestrians. Significantly, CBI has consolidated its deliveries so that the number of trucks coming to the site daily (Monday through Friday) will decrease from 14 to 8. With this reduction, there will be only 5 daily deliveries to the Main Street docks, rather than 11 (the number that would be required without the operations plan). To ensure that the new loading layout does not create a hazard, all trucks making maneuvers into the Main Street loading dock will be escorted by two CBI employees (with reflective vests and handheld signage) who will temporarily stop all traffic (vehicle, pedestrian and bicycle) on Main Street and deploy temporary cone barriers on the sidewalk and bike lanes when trucks are entering or exiting the site. CBI will coordinate its planned Main Street activities with the Cambridge Police Department prior to occupancy.

Pedestrian warning lights also will be installed at the Main Street and State Street corners of the existing buildings adjacent to the loading dock entrances. In addition, CBI also will incorporate warning beacons at the new crosswalk on Main Street, in accordance with City of Cambridge requirements.

- c The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use.*

The site has housed a candy manufacturing operation for over 100 years. The facility has coexisted with a variety of different uses during this time (including retail/restaurant; residential; and truck rental/storage) and will not be adversely affected by either the continuing operations of adjacent uses or any future development thereon.

- d Nuisance or hazard would be created by the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City.*

No nuisance or hazard will be created by this project or pose a detriment to the commercial and residential neighborhood. This is a modest expansion to an existing manufacturing facility which will primarily house upgraded electrical equipment. The proposed addition will increase the safety of the building (and, concomitantly, the safety of the neighborhood) by coming into compliance with current electrical switch gear requirements.

As described above, CBI will manage the relocation of two loading docks to Main Street through a detailed operational plan intended to mitigate any impacts on the surrounding area. Any potential noise impacts from the loading docks will be addressed by a prohibition on the use of truck refrigeration units and the installation in the building of equipment to cool truck trailers using the facility's interior air conditioning system. Rooftop mechanicals will be placed between 20 and 50 feet from the northerly roof edge of the building so that they do not result in any increase of existing sound levels currently experienced by abutting properties or adjacent public ways.

- e For other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance.*

Candy has been manufactured continuously at this location since 1908. This is a modest expansion to the existing facility which has been a part of the fabric of this neighborhood for more than 100 years. The proposed addition will allow this long-standing member of the community to install much-needed modern electrical equipment necessary for its continued operations. Changes to the site layout will allow CBI's facility to be self-sufficient and remove

the risk that critical operational functions could be disrupted by the future development activities of an adjacent landowner.

- f The new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.*

As set forth below, the project is consistent with the Urban Design Objectives of Section 19.30.

Section 19.31: New projects should be responsive to the existing or anticipated pattern of development. Indicators include:

- (1) Heights and setbacks provide suitable transition to abutting or nearby residential zoning districts that are generally developed to low scale residential uses.*

The proposed addition matches the height of the existing candy manufacturing facility which has been present for over 100 years. The proposed building will be 65 feet tall and 70 feet long by 51.5 feet wide, and the main addition façade will be set back approximately 75 feet from the sidewalk. The one-story basement emergency egress façade of the addition sits back 41 feet from the sidewalk. There are very few residential buildings located in the vicinity of the 810 Main Street site. The adjacent building, located at 784-796 Main Street, is not located within a residential zoning district, but contains a mix of uses including some residential units. The proposed addition will be located on the opposite side of the existing building from the 784-796 Main Street property. The residential building at 821 Main Street is located approximately 190 feet across Main Street from the proposed addition. The addition's consistency with the existing site building height and significant setback from the street – coupled with the distance between it and the nearest residences – will maintain a suitable transition between these residential uses and the addition.

- (2) New buildings are designed and oriented on the lot so as to be consistent with the established streetscape on those streets on which the project lot abuts. Streetscape is meant to refer to the pattern of building setbacks and heights in relationship to public streets.*

The addition will be added to the side of the existing manufacturing facility in a location currently used for employee parking. The main façade of the addition will be set back 75 feet from Main Street and 42 feet from State Street. The height of the addition is consistent with the existing site building.

- (3) In mixed-use projects, uses are to be located carefully to respect the context, e.g. retail should front onto a street, new housing should relate to any adjacent existing residential use, etc.*

The project is an expansion of an existing light manufacturing facility. There is no mixed-use component.

- (4) Where relevant, historical context are respected, e.g. special consideration should be given to buildings on the site or neighboring buildings that are preferably preserved.*

Although the existing building is not a designated landmark, CBI has consulted with Cambridge Historical Commission staff for input regarding how the design of the addition can best reflect the historical context of the site. As a result of that consultation, CBI will be installing on the existing building a plaque describing the history of candy manufacturing at the site and in Central Square.

19.32 Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings. Indicators include:

- (1) Ground floors, particularly where they face public streets, public parks, and publicly accessible pathways, consist of spaces that are actively inhabited by people, such as retail stores, consumer service businesses and restaurants where they are allowed, or general office, educational or residential uses and building lobbies. Windows and doors that normally serve such inhabited spaces are encouraged to be a prominent aspect of the relevant building facades. Where a mix of activities is accommodated in a building, the more active uses are encouraged facing public streets, parks and pathways.*

In commercial districts, such active space consists of retail and consumer service stores and building lobbies that are oriented toward the street and encourage pedestrian activity on the sidewalk. However, in all cases such ground floor spaces should be occupied by uses (a) permitted in the zoning district within which the building is located, (b) consistent with the general character of the environment within which the structure is located, and (c) compatible with the principal use for which the building is designed.

Due to the nature of the operations at the property (food manufacturing), there are limited opportunities to interact with the public realm. The main façade of the addition itself will be set back 75 feet from the Main Street sidewalk and will house manufacturing equipment and an electrical vault; these uses are not compatible with public realm engagement. In order to foster a positive pedestrian experience notwithstanding these limitations, CBI will be installing on the exterior of the existing building a plaque describing the history of candy manufacturing at the site and in Central Square, which will be readily visible for pedestrians walking along Main Street. CBI also proposes a public art installation at its Cherry Street employee parking lot directly across Main Street from the main facility.

- (2) Covered parking on the lower floors of a building and on-grade open parking, particularly where located in front of a building, is discouraged where a building faces a public street or public park, and publicly accessible pathways.*

The proposed project is an addition to an existing facility. There are currently 36 surface spaces in three parking areas on and adjacent to the site. Once the addition is complete, there will be no surface spaces on the site, with the remainder relocated to existing open air parking lots proximate to the facility.

- (3) Ground floors should be generally 25-50% transparent. The greatest amounts of glass would be expected for retail uses with lesser amounts for office, institutional or residential use.*

The ground floor of the addition will be used to store candy. Safe Quality Foods (SQF) regulations prohibit glass in areas where food will be stored.

- (4) Entries to buildings are located so as to ensure safe pedestrian movement across streets, encourage walking as a preferred mode of travel within the city and to encourage the use of public transit for employment and other trips. Relating building entries as directly as possible to crosswalks and to pathways that lead to bus stops and transit stations is encouraged; siting buildings on a lot and developing site plans that reinforce expected pedestrian pathways over the lot and through the district is also encouraged.*

The existing building entrance will remain the primary entry into the facility, for both employees and visitors. A new crosswalk at the intersection of Cherry and Main Streets is proposed to facilitate crossing of Main Street by the public and by CBI employees; this crosswalk is proximate to the employee entrance to 810 Main Street. In addition, CBI also will incorporate warning beacons at the new crosswalk on Main Street, in accordance with Cambridge requirements. See Tab C.

- (5) Pedestrians and bicyclists are able to access the site safely and conveniently; bicyclists should have secure storage facilities conveniently located on-site and out of the weather. If bicycle parking is provided in a garage, special attention must be paid to providing safe access to the facilities from the outside.*

The project increases gross floor area by less than 15 percent and therefore is not subject to the bicycle parking requirements of the Ordinance. Nonetheless, in conjunction with the project, eight (8) short term bicycle parking spaces will be added in the Cherry Street parking lot which CBI owns on the opposite side of Main Street. These spaces will be set back from the street, and within a secure, fenced lot. Four (4) long term bicycle storage spaces are

currently provided within the existing facility;⁶ due principally to space constraints within the manufacturing facility, no alterations to this existing storage are proposed in connection with the addition.

- (6) Alternate means of serving this policy objective 19.32 through special building design, siting, or site design can be anticipated where the building form or use is distinctive such as freestanding parking structures, large institutional buildings such as churches and auditoriums, freestanding service buildings, power plants, athletic facilities, manufacturing plants, etc.*

The project is an addition to a preexisting candy manufacturing facility. The food manufacturing operations and preexisting site layout constrain the project's ability to strictly comply with the objectives of 19.32. CBI has endeavored to meet the spirit of the policy objectives wherever possible.

19.33 The building and site design should mitigate adverse environmental impacts of a development upon its neighbors. Indicators include:

- (1) Mechanical equipment that is carefully designed, well organized or visually screened from its surroundings and is acoustically buffered from neighbors. Consideration is given to the size, complexity and appearance of the equipment, its proximity to residential areas, and its impact on the existing streetscape and skyline. The extent to which screening can bring order, lessen negative visual impacts, and enhance the overall appearance of the equipment should be taken into account. More specifically:*

(a) Reasonable attempts have been made to avoid exposing rooftop mechanical equipment to public view from city streets. Among the techniques that might be considered are the inclusion of screens or a parapet around the roof of the building to shield low ducts and other equipment on the roof from view.

The proposed building is expected to have two Roof Top Units (RTU), one fresh air supply fan, and one exhaust fan, and a small 50kW emergency generator to service the addition. This equipment will be set back from Main Street to avoid pedestrian view.

(b) Treatment of the mechanical equipment (including design and massing of screening devices as well as exposed mechanical elements) that relates well to the overall design, massing, scale and character of the building.

⁶ The indoor bicycle parking area is shown in a photograph included in **Exhibit 6**.

The proposed mechanical equipment will be hidden from view and will be designed to be the smallest and most efficient possible to serve the facility's needs.

(c) Placement of mechanical equipment at locations on the site other than on the rooftop (such as in the basement), which reduces the bulk of elements located on the roof; however, at-grade locations external to the building should not be viewed as desirable alternatives.

Due to the constraints of food manufacturing operations, standard industry practice is to place all mechanical equipment on the roof.

(d) Tall elements, such as chimneys and air exhaust stacks, which are typically carried above screening devices for functioning reasons, are carefully designed as features of the building, thus creating interest on the skyline.

No tall elements are proposed.

(e) All aspects of the mechanical equipment have been designed with attention to their visual impact on adjacent areas, particularly with regard to residential neighborhoods and views and vistas.

Mechanical and electrical (Emergency Generator) equipment will be set back from Main Street and, by nature of its location and height above grade, is not expected to have any visual or noise impacts on the limited number of residences in the area. Thus, CBI does not plan to provide a visual screen to surround the rooftop equipment. The Emergency Generator will be installed with a sound-rated enclosure.

- (2) Trash that is handled to avoid impacts (noise, odor, and visual quality) on neighbors, e.g. the use of trash compactors or containment of all trash storage and handling within a building is encouraged.*

CBI will provide for baling of recycled materials within the CBI building. One trash compactor will be relocated to the rear side of the building and site on State Street and will be accessed by a new curb-cut. State Street, overall, is not a regularly active pedestrian environment and the portion of the street the facility is a utilitarian urban service corridor, used much like a service alley by the buildings and business along the block shared by CBI.

- (3) Loading docks that are located and designed to minimize impacts (visual and operational) on neighbors.*

Two primary, large truck loading docks will be relocated from the Windsor Street side of the building to Main Street. Space constraints allow for some side lot line visual buffering but the

front yard facing curb cut does not provide the opportunity for a visual buffer. With the exception of incoming and outgoing truck maneuvering (discussed above), all loading operations are confined to interior spaces in the addition and truck trailers. Trailer refrigeration units will not be used during unloading and loading operations. With tractor engines off, the loading docks should not generate any discernable noise in excess of the ambient urban noise along Main Street. One small truck loading dock is proposed with the trash compactor dock off of State Street.

- (4) Storm water Best Management Practices and other measures to minimize runoff and improve water quality are implemented.*

A single storm water catchment structure is proposed in each of the two loading dock/compactor areas. These structures will treat the storm water by removing sediments and floatable pollutants which are typically present in urban vehicular pavement run-off before releasing the storm water to the drainage pipes in Main and State Streets. CBI will adopt a schedule for regular inspection and cleaning of these structures in order to maintain their effectiveness in perpetuity.

- (5) Landscaped areas and required Green Area Open Space, in addition to serving as visual amenities, are employed to reduce the rate and volume of storm water runoff compared to pre-development conditions.*

As a food manufacturing facility subject to SQF regulations, landscaping is prohibited along the façade of the building. To the extent possible within SQF regulations, the project will add limited landscaping at the boundary between the Main Street loading dock and the neighboring U-Haul property.

- (6) The structure is designed and sited to minimize shadow impacts on neighboring lots, especially shadows that would have a significant impact on the use and enjoyment of adjacent open space and shadows that might impact the operation of a Registered Solar Energy System as defined in Section 22.60 of this Zoning Ordinance.*

The proposed addition is significantly set back from both streets (Main & State), creating minimal shadow impact on neighboring lots. There is no adjacent open space that will be impacted by any shadows generated by the addition. CBI is not aware of any Registered Solar Energy Systems in the vicinity of its property.

- (7) Changes in grade across the lot are designed in ways that minimize the need for structural retaining walls close to property lines.*

The site has minimal slope and no grade changes are contemplated in connection with the proposed addition. No structural retaining walls are currently utilized or proposed.

- (8) Building scale and wall treatment, including the provision of windows, are sensitive to existing residential uses on adjacent lots.*

The proposed addition will be of similar scale as the existing building. The existing building is 65 feet tall and 150 feet wide and set along the sidewalk. The proposed building will be 65 feet tall and only 70 feet long and will be set back 75 feet from the street property line and sidewalk. The one-story basement emergency egress façade of the addition sits back 41 feet from the sidewalk. The building is designed to mimic the existing building in geometric rhythm. Due to the uses it will house, there will be no windows in the proposed addition. The adjacent mixed-use building located at 784-796 Main Street will have no view of the proposed addition.

- (9) Outdoor lighting is designed to provide minimum lighting and necessary to ensure adequate safety, night vision, and comfort, while minimizing light pollution.*

To enhance public safety, modest exterior lighting will be provided. The proposed lighting on the existing building will be ornamental gooseneck-style lights; the lighting attached to the addition will be LED security lighting. None of the proposed lighting is expected to impact the residential buildings located across Main Street.

- (10) The creation of a Tree Protection Plan that identifies important trees on the site, encourages their protection, or provides for adequate replacement of trees lost to development on the site.*

There are no existing trees on site, and none are proposed.

VI. Compliance with Special Permit Criteria of 20.305

In addition to the general standards for the issuance of a special permit set forth in Section 10.40 of the Ordinance, proposed projects within the CSOD must meet the additional standards set forth in Section 20.305.

1. *The proposed development is consistent with the goals and objectives of the Central Square Action Plan:*

- *encourage responsible and orderly development;*
- *strengthen the retail base to more completely serve the needs of the neighborhoods;*
- *preserve the Square's cultural diversity;*
- *create active people-oriented spaces;*
- *improve the physical, and visual environment;*
- *provide retail establishments that serve people of diverse economic and social groups who live in the surrounding neighborhoods;*
- *encourage the development of new mixed income housing; and*
- *promote compatible retail adjacent to residential uses.*

The site has been used as a candy manufacturing facility for over a hundred years and the current proposal is a facility expansion to allow those operations to continue. As such, several of the contemporary planning goals of the Central Square Action Plan are not feasible for this project to achieve. Within the constraints created by the use and the pre-existing facility, CBI has endeavored to address the tenets of the Action Plan as follows:

Encourage responsible and orderly development.

The addition is a modest structure, consistent in both height and design with the existing site building. It will be significantly set back from Main Street in order to serve the manufacturing needs of the facility and also to minimize impacts on the neighborhood.

Preserve the Square's cultural diversity.

CBI's workforce is highly diverse including employees of Hispanic, Asian, Portuguese, Cape Verdean and Haitian descent, which contributes to the diversity of Central

Square. Allowing the facility to continue operations will allow CBI's diverse group of employees to continue their work in Central Square.

Create active, people-oriented spaces.

Although the security issues inherent in operating a food manufacturing facility do not permit CBI to create active public space at 810 Main Street, CBI sees an opportunity to enhance public space adjacent to its employee parking lot at 15 Cherry Street with the addition of a public art installation. Specifically, CBI proposes to provide for three mural boards on the fence along the Cherry Street lot, facing the James Q. Dance Square. The boards (designed by CBI) will feature a map of Cambridge and highlight the history of candy manufacturing in the City over the last 100 years. See **Exhibit 7**.

Improve the physical and visual environment.

The proposed addition will be visually pleasing, utilizing modern materials while giving note to the geometry and rhythm of the existing building. In addition, as noted above, CBI is proposing a public art installation at the Cherry Street lot which will enhance the visual environment of the immediate area.

2. *The building and site designs are consistent with "Urban Design Plan for Central Square" as outlined in the "Central Square Action Plan" and the "Central Square Development Guidelines".*

The objectives of the urban design plan for Central Square are as follows;

- *Preserve, through restoration, rehabilitation and/or reuse all potential Landmark buildings as identified by the Cambridge Historical Commission in (revised July, 1987) their "Historical and Architectural Evaluation of Structures".*

The existing site or building is not a National Landmark. The proposed addition will honor the historical value of this building through geometries and rhythm.

- *Wherever possible, preserve, through restoration, rehabilitation and/or reuse, all Potentially Significant buildings identified by the Cambridge Historical Commission in their "Historical and Architectural Evaluation of Structures" (revised July, 1987).*

The existing building is not a Potentially Significant Building. The proposed addition will honor the historical value of this building through geometries and rhythm.

- *Encourage new construction compatible with predominant materials, setbacks, scale, height and massing of pre-1950 Central Square buildings.*

The addition sits between the concrete-frame structure of the original 1908 manufacturing building wing to the east, and an open U-Haul parking lot to the West. That lot is, in turn, bounded by a multi-story storage facility of a similar mass, but with large, non-descript metal infill panels. In height and volume, the addition shares the heavy, blocky proportions of the current building, but is clad with EIFS (exterior insulation and finish system) which fulfill the strict interior and exterior finish criteria for modern food processing facilities. While the metal skin relates to the buildings to the west, it is an inherently scale-less material. To address that, the new facades will receive applied trim elements which reference the strong column and beam lines of the older building, and a strong, projecting parapet band, in response to the prominent projecting cornice line of the existing structure. A masonry base will wrap the first story of the addition for reasons of scale, maintenance, and to tie the current one-story masonry wing facing State Street into the addition. See Project Renderings, submitted herewith.

- *Encourage the building height along Massachusetts Ave to step down as it approaches a residential area.*

The site is not located along Massachusetts Avenue.

- *As storefronts are upgrades and new signage developed, ensure that storefronts and sign design is compatible with the historic character of the building.*

The proposed building addition program does not include storefronts.

- *New signage should be orientated towards the pedestrian and not the automobile.*

No new signage is proposed.

- *Create an animated and active environment both in the day time and evening hours.*

Due to the safety and security constraints inherent in the operation of a food manufacturing facility, there is no public engagement at the site.

- *Provide safe and inviting links between the business area and neighborhoods.*

As discussed in greater detail above, CBI proposes to create a public art installation at its employee parking lot on Cherry Street, adjacent to the James Q. Dance Jr. Square. It also proposes a variety of improvements at its employee parking lot at 28 Columbia Street, which will be reactivated in connection with the addition.

- *Develop pedestrian amenities in public areas using the same materials and colors used in the MBTA and Central Square Enhancement Projects.*

None proposed.

3. *The building and site designs adequately screen the parking provided and are sensitive to the contributing buildings in the vicinity.*

No parking will remain on the 810 Main Street site. The Cherry Street parking lot will remain unchanged. The Columbia Street parking lot will be improved with some landscaping, lighting and new fencing and gates.

4. *No National Register or contributing building is demolished or so altered as to terminate or preclude its designation as a National Register or contributing building; and*

The existing site building is neither on the National Register nor listed as a contributing building.

5. *No National Register or contributing building has been demolished or altered so as to terminate or preclude its designation within the five (5) years preceding the application.*

The existing site building is neither on the National Register nor listed as a contributing building.

VII. Summary of Community Outreach

On April 24, 2019, CBI met with representatives of the Central Square Business Association (CSBA) to present the proposal. A letter of support from the CSBA is submitted herewith, see **Exhibit 8**.

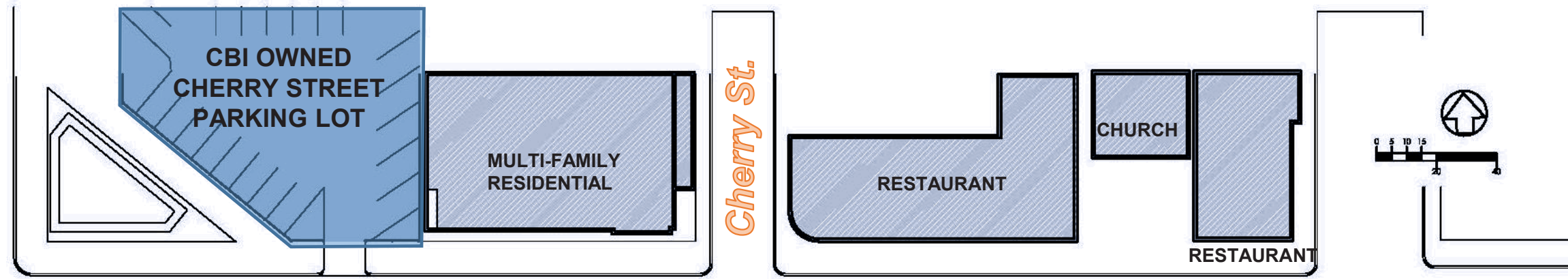
CBI has also met individually with several immediate neighbors to share plans for the proposal. No neighbors raised any objections, and several have signed letters of support, copies of which are submitted herewith. Meetings were held with the following neighbors:

- Bertucci's
- Cuchi Cuchi
- Naco Taco
- Royal East
- Rush Memorial AME Zion Church
- Union Baptist Church
- The Korean Methodist Church of Boston
- St. Matthew A.M.E. Church
- MIT
- Middlesex Lounge Miracle of Science Bar and Grill
- Christian Mission Holiness Church
- Darwin's
- Me Asian Eatery
- MIT Library Annex

On May 8, 2019, CBI presented the project to the Central Square Advisory Committee (CSAC). The CSAC's letter is attached hereto as **Exhibit 9**.

On May 13, 2019, CBI held a community meeting about the addition at the Workbar, 45 Prospect St., from 6 pm to 7 pm. Notice of the meeting was posted on the CSBA website, emailed and/or mailed to all abutters, and posted on the CDD website.

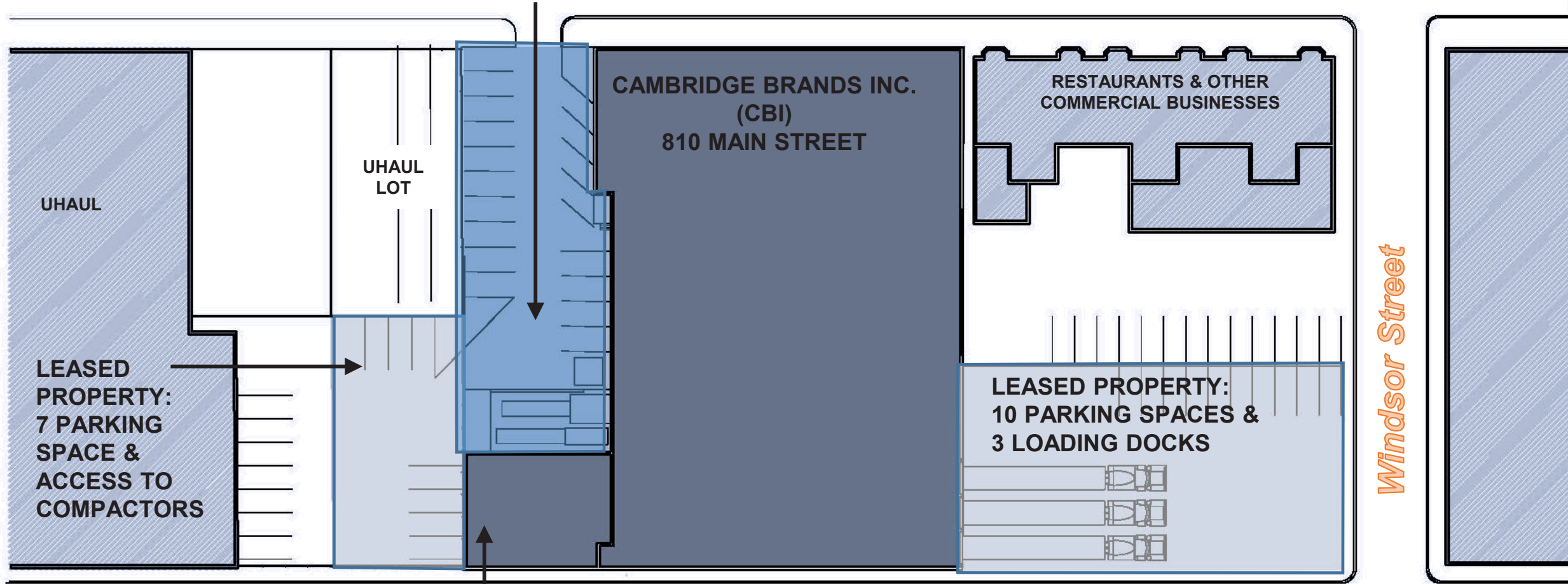
EXHIBIT 01
EXISTING CONDITIONS MAP



- CBI OWNED STRUCTURE
- CBI OWNED PARKING
- CBI LEASED PARKING
- NEIGHBORING STRUCTURE

Main Street

CBI PARKING: 19 SPACES



Windsor Street

State Street



EXISTING CONDITIONS MAP

CAMBRIDGE BRANDS, INC
16 JULY 2019

EXHIBIT **02**
PROPOSED SITE PLAN

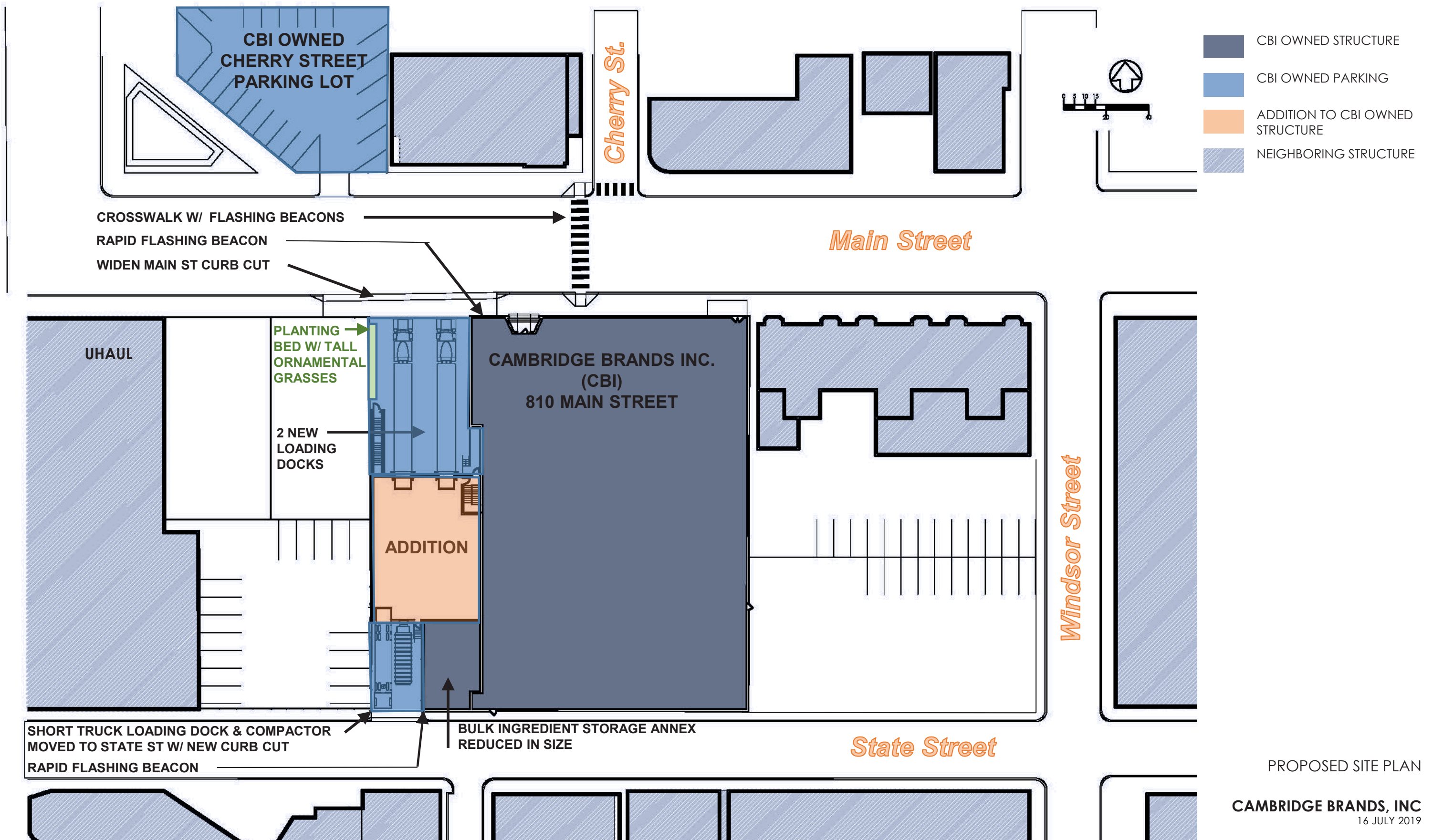


EXHIBIT 03
SITE PLAN: PARKING ANALYSIS



PARKING COUNTS: EXISTING CONDITIONS



PARKING COUNTS: PROPOSED CONDITIONS

Parking Lot	Existing:		Proposed:	
	Spaces Used 1 st Shift	Spaces Used 2 nd /3 rd Shift	Spaces Used 1 st Shift	Spaces Used 2 nd /3 rd Shift
Main Street Lots	36	0	0	0
Cherry Street Lot	62	33/15	61	33/15
Columbia Street Lot	0	0	37	0
Total	98	33/15	98	33/15

*1st Shift has the largest parking requirement.
Columbia St. Lot would be needed for 1st shift only.*

SITE PLAN: PARKING ANALYSIS

CAMBRIDGE BRANDS, INC
16 JULY 2019

EXHIBIT **04**

1977 SPECIAL PERMIT & 2018 LETTER FROM ISD



NABISCO CONFECTIONS, INC.
subsidiary of NABISCO, INC.
810 MAIN STREET
CAMBRIDGE, MASS. 02139
(617) 491-2500

November 10, 1977

City of Cambridge Building Department
Board of Zoning Appeal
City Hall
Cambridge, Massachusetts 02139

Gentlepersons:

We are enclosing Petition for Special Permit and Ownership Information Sheet on our lots at 32 Columbia Street, Cambridge, Massachusetts, along with our check for \$50.00 to cover the cost of the Special Permit for these premises.

Your kind assistance will be most appreciated.

Very truly yours,

A handwritten signature in cursive script that reads "Arthur W. Marsh".

Arthur W. Marsh
Director of Administrative Services

cc: H. J. Bornhofft, Jr.
R. G. Burnham
C. W. Doten

Minutes of the public hearing on Thursday, December 15, 1977 at 6:30 p.m. in City Council Chambers, City Hall, Cambridge, Massachusetts.

The Board of Zoning Appeal met on the above-mentioned date with the following members present, namely, Vice Chairperson Hugh Adams Russell, acting for Mary Solberg who was absent for personal reasons, Janice Gold Campbell, Vincent J. Panico, alternate members Roger Trancik and Brendan Sullivan. Also present was Charles F. Sprague, Building Commissioner. The following case was called:

Case No.: 4569

Location: 32 Columbia Street

Petitioner: Nabisco Confectioners Inc.

petition: Special Permit to park cars in parking area for employees.

Violation: Art. 4, Sec. 33, Para. "o"

At the public hearing held on December 15, 1977, the full Board heard Arthur W. Marsh, 318 West Street, Needham who said that he had received the planning Board's report.

Mr. Marsh said that the company would like to continue use of the lot for 44 cars. Employees park there. Some of lot in C1 Residential area; original permit in 1965; company has over 300 employees; need parking. Lot has two openings; it is black topped; fence completely around; gate where employees come into lot. It is maintained. Planning Board recommends screening and shrubbery; trees no problem; there is fence 5-6 ft. tall; divides lot line; if different type screening, it would be hazardous to seal off and have employees go in because of muggings, etc. Some employees park well back. Should be kept well open for the protection of the employees; entire street frontage in Business A Zone; feel it is good rehab program, no objection; screening for residential neighbors should not interfere with objective; the screening would be for beautification; if Board feels it would be asset in that area; have worked in area since 1954; moved driveway and put in little area for beautification; bricks, trees put down added tremendously; trees along screens street, The neighbors and people work adversely toward wooden fences. We have tried to use brush and wire fences

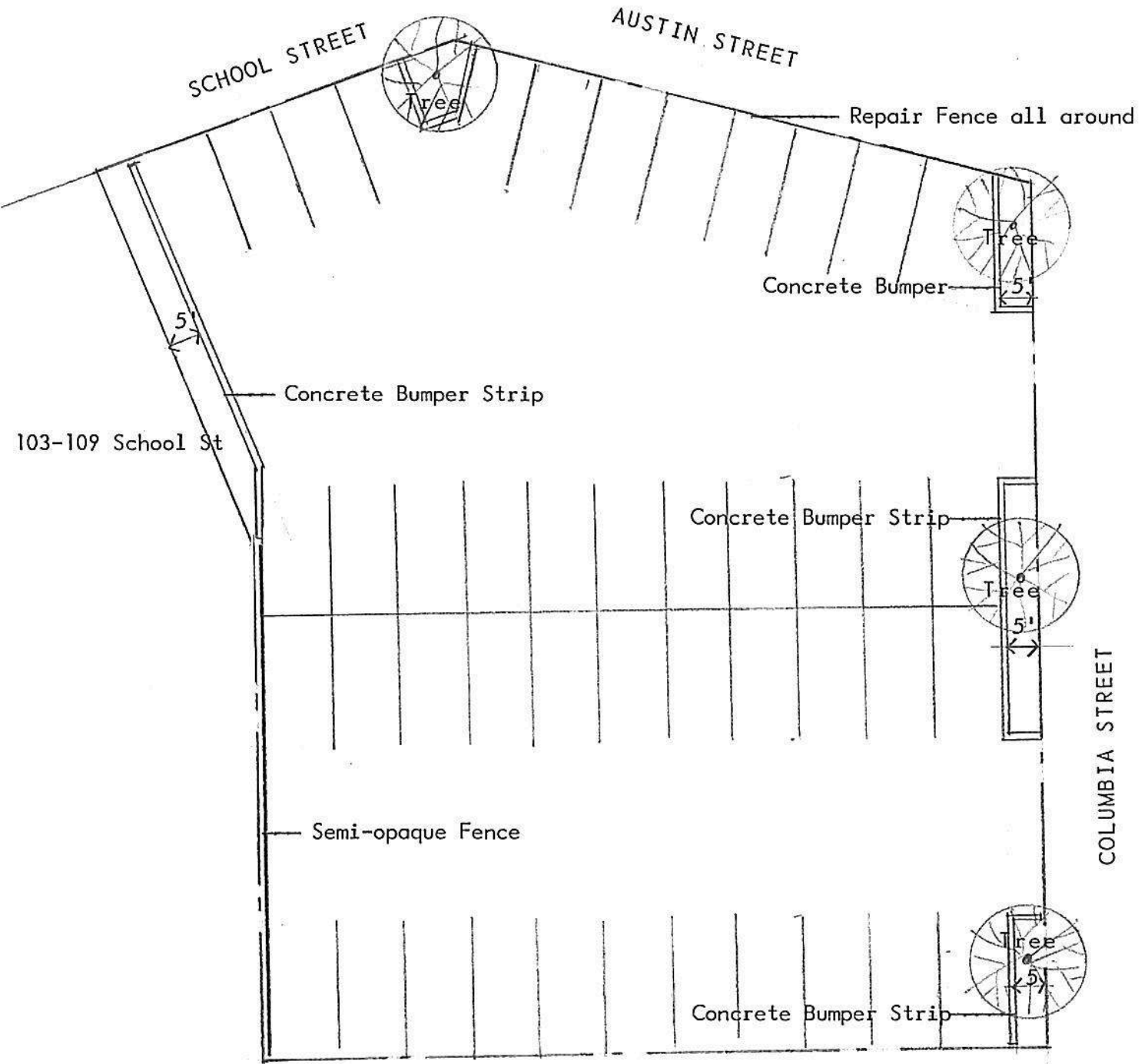
There is problem with vandalism in the parking lot; prefer to keep them open for the safety of the people; vandalism is expensive; there is street illumination; Planning Board recommends proper screening but not reduce number of cars.

Mr. Russell suggested they fix up the fence; if abutters wanted opaque fence it would be reasonable to provide it. Neighbors did not come to the meeting. Mr. Panico said that neighbors may not feel that it would do any good for them to come down to the meeting. Planting trees may result in lost spaces. Planting stip would make space narrow but wide enough. Mr. Russell said that he would like to see fence fixed up to contact abutters to see if they want them to do it; a solid fence would block sunlight; maybe someone has garden and growing something.

Petitioner concerned about vandalism; hiring guards would be expensive; may have to close lot.

Mrs. Campbell said they should provide setback along street. Fence should be along houses not along sidewalk. The lot is full at 4:30-5 p.m. Have some night people. Mr. Russell agrees with planning Board; parking more valuable than setback. people who live there should be asked; if they do not want it, should not require it. petitioner feels it causes less security. Should ask if neighbors want five foot 50% opaque fence.

NABISCO CONFECTIONS INC
COLUMBIA STREET PARKING LOT
BZA CASE No 4569





CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

December 15, 1977

BZA Case #4569 - 32 Columbia Street
Nabisco Confections Inc.

Res. C-1/Bus. A

The petitioner is requesting a special permit to park 44 cars on his lot at 32 Columbia Street. From the parking plan submitted, one must assume that the petitioner is also in need of relief from setback, landscaping, and screening requirements.

The petitioner has enough space to support the parking of 44 cars. However, there is not sufficient room to allow for the requisite 5' setback. The alternative to granting relief from setback requirements is to reduce the number of parking spaces permitted which would result in additional cars being parked on neighborhood streets. Therefore the Planning Board leaves this case to the Board of Zoning Appeal with the recommendation that any favorable action on this special permit request be contingent on the provision of proper screening of the lot and the planting of the required four trees.

CITY OF CAMBRIDGE
BOARD OF ZONING APPEAL

RECEIVED BY
OFFICE OF CITY CLERK

JAN 27 11 38 AM '78

Case No.: 4569

Premises: 30-32 Columbia Street Residence C-1 & B-1A Zoned A Zones

Petitioner: Nabisco Confections Inc.

Date of Rejection of Permit by Supt. of Bldgs: 11/9/77
and Filing of Petition: 11/14/77

Dates of Public Notice: December 1 and 8, 1977 - Cambridge Chron

Date of Hearing: December 15, 1977

Petition: Special Permit to park cars in parking area

At the Public Hearing held on December 15, 1977, the Board, consisting of Hugh Adams Russell, Vice Chairman, Janice Gold Campbell, Vincent Panico, Roger Trancik and Brendan Sullivan, heard Arthur W. Marsh, Director of Administrative Services for Nabisco Confections, Inc.

Petitioner is seeking continued parking of forty-four cars on a triangular corner lot for employees of the company. There are presently no parking setbacks in the lot and no screening of cars from passers-by. Petitioner expressed concern about any screening because of vandalism in the area. Board members expressed concern about the sides of the lot that abut residential uses and the lack of setbacks and planting on the lot. No one appeared in favor of or in opposition to the petition.

After hearing the petitioner, the Board finds:

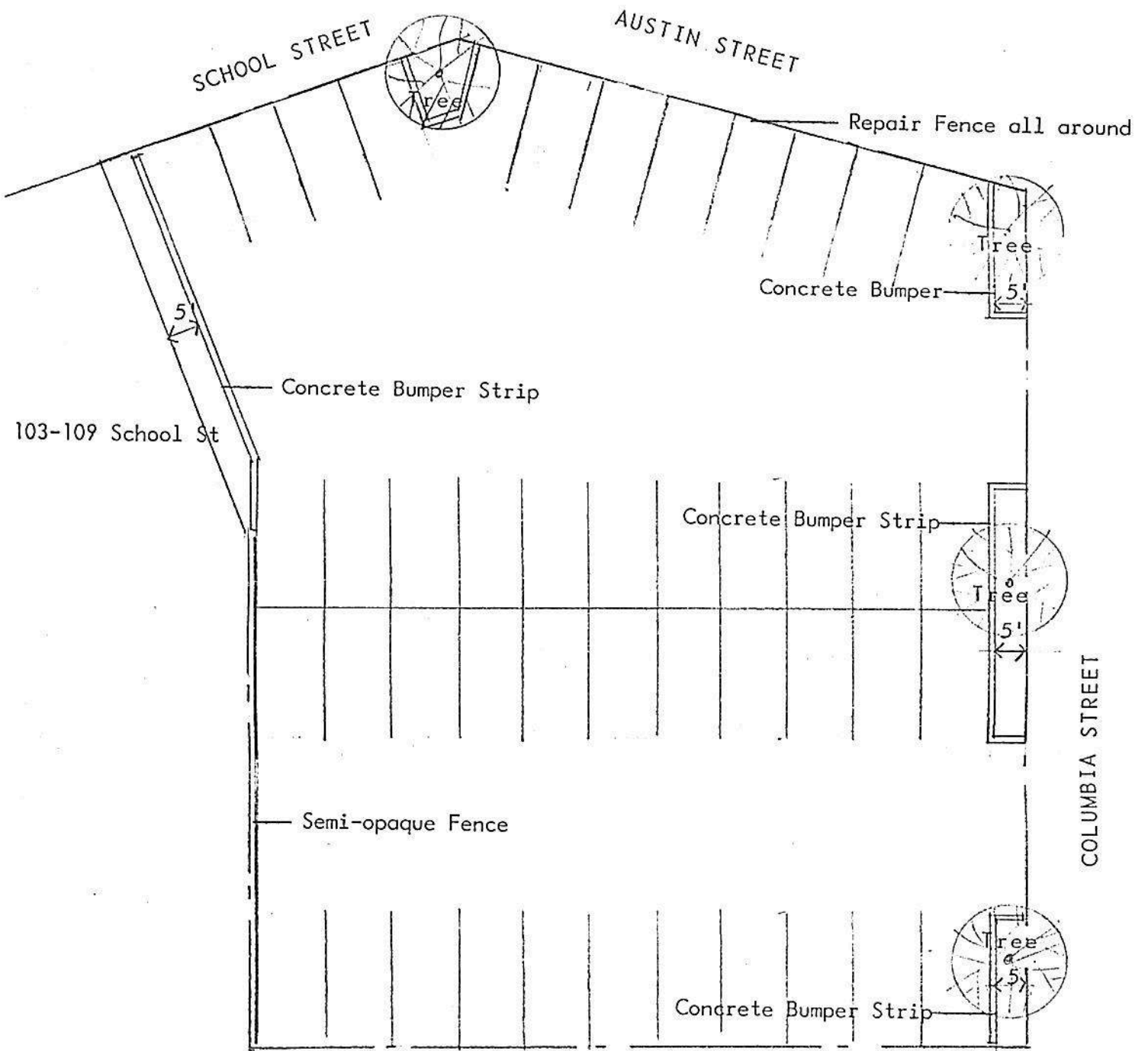
That the operation of the parking lot on the premises would not have an adverse affect on traffic in the area or any adjacent uses; and that no nuisance or hazard would be created.

THEREFORE, the Board of Zoning Appeal voted unanimously to GRANT the special permit with the following conditions:

- 1) That three trees, comparable in size to those the City has planted on Columbia Street, be planted on Columbia Street and one tree be planted at the corner of School and Austin Street.
- 2) That a five-foot setback marked by concrete bumpers be provided abutting 103-109 School Street.
- 3) That the fences bordering the lot be put in good repair.
- 4) That a semi-opaque fence be installed on the back half of the lot running parallel to Columbia Street which abuts residential property.
- 5) That there be a five-foot setback marked by concrete bumpers along Columbia Street.

Days have elapsed since the date of filing of this decision. Appeal has been filed and dismissed or denied. City Clerk, City of Cambridge. Appeal has been filed.

NABISCO CONFECTIONS INC
COLUMBIA STREET PARKING LOT
BZA CASE No 4569





CITY OF CAMBRIDGE
INSPECTIONAL SERVICES DEPARTMENT 831 MASS. AVE.
CAMBRIDGE, MASSACHUSETTS 02139 (617) 349-6100

Ranjit Singanayagam
Commissioner

January 25, 2018

The Coastal Group Construction Engineering
C/o Scott Haenssler, Architectural Engineer
20 Oak Street
Beverly Farms, MA 01915

Re: 28-30 Columbia Street, Cambridge, MA

Dear Mr. Haenssler,

Based on records available in this office including a Special Permit approved by the Board of Zoning Appeal in 1977, Case No. 4569, this lot can be used as a parking lot.

Records from the City's Traffic and Parking department, indicate that there is a registration for 46 cars in the lot for the confectionery company.

If you have any questions, please call me at 617-349-6100.

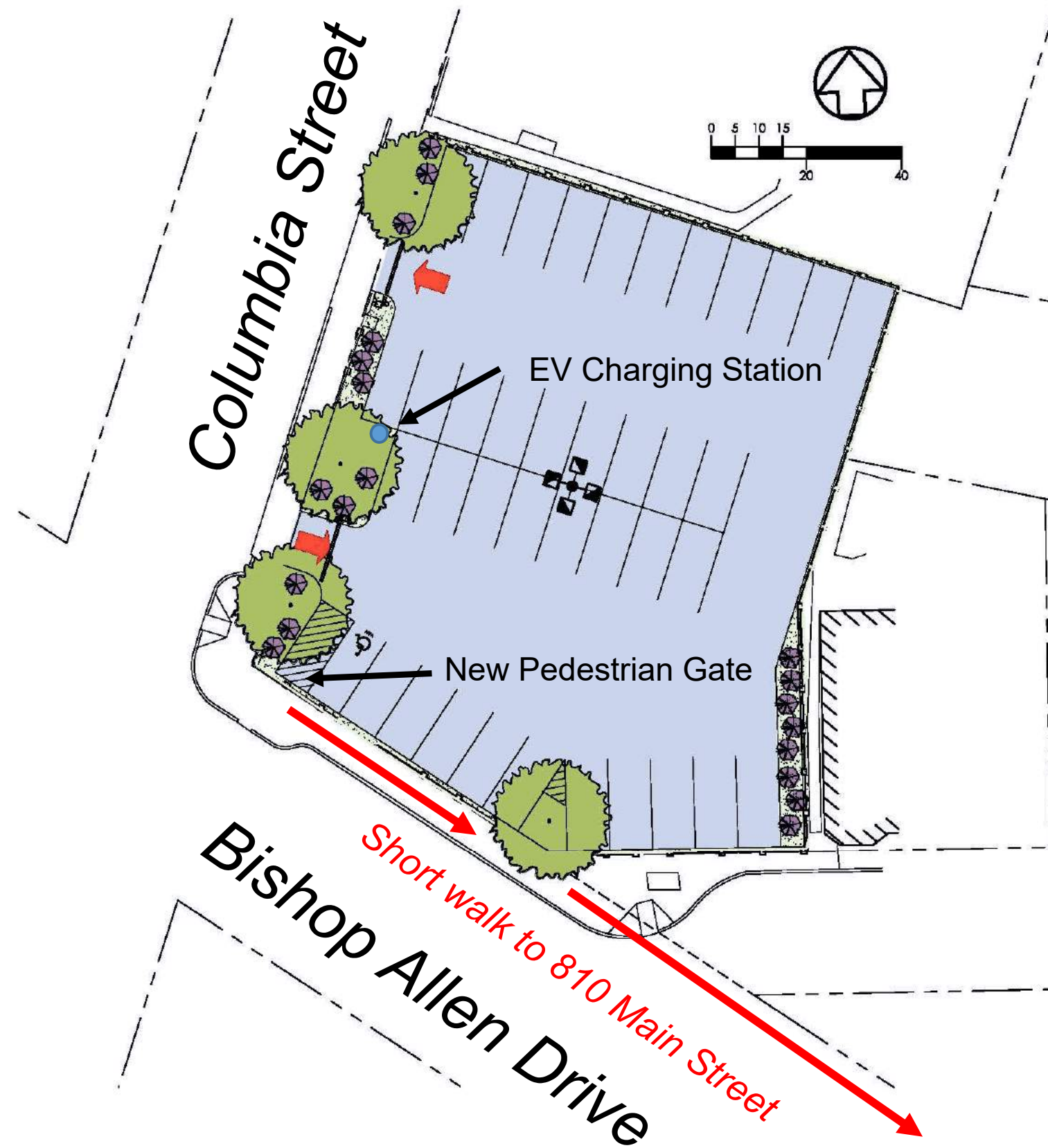
Sincerely,

Ranjit Singanayagam,
Commissioner/ISD

RS:mp

EXHIBIT 05

PROPOSED SITE PLAN: COLUMBIA STREET PARKING LOT



Columbia Street Parking Lot
Owned by CBI

Approved: 44 Spaces
Existing: 44 Spaces
Proposed: 39 Spaces

410 Feet from 810 Main Street

Parking Lot Improvements

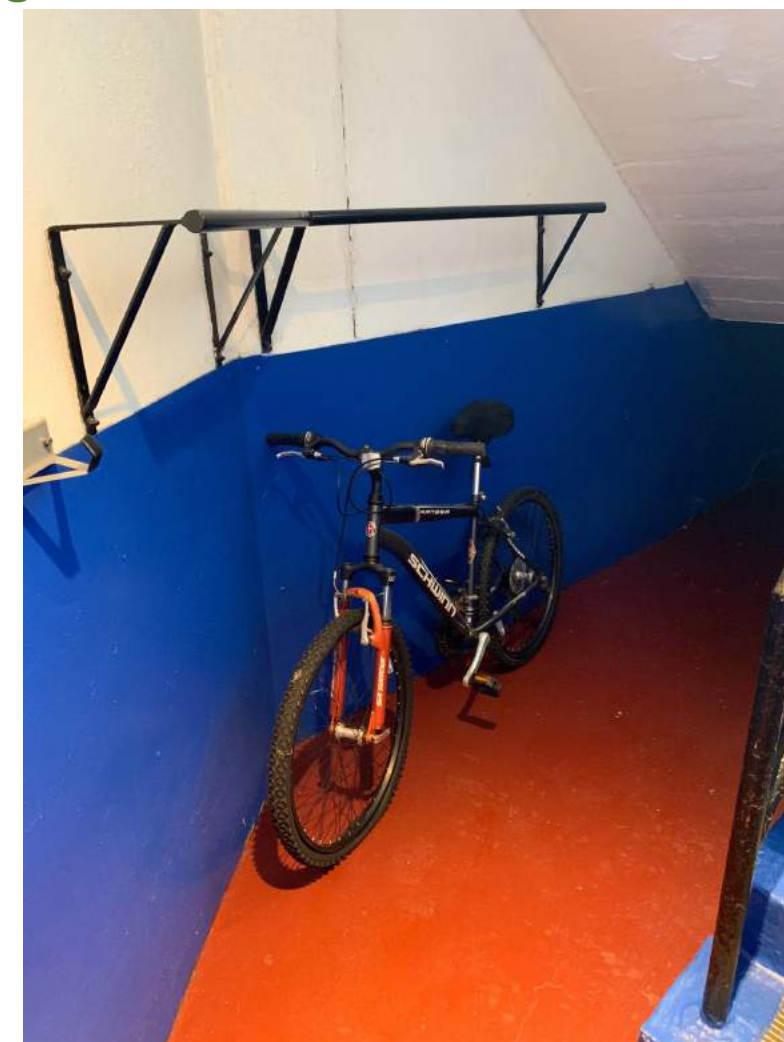
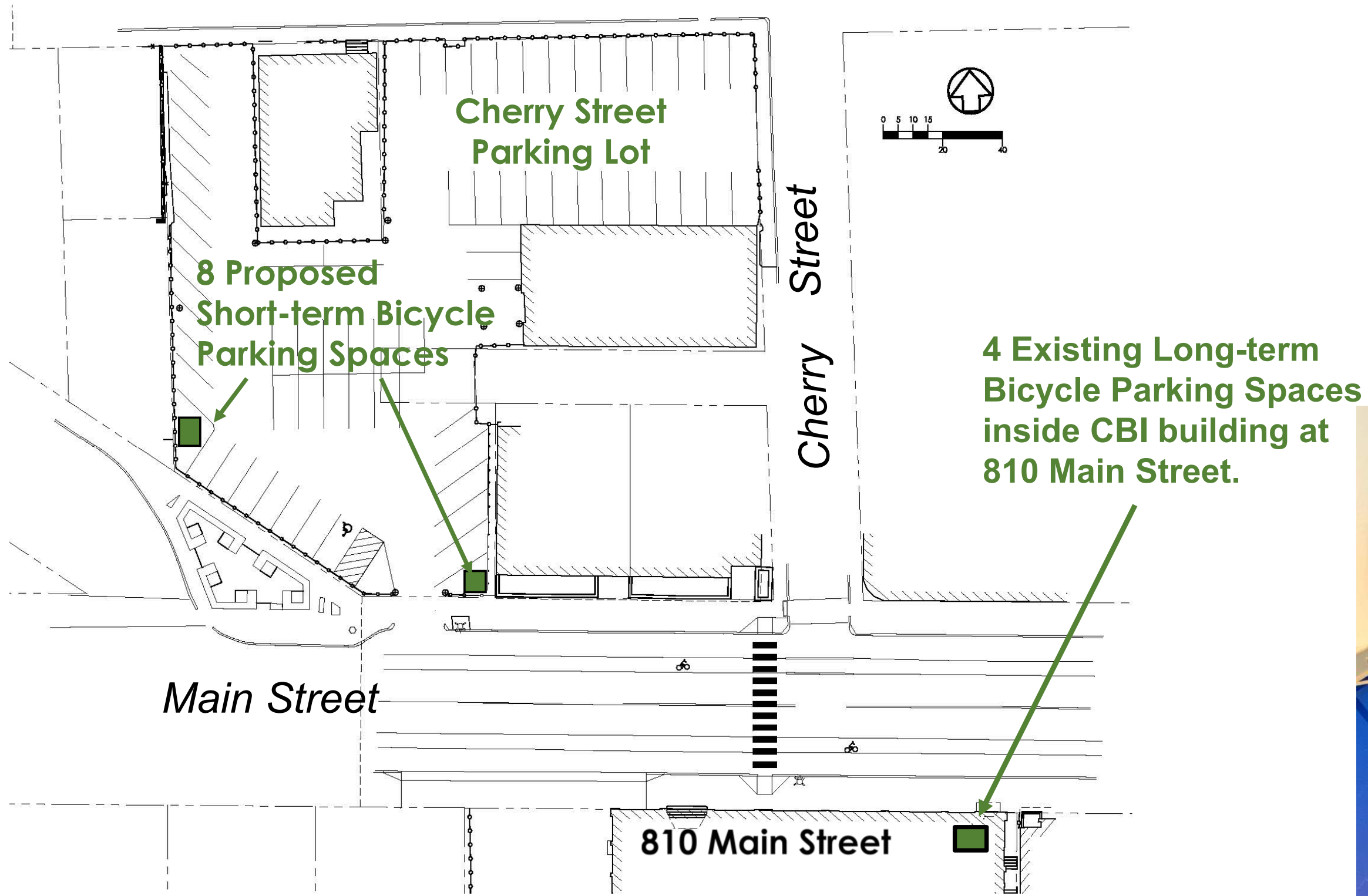
- **Re-open 2nd Vehicle Gate**
(curb cut exists)
- **New Fencing and Gates**
- **Reseal and Refresh striping**
- **Lighting and Landscape**
- **CCTV Security Monitoring**

PROPOSED SITE PLAN: COLUMBIA STREET PARKING LOT

CAMBRIDGE BRANDS, INC
 16 JULY 2019

EXHIBIT 06

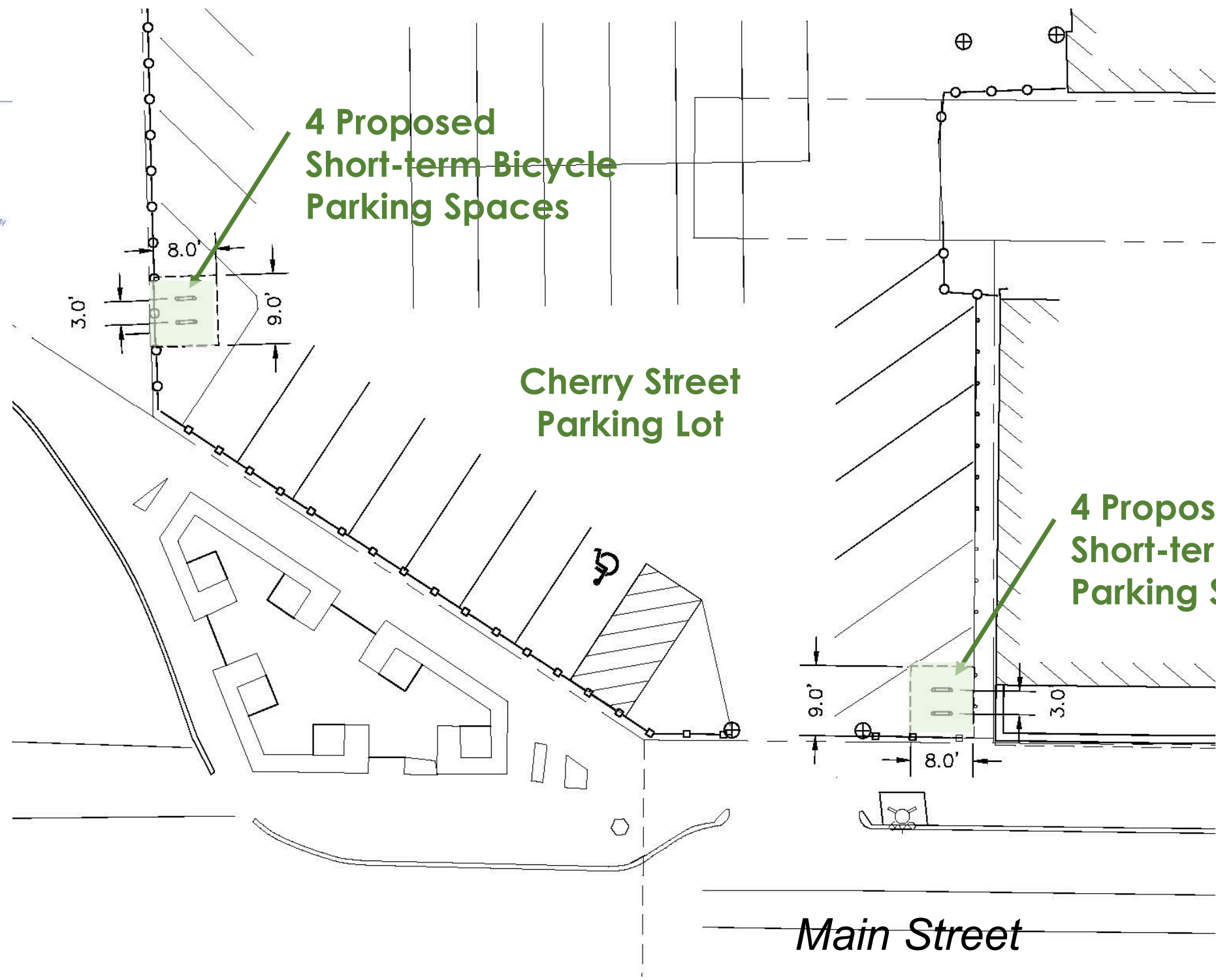
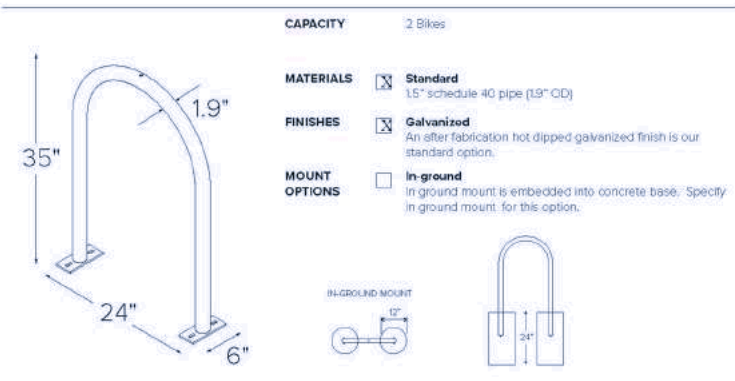
PROPOSED SITE PLAN: BICYCLE PARKING



PROPOSED SITE PLAN: BICYCLE PARKING

CAMBRIDGE BRANDS, INC
16 JULY 2019

HOOP RACK
Submittal Sheet



PROPOSED SITE PLAN: BICYCLE PARKING

CAMBRIDGE BRANDS, INC
16 JULY 2019

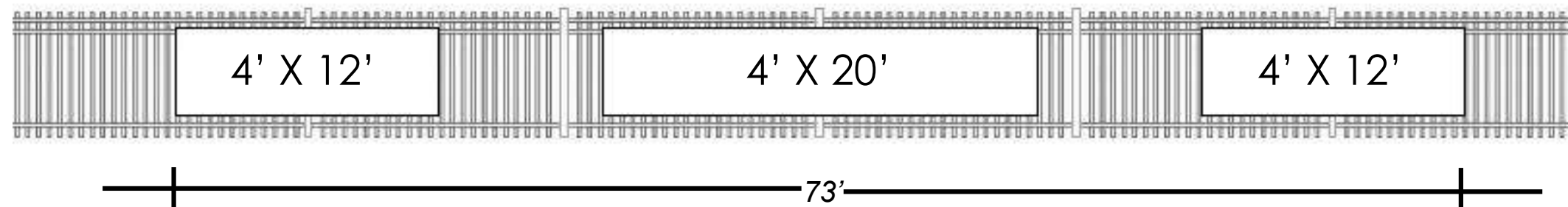
EXHIBIT 07

PROPOSED SITE PLAN: MAIN STREET PUBLIC ART MURALS

MAIN STREET MURAL CONCEPT

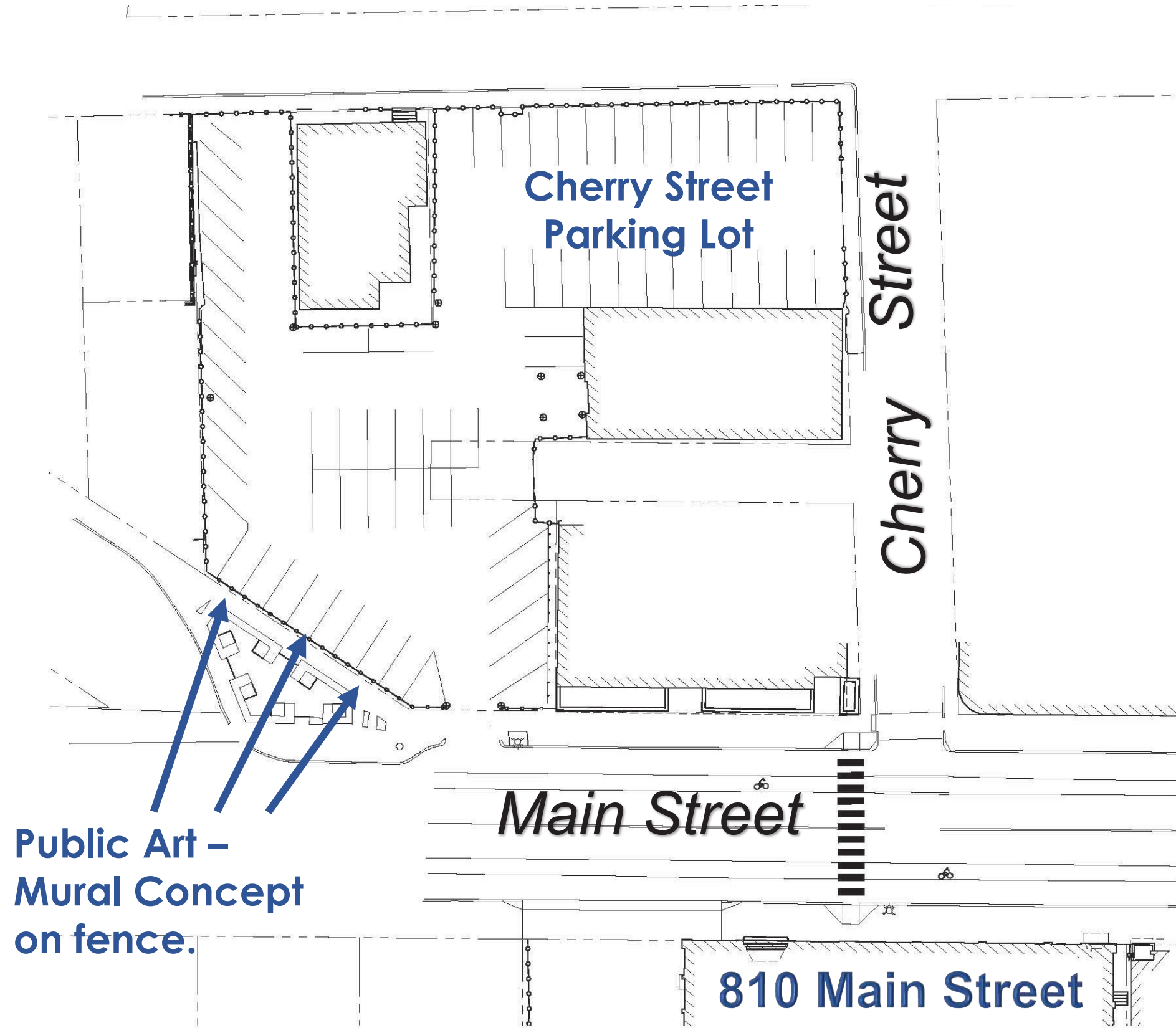
In accordance with the Central Square Action Plan goal to create active people-oriented spaces, CBI proposes to enhance the public space adjacent to its Cherry Street parking lot.

Working with the Cambridge Director of Public Art and Exhibitions and the Historical Society, CBI proposes to provide three panels for art murals which will feature the long history of candy manufacturing in Cambridge.



PROPOSED SITE PLAN: MAIN STREET PUBLIC ART MURALS

CAMBRIDGE BRANDS, INC
16 JULY 2019



**Public Art –
Mural Concept
on fence.**

PROPOSED SITE PLAN: MAIN STREET PUBLIC ART MURALS

CAMBRIDGE BRANDS, INC
16 JULY 2019

EXHIBIT 08

CENTRAL SQUARE BUSINESS ASSOCIATION LETTER OF SUPPORT

CENTRAL

S Q U A R E B U S I N E S S A S S O C I A T I O N

June 24th, 2019

Attn: Cambridge Planning Board
344 Broadway
Cambridge, MA 02139
C/O – Liza Paden

On behalf of the Central Square Business Improvement District, and the Central Square Business Association – we are in full support of Cambridge Brands plan development at 810 Main street in Cambridge, Ma. There is no question that Candy manufacturing has an important part of Central Squares history, and now in front of you is a chance to help ensure that an aging building is built up with new proper electrical infrastructure that will allow it to continue to be part of Central Squares future. While we are seeing a net loss of manufacturing here is a brand that wants to keep its roots in Cambridge. Our board of directors has been present and vocal at multiple community meetings and reviewed presentations by the Cambridge Brands staff, at each turn this group has been listening and adapting there plans to this final draft we are hoping is adopted. There has been no opposition by the abutters and the newly formed CSBID (business improvement district) looks forward to working with Cambridge Brands on making that section of Central Square - active, cleaner, safer and more welcoming.

Best Regards,



Michael Monestime
Executive Director – CSBA
President – CSBID



EXHIBIT 09

CENTRAL SQUARE ADVISORY COMMITTEE LETTER OF SUPPORT



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

IRAM FAROOQ
*Assistant City Manager for
Community Development*

SANDRA CLARKE
*Deputy Director
Chief of Administration*

To: City of Cambridge Planning Board
From: Central Square Advisory Committee
Date: 3/15/2018
Re: Cambridge Brands Inc. – 810 Main Street

The Central Square Advisory Committee (the “Committee”) met on February 15, 2018 to review and comment on the Cambridge Brands Inc. proposal to expand their operations at 810 Main Street, pursuant to the provisions outlined in Section 20.300 of the Cambridge Zoning Ordinance. The Committee is appointed by the City Manager to undertake all large project reviews of variances and special permits for activities within the Central Square Overlay District, and to monitor the progress of the Central Square Non-Zoning Recommendations of the 2013 K2C2 Study.

Cambridge Brands Inc. (the “Applicant”) is a wholly owned subsidiary of Tootsie Roll Industries Inc., a manufacturer of candy for 120 years. The manufacturing of candy has been a staple of Central Square for well over a century. Although Tootsie Roll Industries has been located at 810 Main Street since 1993, candy has been produced at this location since 1908 by the Lydian Confectionery Co. which later merged with the Boston Confectionery. The initial building (814-822 Main St) was constructed in 1908, a second structure was built in 1911 after the merger, and the final buildout in 1919 included a third section (804 Main St) and the combination of all three sections into the current 5-story complex.

The Applicant is proposing to expand its operations due to a pressing need to upgrade its current electrical system. The current electrical distribution system is over 60 years old, is deteriorating, and has less than a 10% capacity left for growth. The approximately 3,600 sq.ft. addition will house electrical equipment in a vault approved by utility companies and will allow the Applicant to install a state-of-the-art electrical system to all floors in the building.

As part of its presentation to the Committee, the Applicant addressed the architectural and urban design considerations of the proposal – the use of similar, but newer and more efficient materials that will mimic the pattern of the existing building, and that blends with neighboring structures – as well as parking considerations which includes a shift in usage in the lots on Main Street, next to the existing building, and on Columbia Street.

Committee members who were present spoke in favor of the proposal and of the Applicant’s work with the local community through various charitable programs and events. The Committee also suggested the Applicant further explore the following:

- subsidized Charlie Cards and MBTA passes for employees who take public transit
- on-site charging stations for electric vehicles and mounted solar panels on shading devices in the parking lots
- opportunities to add features on the building (i.e. a plaque) or around the site (i.e. murals or public art) that speak to the history of manufacturing in Central Square and ties in to its designation as a Cultural District

344 Broadway
Cambridge, MA 02139
Voice: 617 349-4600
Fax: 617 349-4669
TTY: 617 349-4621
www.cambridgema.gov

There were no additional comments by Committee members not in attendance.

Committee Members Present

- Joel Alstein
- Melissa Greene
- Tahir Kapoor
- Christopher Sol Gully
- Robert Winters

Committee Members Absent

- Michael Monestime
- Esther Hanig

Guest Presenters

- Jamie Cairns, *Cambridge Brands, Inc.*
- Diana White, *Cambridge Brands, Inc.*
- Johanna Schneider, *Rackermann, Sawyer, and Brewster*
- Gail Woodhouse, *Imai Keller Moore Architects*
- Scott Haenssler, *The Coastal Group*
- Dan Simonelli, *The Coastal Group*

submitted on behalf of the Committee,

Wendell Joseph, *Neighborhood Planner*
Community Development Department



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

IRAM FAROOQ
Assistant City Manager for
Community Development

SANDRA CLARKE
Deputy Director
Chief of Administration

KHALIL MOGASSABI
Deputy Director
Chief of Planning

To: City of Cambridge Planning Board
From: Central Square Advisory Committee
Date: 5/8/2019
Re: Cambridge Brands Inc. – 810 Main Street

The Central Square Advisory Committee (the “Committee”) met on May 8, 2018 to review and comment on an update of the Cambridge Brands Inc. (the “Applicant”) proposal to expand their operations at 810 Main Street. This meeting was conducted pursuant to the provisions outlined in Section 20.300 of the Cambridge Zoning Ordinance. The Committee is appointed by the City Manager to undertake all large project reviews of variances and special permits for activities within the Central Square Overlay District (the “District”), and to monitor the progress of the Central Square Non-Zoning Recommendations of the 2013 K2C2 Study (the “Study”).

* * *

Following its March 2018 meeting with the Committee, the Applicant was notified by the property owner that they would no longer have access to adjacent leased property which had previously housed parking and loading functions for the facility. This drove a redesign of the proposed project so that all functions would be located exclusively on CBI owned property.

As part of its presentation to the Committee, the Applicant provided a revised parking and loading proposal, the former concentrating parking on the lots at Cherry Street and Columbia Street, and the latter focusing all loading operations on Main Street and State Street. The potential impact of the loading proposal would call for a widening of curb cuts on Main and State Street, the elimination of two on-street parking spaces on Main Street, and CBI Flaggers to assist trucks in entering and exiting the loading area on Main Street.

Considering these changes, Committee members who were present remained in favor of the Applicant’s proposal. There were no additional comments by Committee members not in attendance.

Committee Members Present

- Joel Altstein
- Esther Hanig
- Melissa Greene
- Michael Monestime
- Christopher Sol Gully
- Robert Winters

Committee Members Absent

- Tahir Kapoor

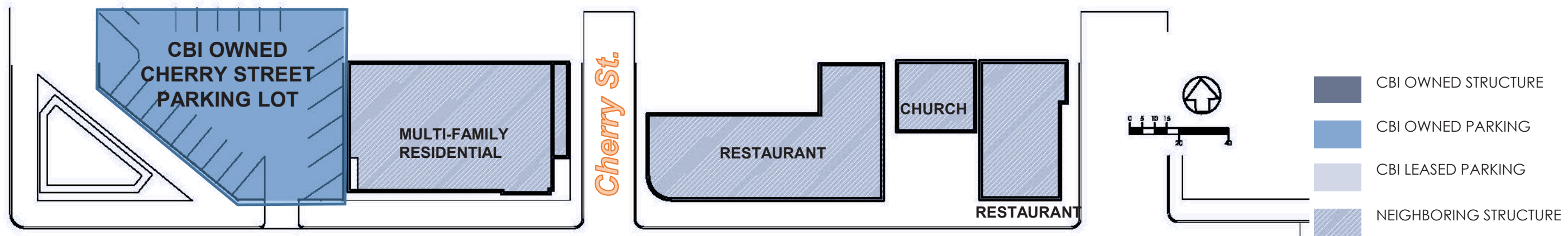
344 Broadway
Cambridge, MA 02139
Voice: 617 349-4600
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www.cambridgema.gov

submitted on behalf of the Committee,

Wendell Joseph, Neighborhood Planner
Community Development Department

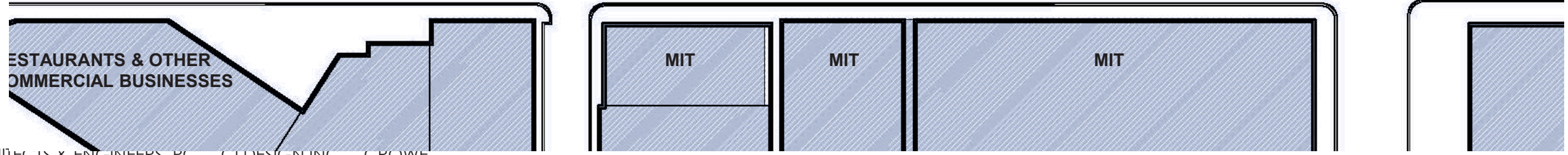
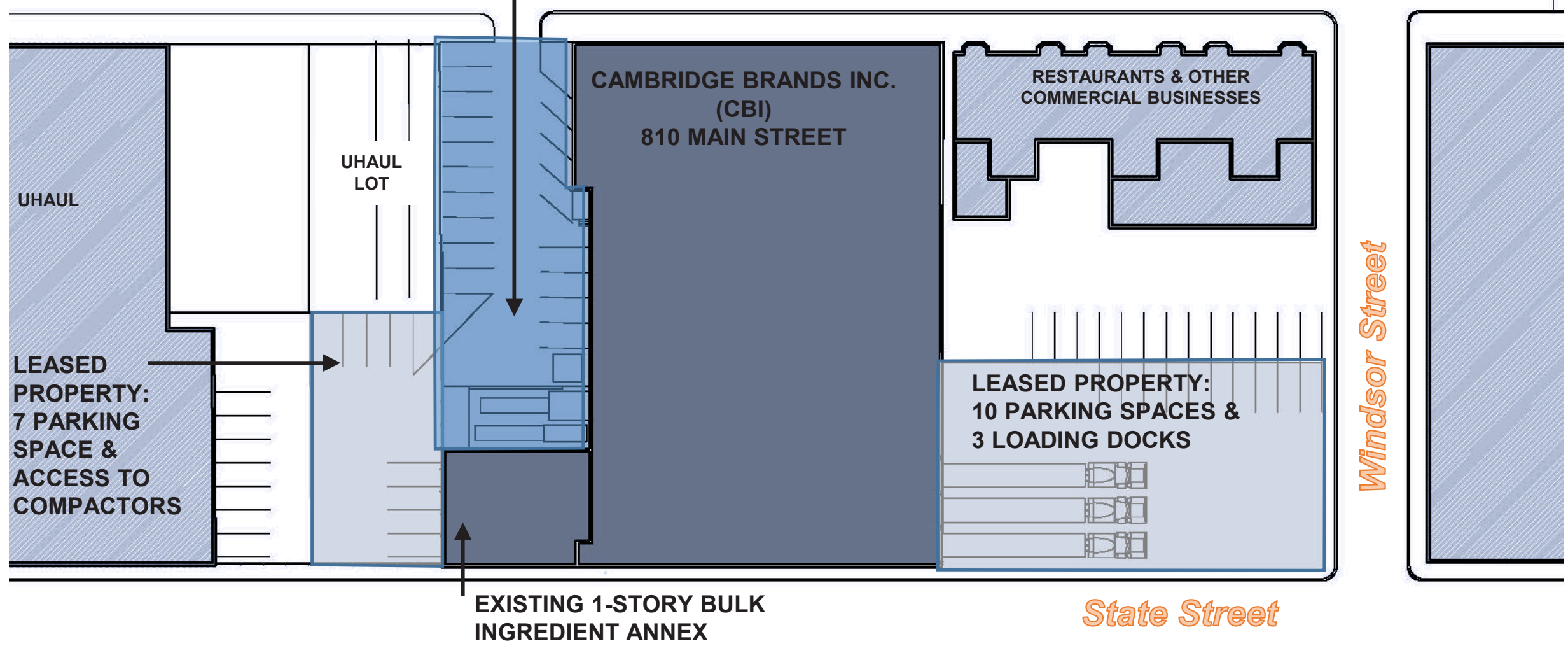
ILLUSTRATION
EXISTING CONDITIONS MAP





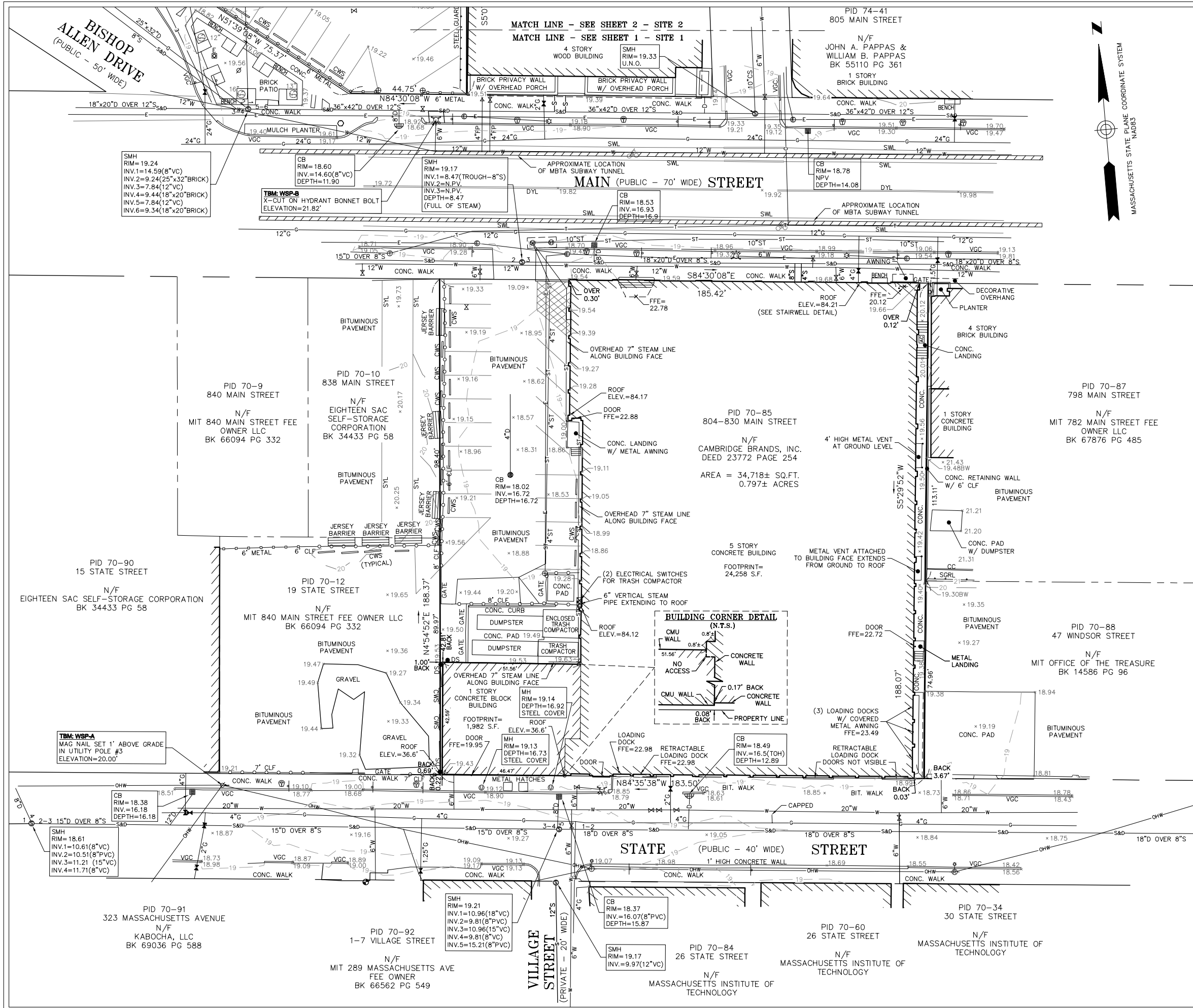
Main Street

CBI PARKING: 19 SPACES



EXISTING CONDITIONS MAP

CAMBRIDGE BRANDS, INC
16 JULY 2019

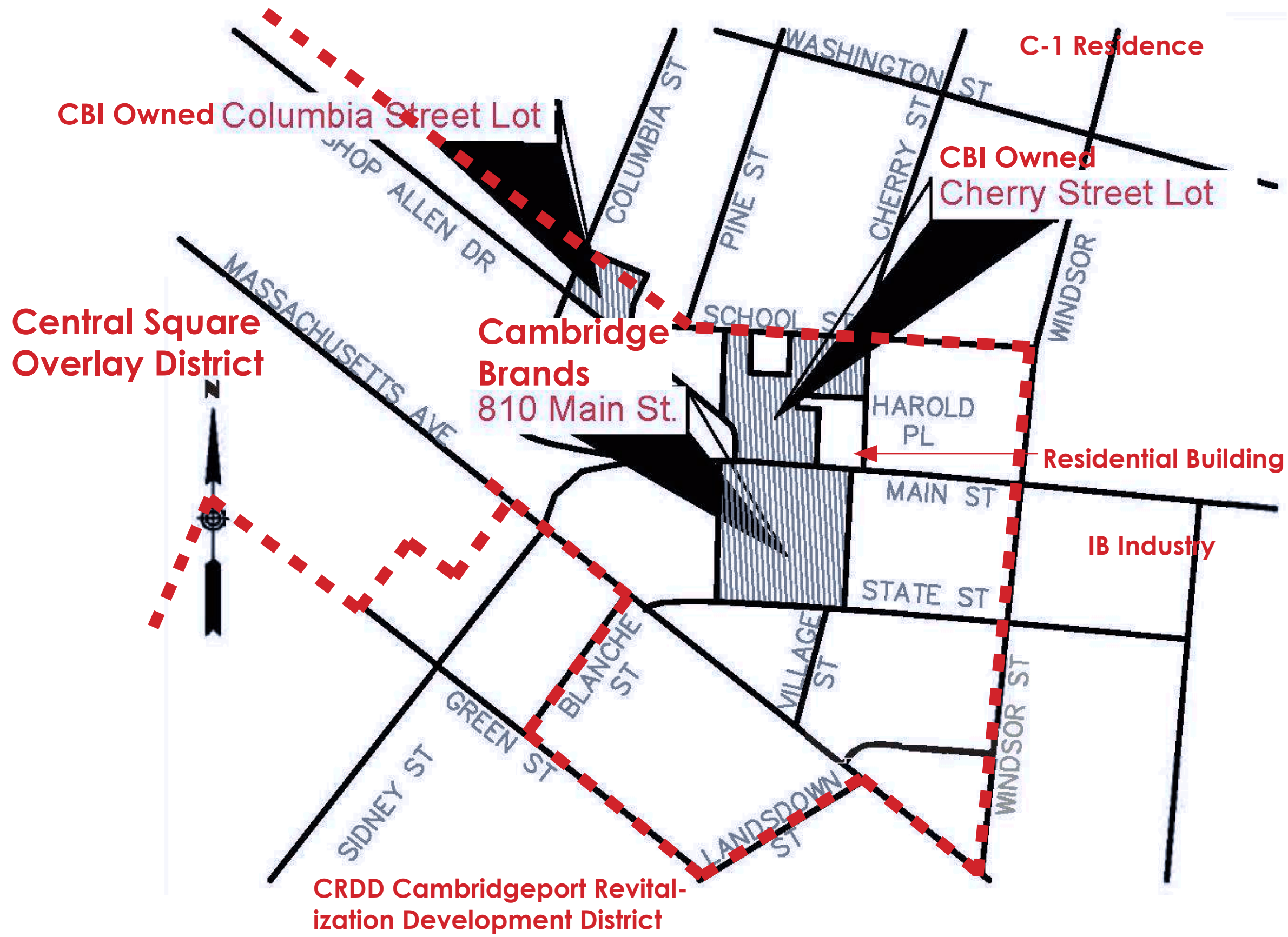


EXISTING CONDITIONS MAP

CAMBRIDGE BRANDS, INC
16 JULY 2019

ILLUSTRATION
SITE CONTEXT MAP

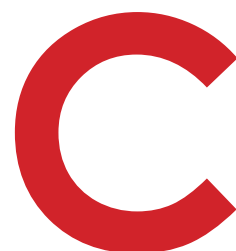
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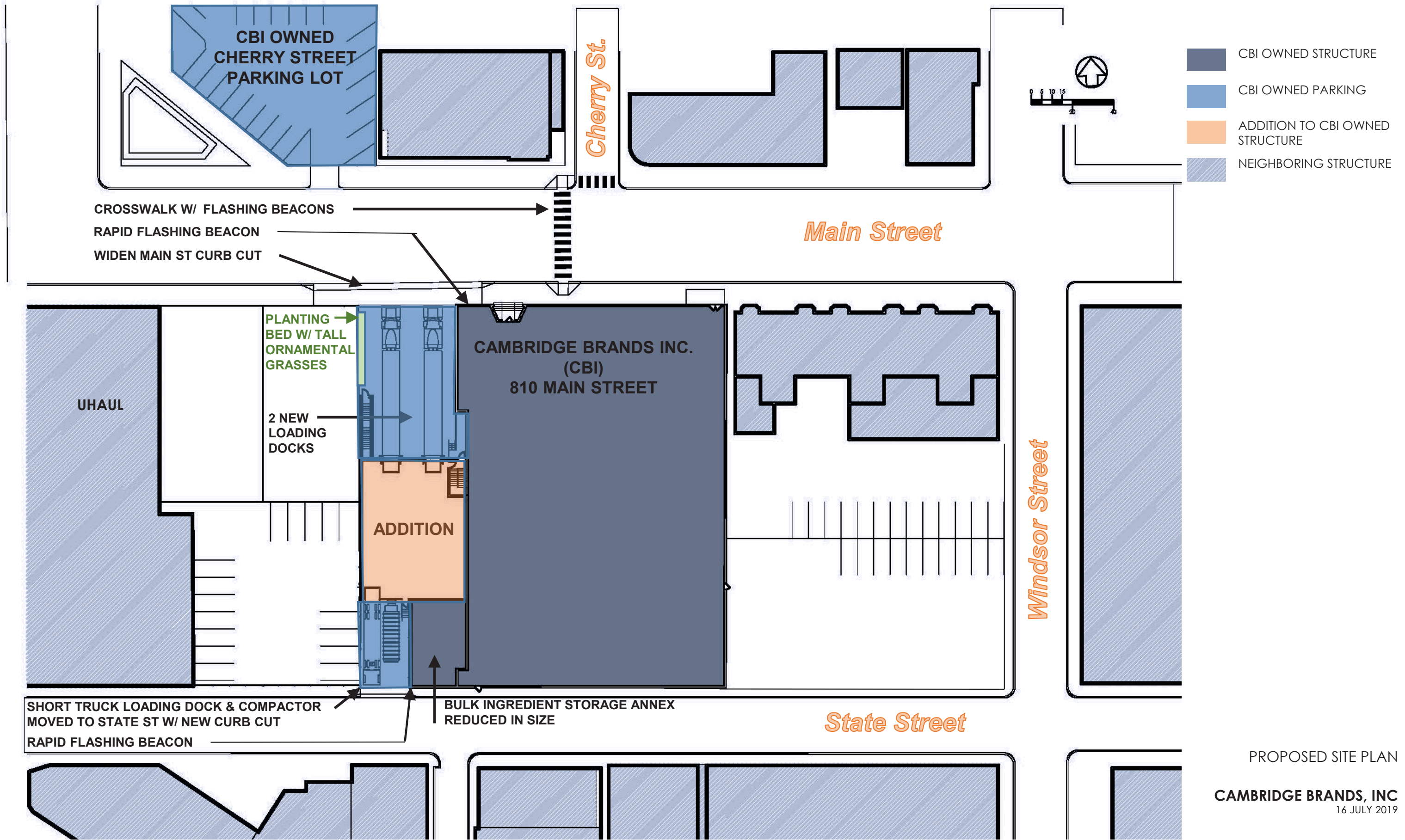


SITE CONTEXT MAP

CAMBRIDGE BRANDS, INC
16 JULY 2019

ILLUSTRATION
PROPOSED SITE PLAN







PARKING COUNTS: EXISTING CONDITIONS



PARKING COUNTS: PROPOSED CONDITIONS

Parking Lot	Existing:		Proposed:	
	Spaces Used 1 st Shift	Spaces Used 2 nd /3 rd Shift	Spaces Used 1 st Shift	Spaces Used 2 nd /3 rd Shift
Main Street Lots	36	0	0	0
Cherry Street Lot	62	33/15	61	33/15
Columbia Street Lot	0	0	37	0
Total	98	33/15	98	33/15

*1st Shift has the largest parking requirement.
Columbia St. Lot would be needed for 1st shift only.*

SITE PLAN: PARKING ANALYSIS

CAMBRIDGE BRANDS, INC
16 JULY 2019

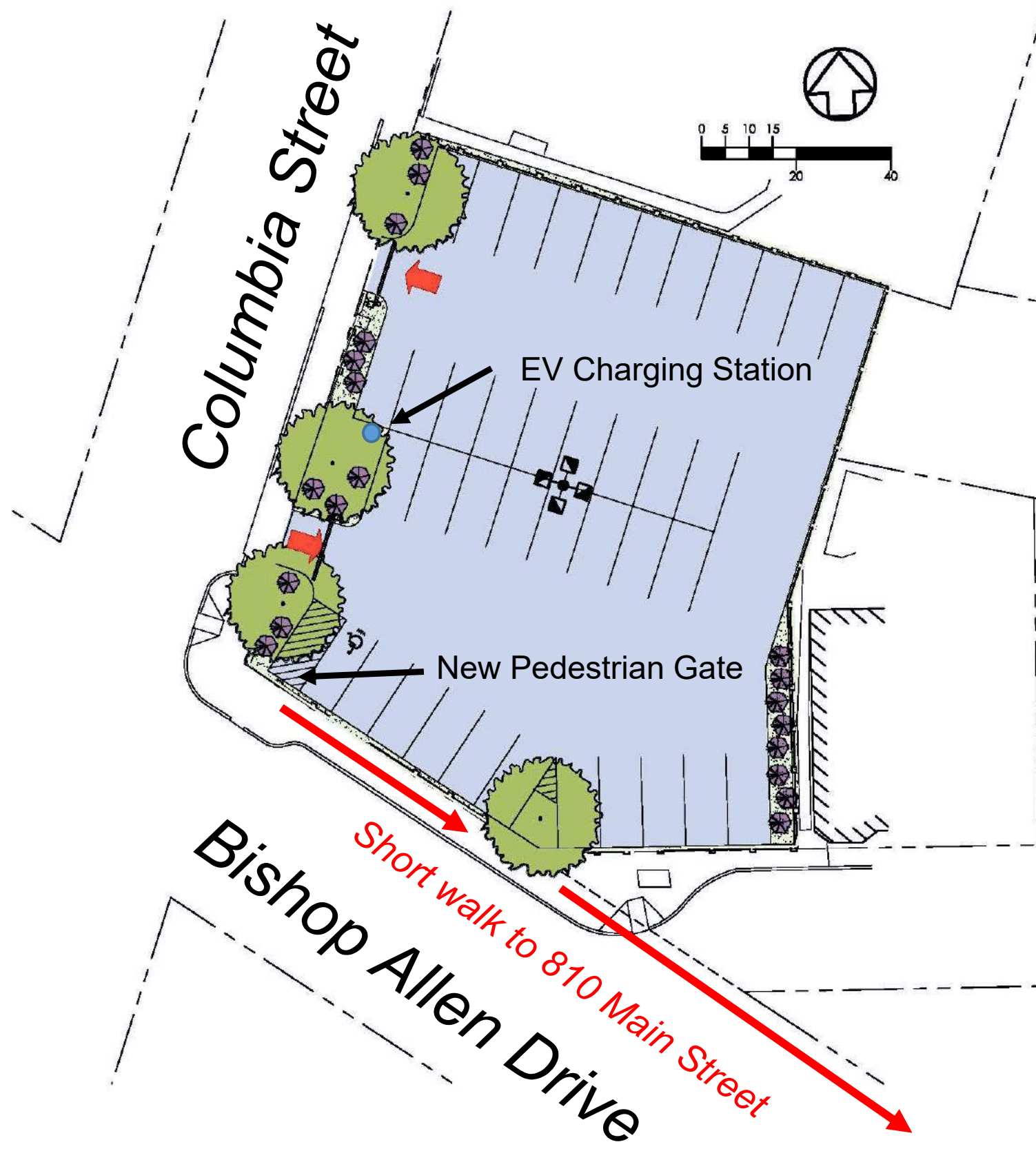
Columbia Street Lot
410 feet from 810
Main Street Spaces

Cherry Street Lot
70 feet from 810
Main Street

Safe and convenient sidewalk route
from Columbia Street and Cherry
Street parking lots to 810 Main
Street.
New cross-walk at Cherry Street to
be installed by CBI..

PROPOSED SITE PLAN: PARKING

CAMBRIDGE BRANDS, INC
16 JULY 2019



Columbia Street Parking Lot
Owned by CBI

Approved: 44 Spaces
Existing: 44 Spaces
Proposed: 39 Spaces

410 Feet from 810 Main Street

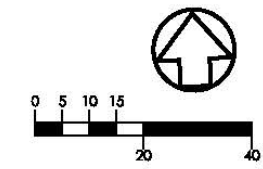
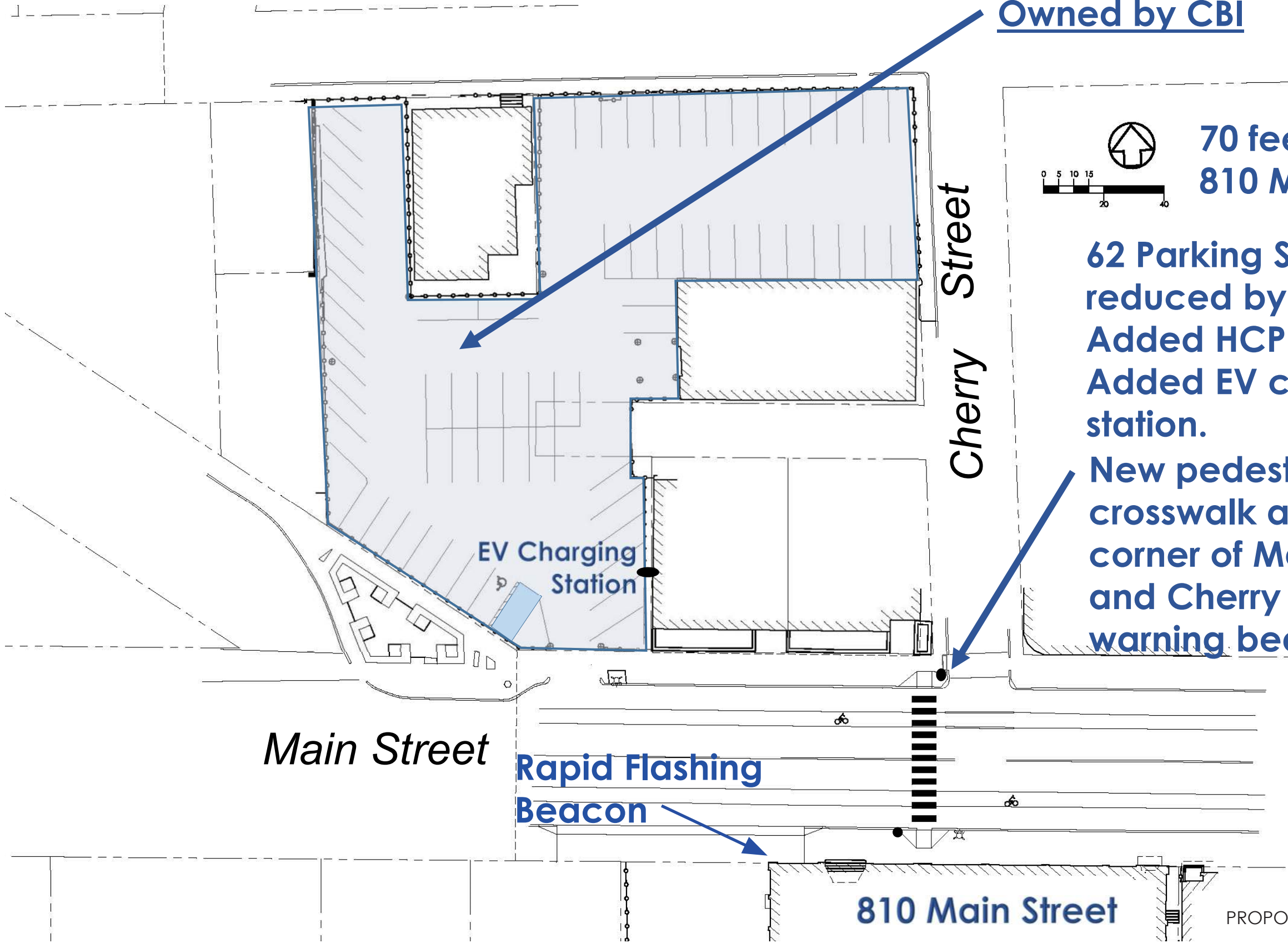
Parking Lot Improvements

- **Re-open 2nd Vehicle Gate (curb cut exists)**
- **New Fencing and Gates**
- **Reseal and Refresh striping**
- **Lighting and Landscape**
- **CCTV Security Monitoring**

PROPOSED SITE PLAN: COLUMBIA STREET PARKING LOT

CAMBRIDGE BRANDS, INC
 16 JULY 2019

**Cherry Street Parking Lot
Owned by CBI**



**70 feet from
810 Main Street**

**62 Parking Spaces
reduced by 1 space,
Added HCP space.
Added EV charging
station.**

**New pedestrian
crosswalk at west
corner of Main Street
and Cherry Street with
warning beacons.**

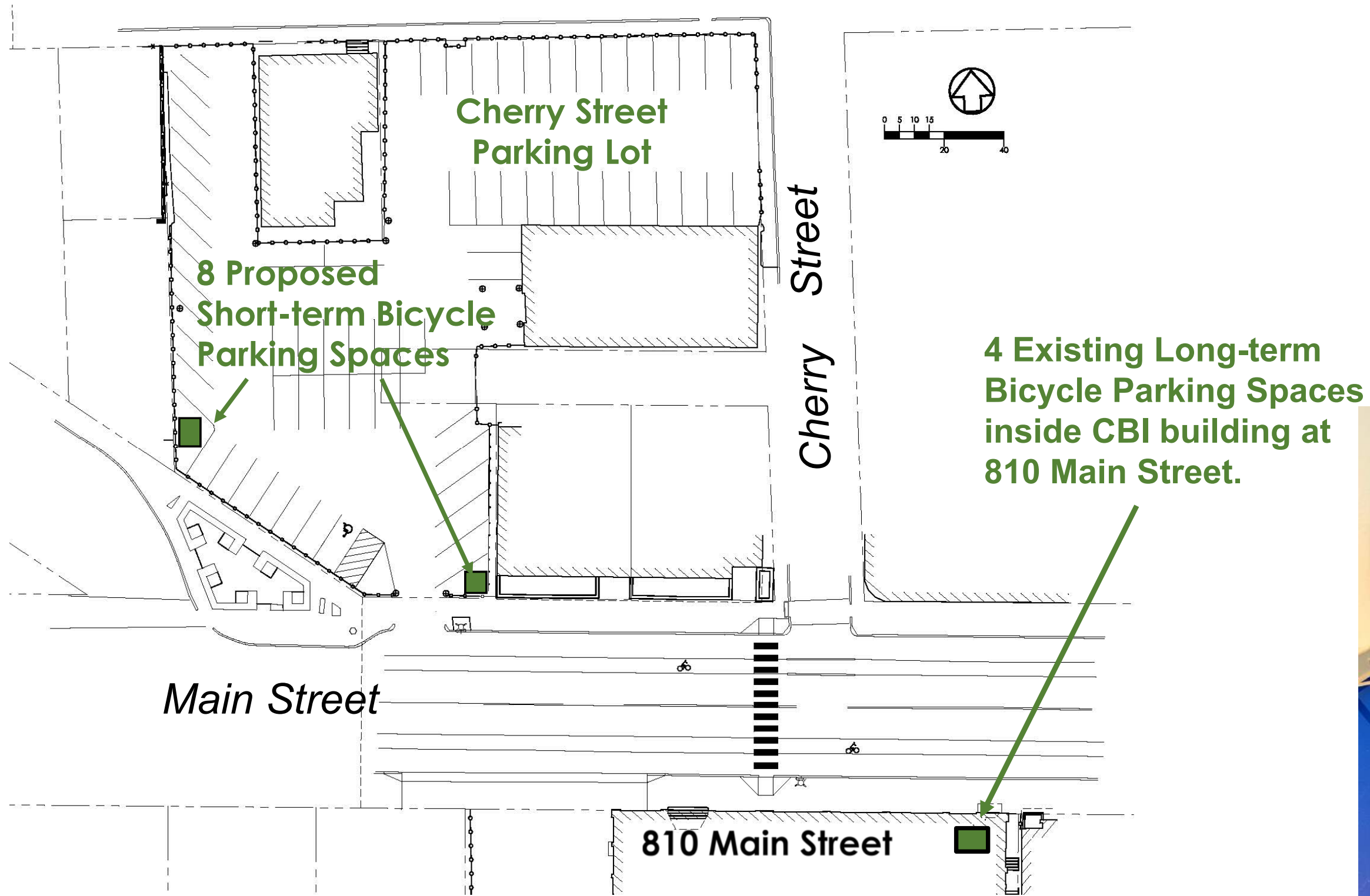
Main Street

**Rapid Flashing
Beacon**

810 Main Street

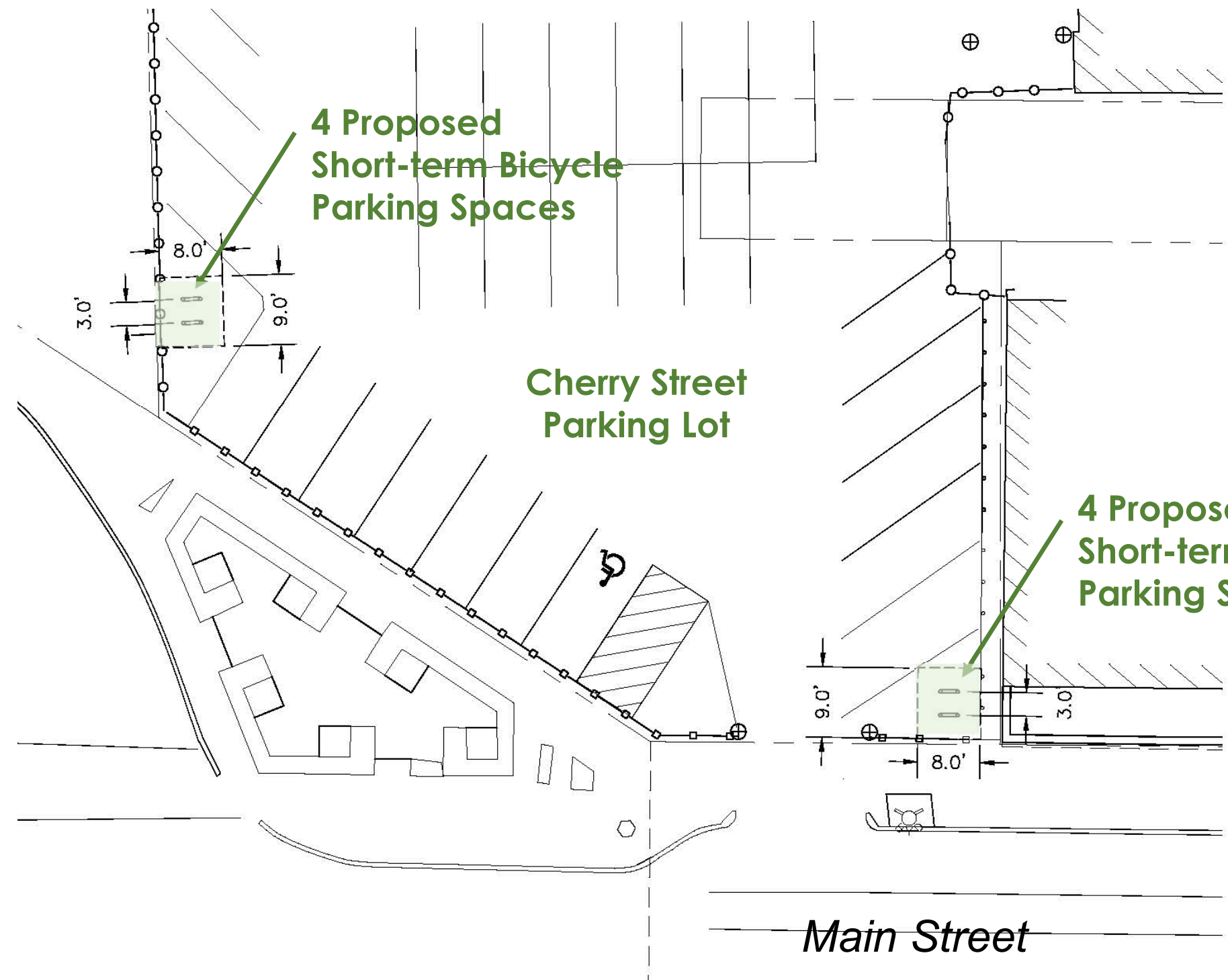
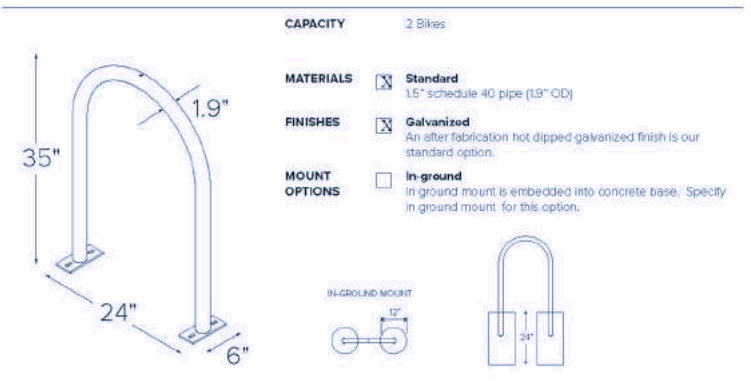
PROPOSED SITE PLAN: CHERRY STREET PARKING LOT

CAMBRIDGE BRANDS, INC
16 JULY 2019



PROPOSED SITE PLAN: BICYCLE PARKING

HOOP RACK
Submittal Sheet



4 Proposed Short-term Bicycle Parking Spaces

Cherry Street Parking Lot

4 Proposed Short-term Bicycle Parking Spaces

Main Street

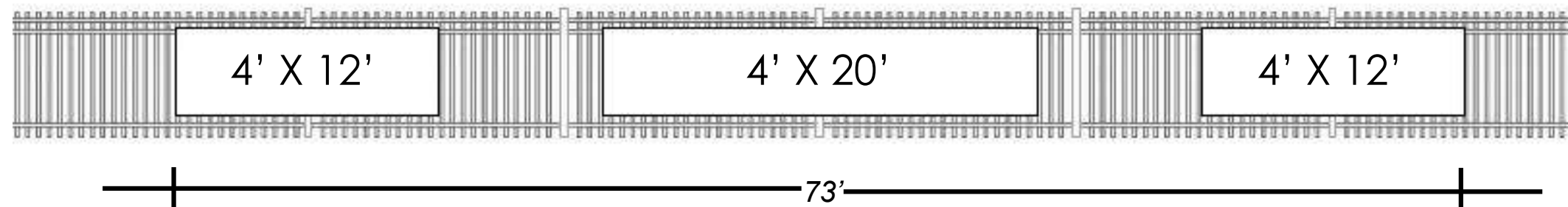
PROPOSED SITE PLAN: BICYCLE PARKING

CAMBRIDGE BRANDS, INC
16 JULY 2019

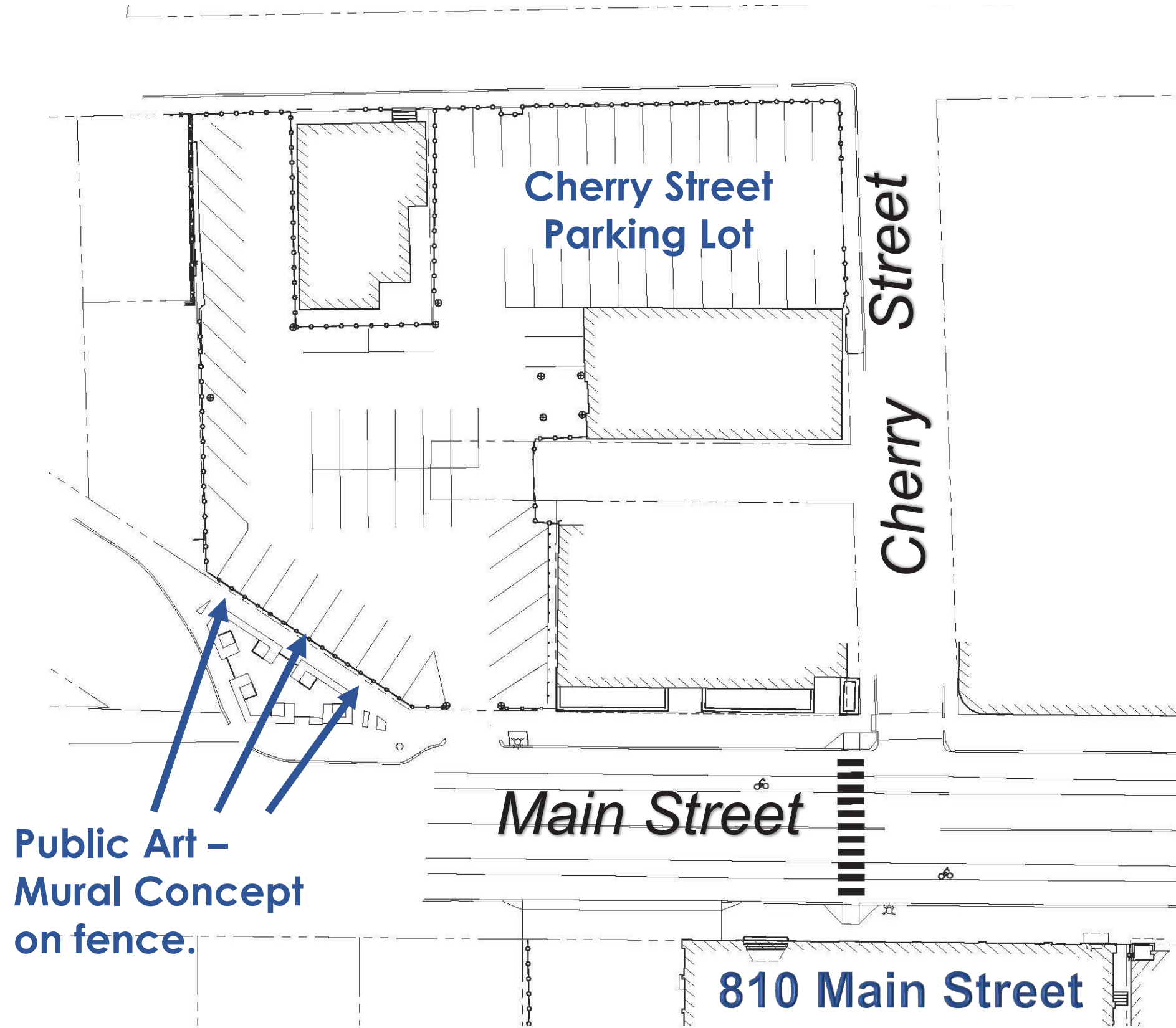
MAIN STREET MURAL CONCEPT

In accordance with the Central Square Action Plan goal to create active people-oriented spaces, CBI proposes to enhance the public space adjacent to its Cherry Street parking lot.

Working with the Cambridge Director of Public Art and Exhibitions and the Historical Society, CBI proposes to provide three panels for art murals which will feature the long history of candy manufacturing in Cambridge.



PROPOSED SITE PLAN: MAIN STREET PUBLIC ART MURALS



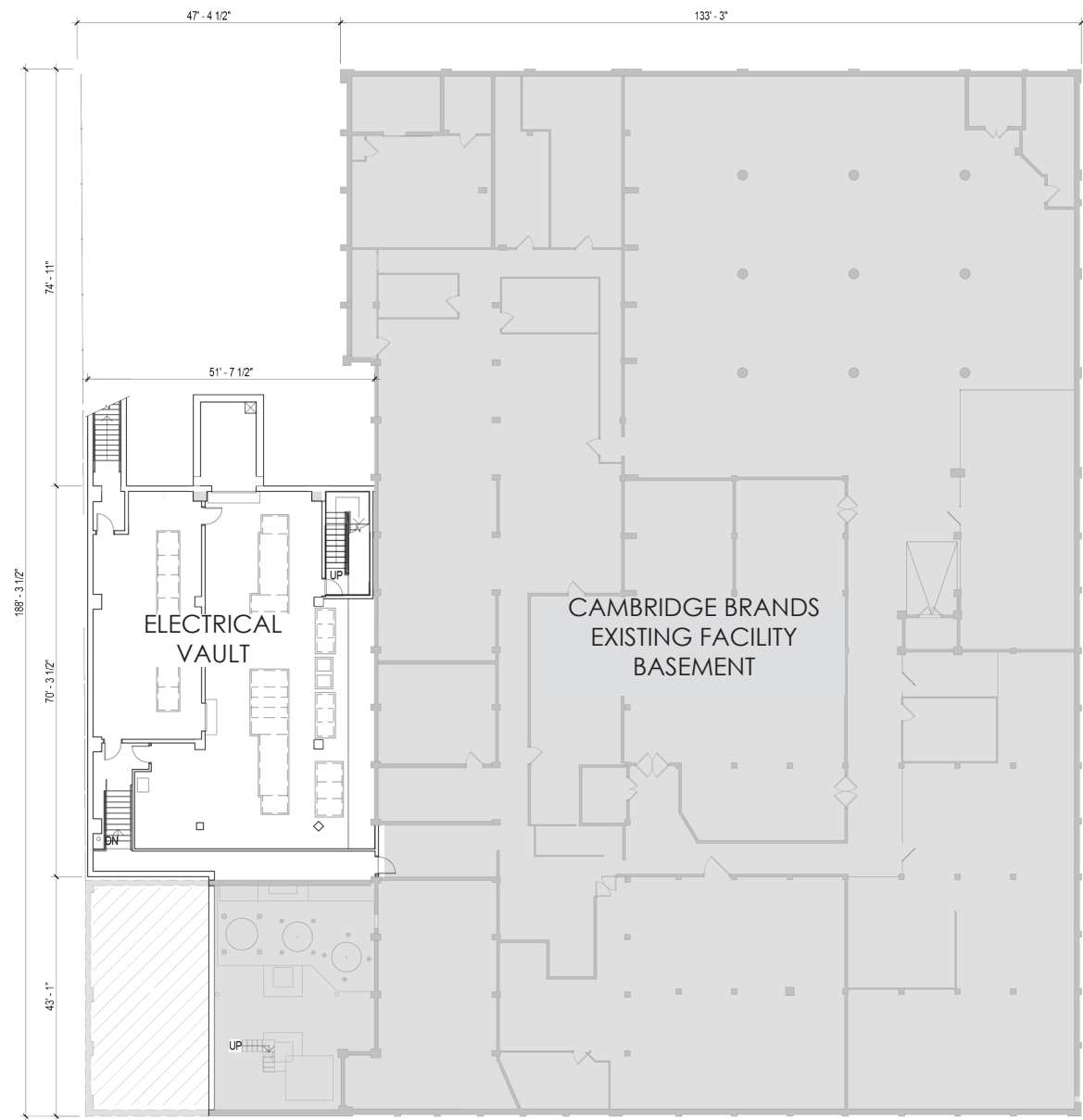
**Public Art –
Mural Concept
on fence.**

PROPOSED SITE PLAN: MAIN STREET PUBLIC ART MURALS

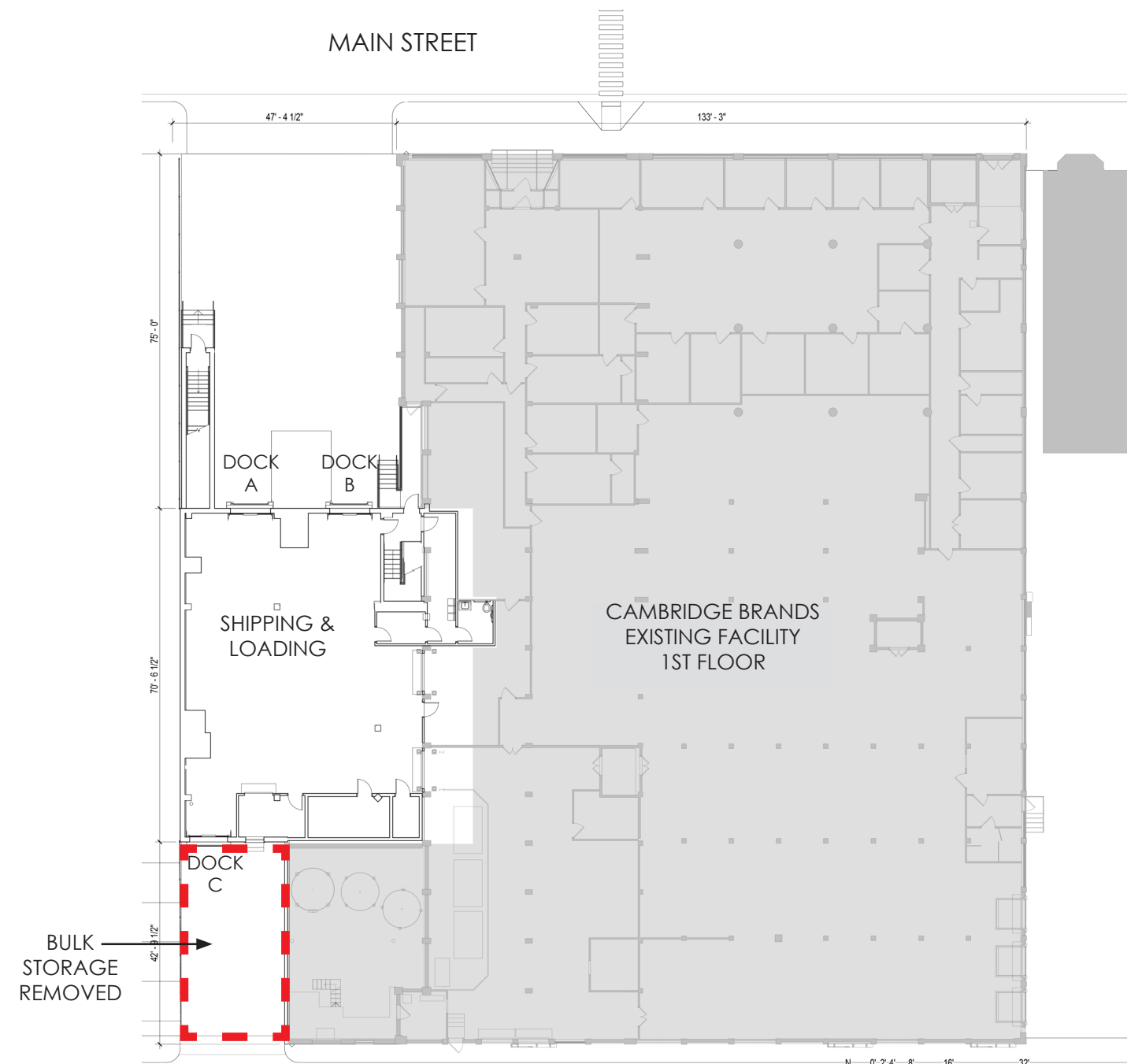
CAMBRIDGE BRANDS, INC
16 JULY 2019

ILLUSTRATION
PROPOSED FLOOR PLANS





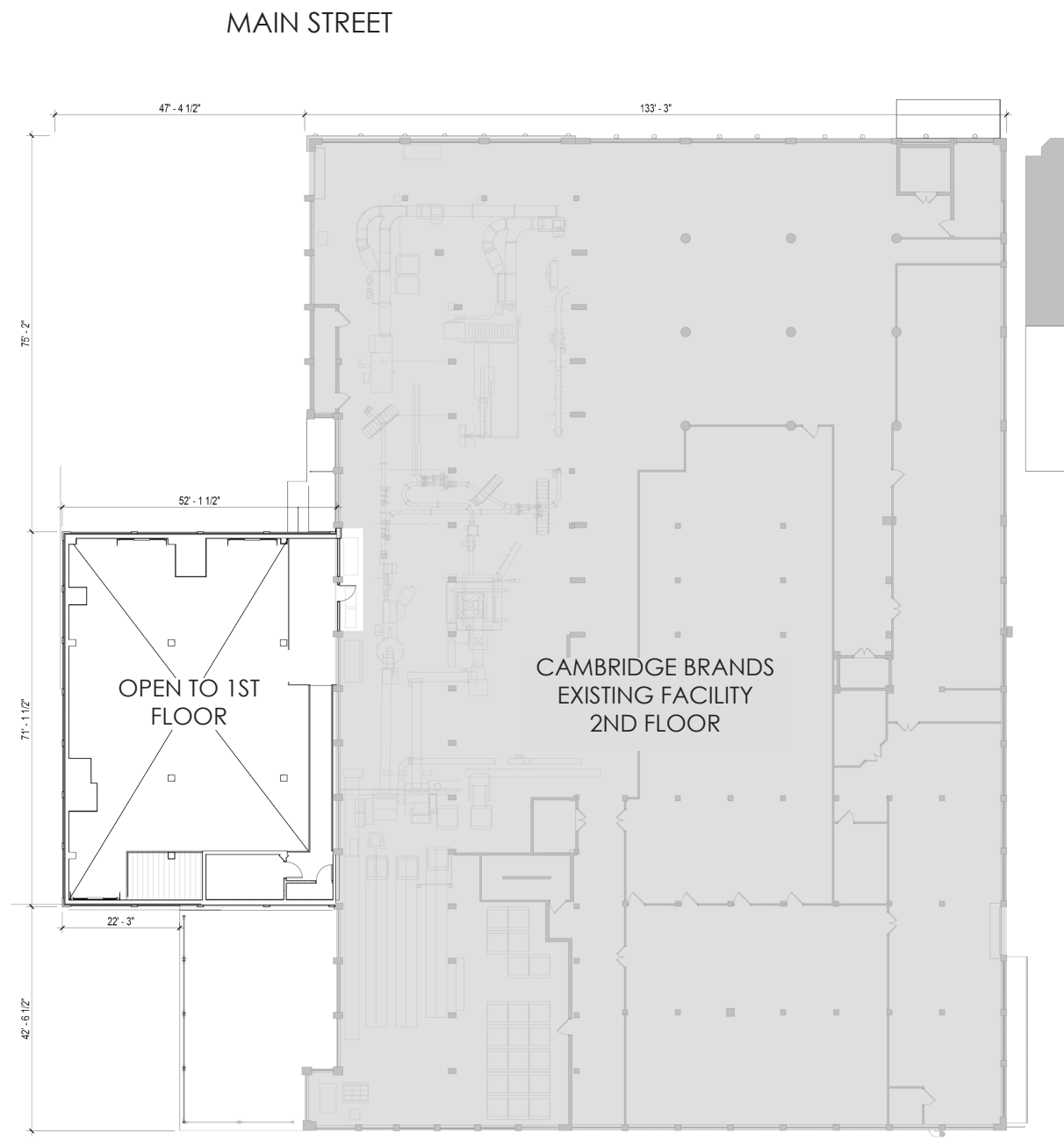
BASEMENT FLOOR PLAN



1ST FLOOR PLAN
(OPEN TO 2ND FLOOR)

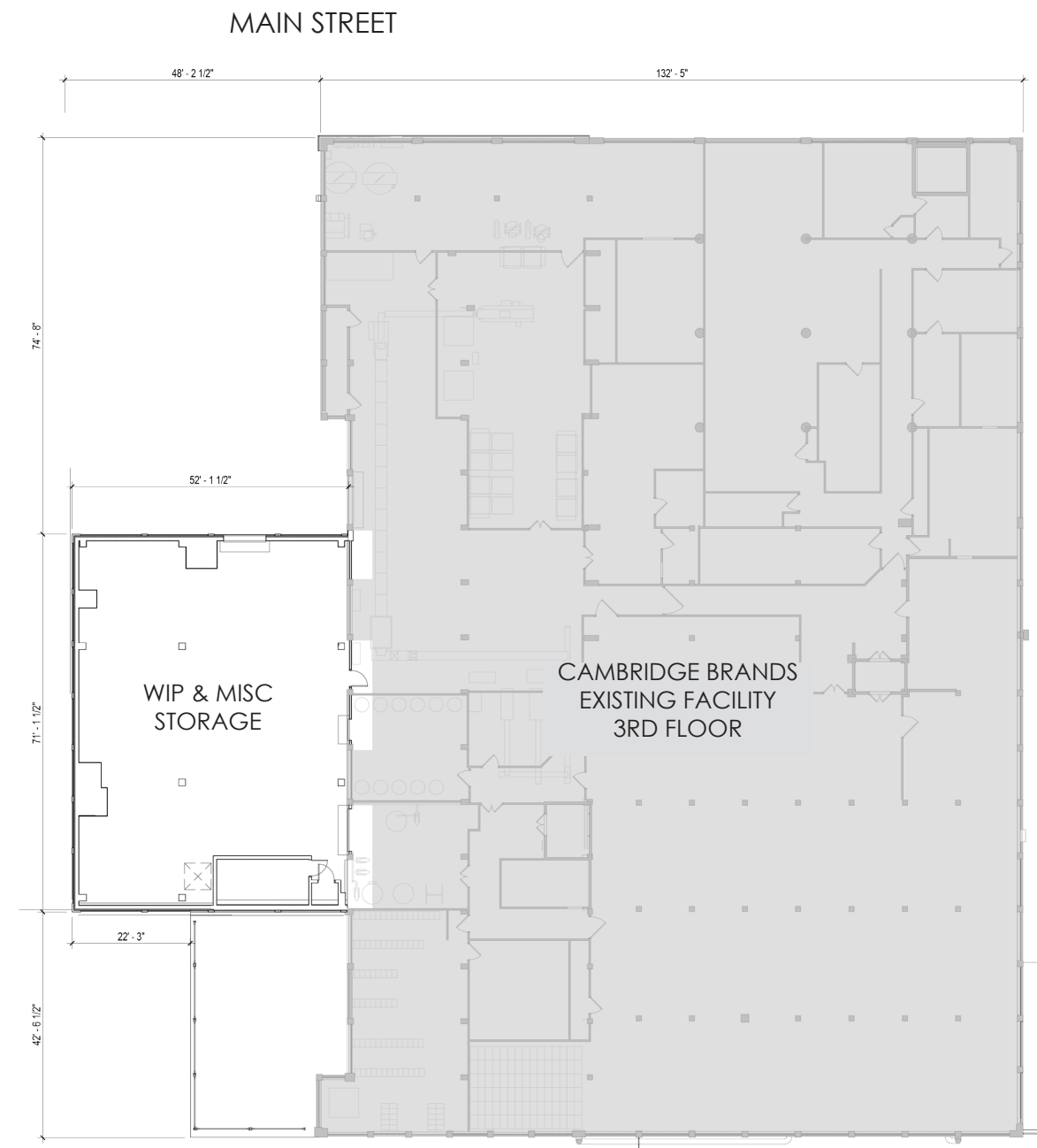
PROPOSED FLOOR PLANS: BASEMENT & 1ST FLOORS

CAMBRIDGE BRANDS, INC
16 JULY 2019



STATE STREET

2ND FLOOR PLAN
(OPEN TO 1ST FLOOR)

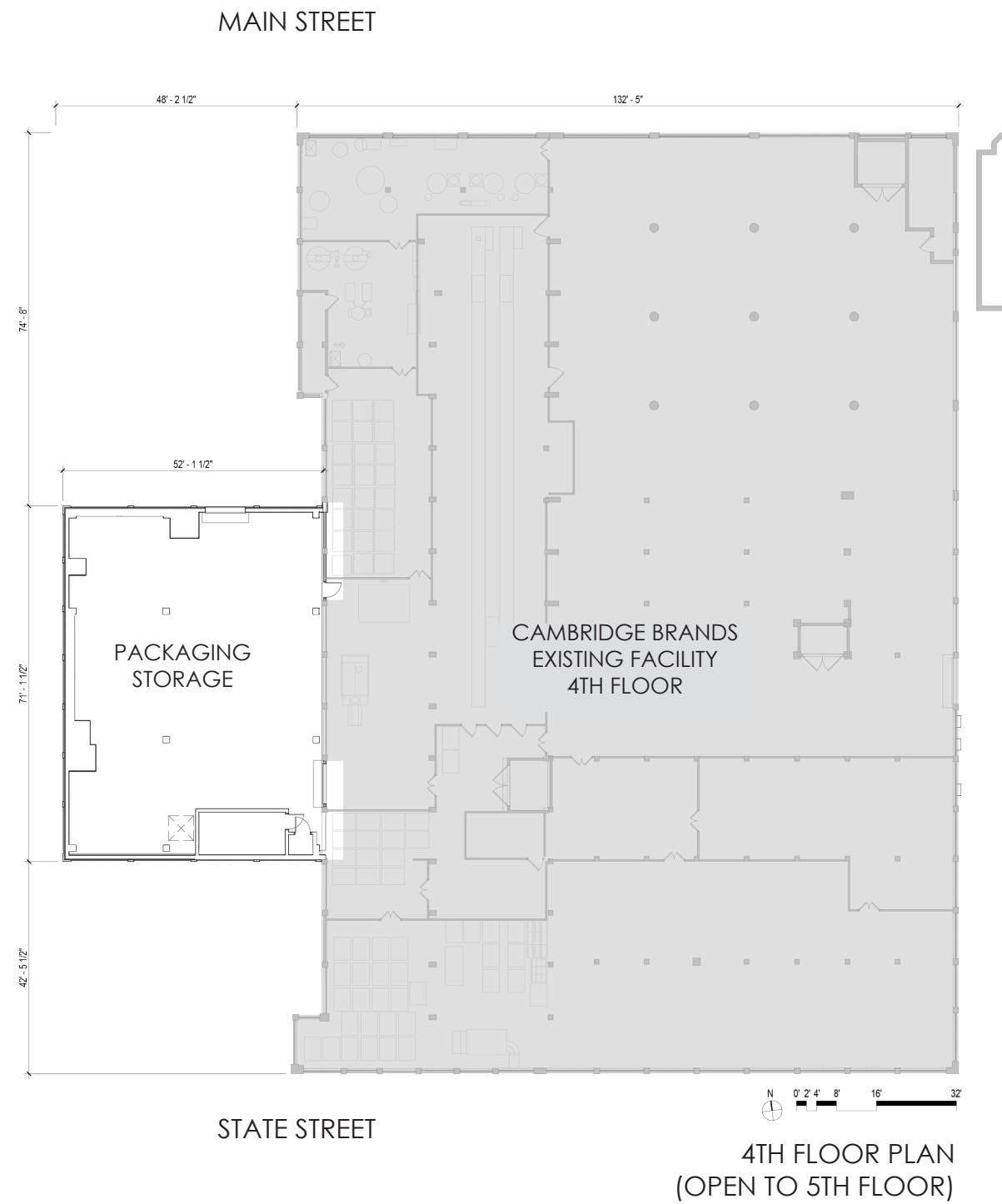


STATE STREET

3RD FLOOR PLAN

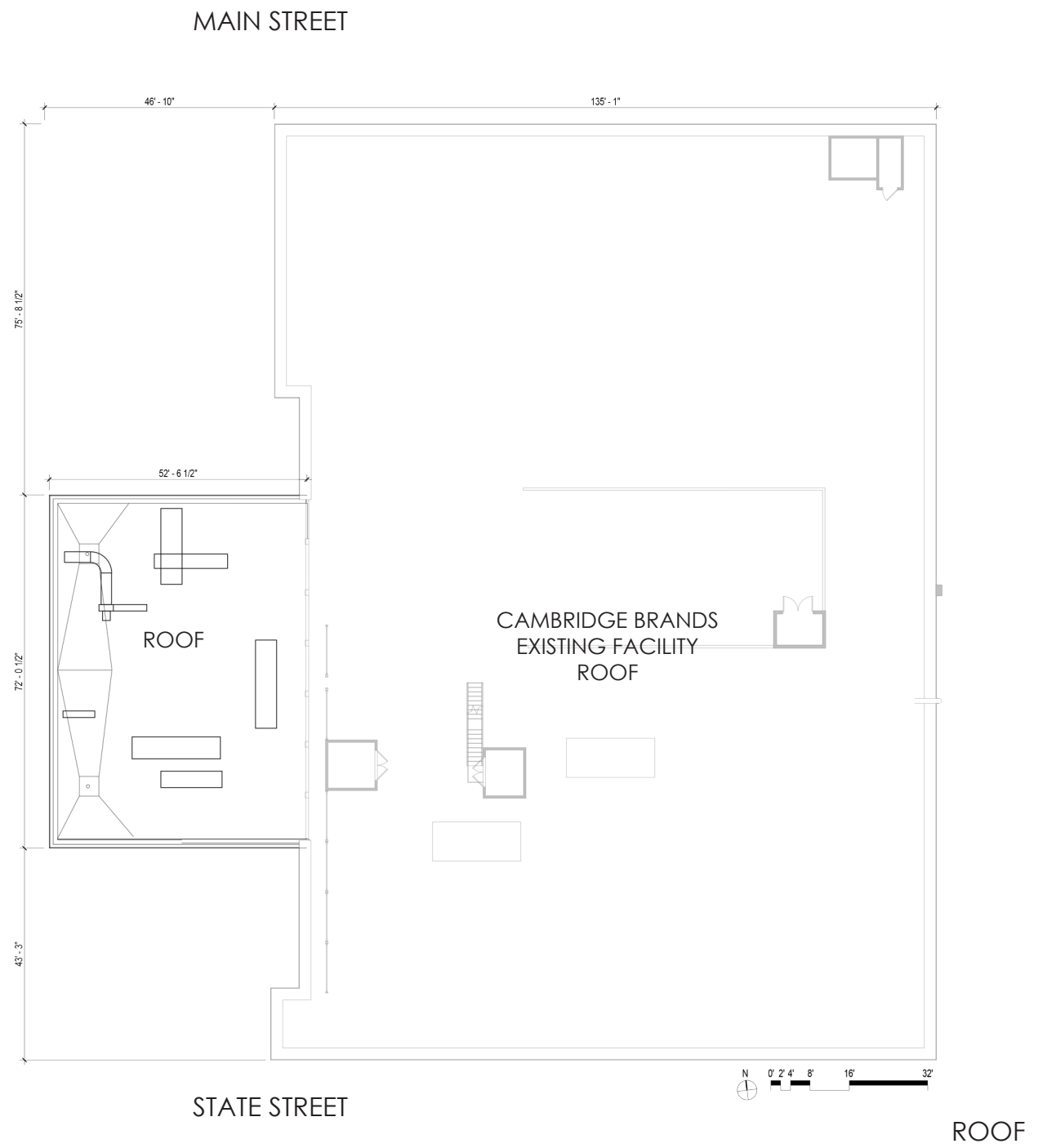
PROPOSED FLOOR PLANS: 2ND & 3RD FLOORS

CAMBRIDGE BRANDS, INC
16 JULY 2019



PROPOSED FLOOR PLANS: 4TH & 5TH FLOORS

CAMBRIDGE BRANDS, INC
16 JULY 2019



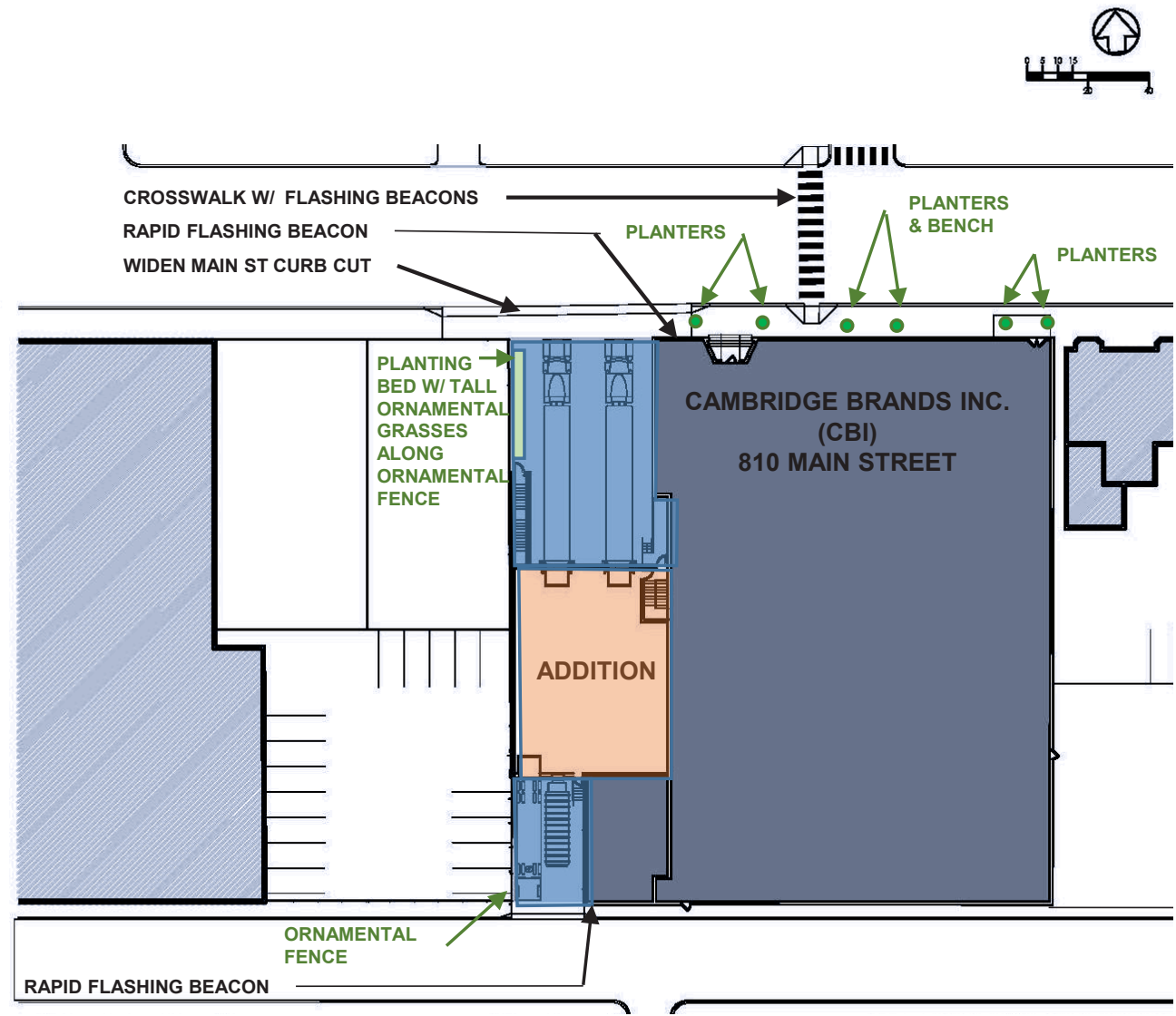
PROPOSED FLOOR PLANS: ROOF

CAMBRIDGE BRANDS, INC
16 JULY 2019

ILLUSTRATION

PROPOSED LANDSCAPING PLAN

E



MAIN STREET



Exterior Planters

Ornamental Fence & Planter Bed With Ornamental Grasses

STATE STREET



Ornamental Fence

PROPOSED LANDSCAPING PLAN

CAMBRIDGE BRANDS, INC
16 JULY 2019

ILLUSTRATION
PROPOSED ELEVATIONS

F

ROOFTOP EQUIPMENT:
 ADDITION IS SET BACK 75' FROM MAIN STREET
 NEW EQUIPMENT IS SHORTER THAN EXISTING
 PENTHOUSES AND SHOULD BE MINIMALLY VISIBLE
 FROM THE STREET.



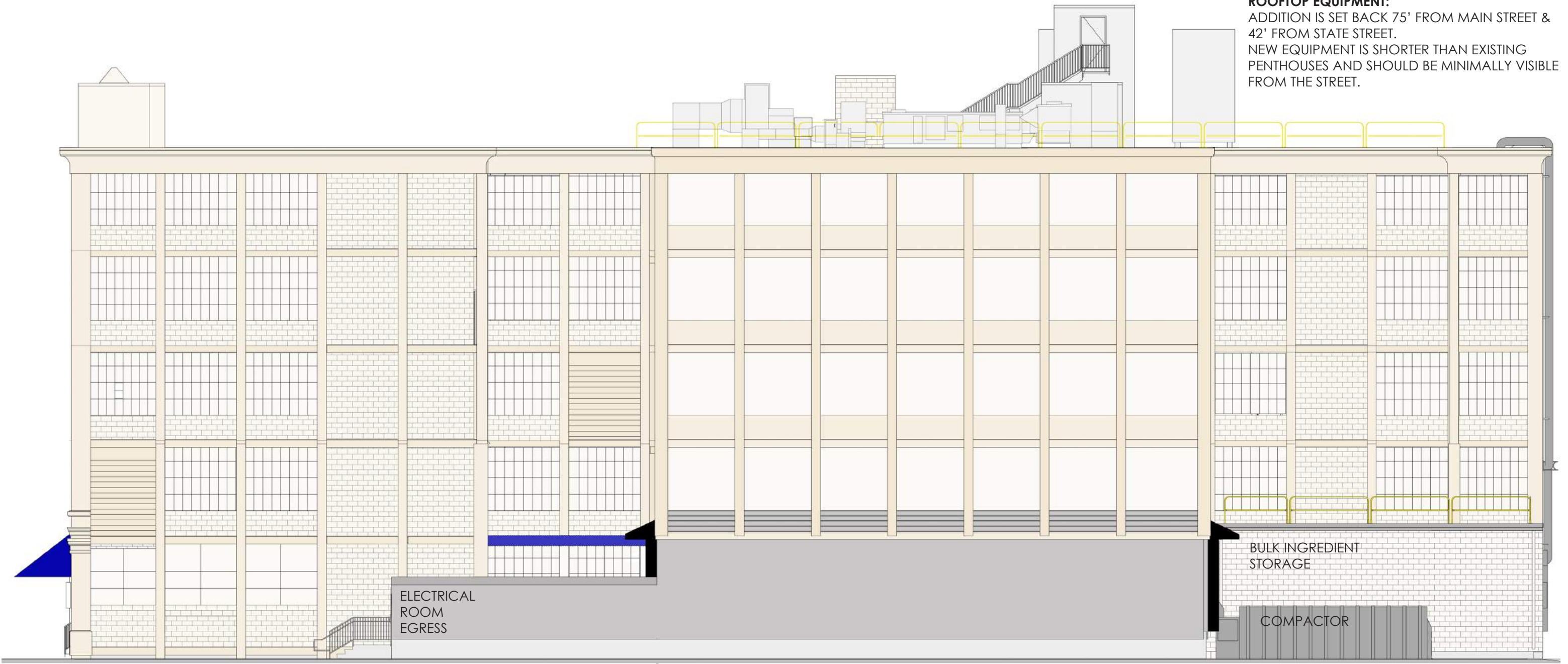
133'-3" EXISTING
 EXTERIOR MATERIALS:
 STUCCO
 SPLIT FACE CMU
 KALWALL

ADDITION 47'-4"
 EXTERIOR MATERIALS:
 FL 1: CAST-IN-PLACE CONCRETE BASE WITH
 MEDIUM TONE GREY EIFS ABOVE
 FL 2-5: EIFS, PAINTED TO MATCH EXISTING WITH
 REVEALS AND TEXTURAL CHANGES TO CREATE
 SIMILAR RHYTHM TO EXISTING

PROPOSED ELEVATIONS: NORTH (MAIN STREET)

CAMBRIDGE BRANDS, INC
 16 JULY 2019

ROOFTOP EQUIPMENT:
 ADDITION IS SET BACK 75' FROM MAIN STREET &
 42' FROM STATE STREET.
 NEW EQUIPMENT IS SHORTER THAN EXISTING
 PENTHOUSES AND SHOULD BE MINIMALLY VISIBLE
 FROM THE STREET.



75'-2" EXISTING
EXTERIOR MATERIALS:
 STUCCO
 SPLIT FACE CMU
 KALWALL

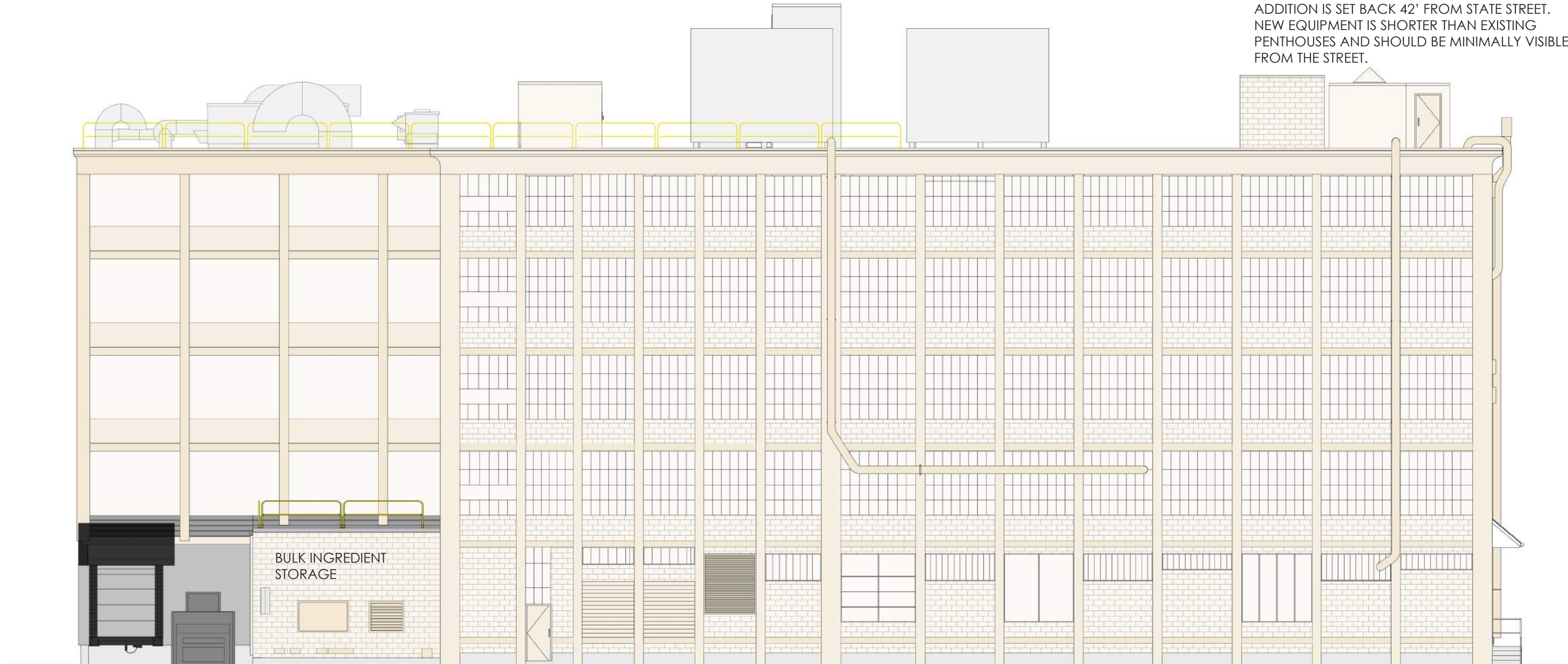
ADDITION 71'-2"
EXTERIOR MATERIALS:
 FL 1: CAST-IN-PLACE CONCRETE BASE WITH ME-
 DIUM TONE GREY EIFS ABOVE
 FL 2-5: EIFS, PAINTED TO MATCH EXISTING WITH
 REVEALS AND TEXTURAL CHANGES TO CREATE
 SIMILAR RHYTHM TO EXISTING

EXISTING 42'-6"

PROPOSED ELEVATIONS: WEST (U-HAUL LOT LINE)

CAMBRIDGE BRANDS, INC
 16 JULY 2019

ROOFTOP EQUIPMENT:
 ADDITION IS SET BACK 42' FROM STATE STREET.
 NEW EQUIPMENT IS SHORTER THAN EXISTING
 PENTHOUSES AND SHOULD BE MINIMALLY VISIBLE
 FROM THE STREET.



SM TRUCK DOCK COMPACTOR

BULK INGREDIENT STORAGE



47'-4" ADDITION

EXTERIOR MATERIALS:

FL 1: CAST-IN-PLACE CONCRETE BASE WITH MEDIUM TONE GREY EIFS ABOVE
 FL 2-5: EIFS, PAINTED TO MATCH EXISTING WITH REVEALS AND TEXTURAL CHANGES TO CREATE SIMILAR RHYTHM TO EXISTING

EXISTING 133'-3"

EXTERIOR MATERIALS:

STUCCO
 SPLIT FACE CMU
 KALWALL

PROPOSED ELEVATIONS: SOUTH (STATE STREET)

CAMBRIDGE BRANDS, INC

16 JULY 2019

ILLUSTRATION

EXISTING CONDITIONS PHOTOGRAPHS





EMPLOYEE ENTRANCE
FROM MAIN STREET



NORTH & EAST ELEVATIONS
FROM MAIN STREET



WEST ELEVATION
FROM STATE STREET



EAST ELEVATION
FROM WINDSOR STREET

EXISTING CONDITIONS PHOTOGRAPHS: 810 MAIN STREET

CAMBRIDGE BRANDS, INC
16 JULY 2019



EXISTING CONDITIONS PHOTOGRAPHS: NEIGHBORING STRUCTURES

CAMBRIDGE BRANDS, INC
16 JULY 2019

ILLUSTRATION
PROPOSED RENDERINGS





PROPOSED RENDERINGS: MAIN STREET

CAMBRIDGE BRANDS, INC
16 JULY 2019



PROPOSED RENDERINGS: STATE STREET

CAMBRIDGE BRANDS, INC
16 JULY 2019