



CITY OF CAMBRIDGE

TRAFFIC, PARKING, + TRANSPORTATION

MEMORANDUM

To: Cambridge Planning Board

From: Joseph E. Barr, Director

Date: September 3, 2019

Subject: Cambridge Brands, Inc. 810 Main Street (PB#350)]

The Cambridge Traffic, Parking, and Transportation Department (TP+T) has been working with Cambridge Brands, Inc. since 2017 on a proposed project to construct an approximately 9,935 sq. ft. addition to its existing candy manufacturing facility at 810 Main Street (from 146,300 sf to 156,235 sf).

TP+T's focus has been on Cambridge Brands parking and loading needs, site access and circulation, and measures to minimize the existing and proposed building's transportation impacts on the surrounding area. Cambridge Brands has been working very cooperatively with TP+T and we support the proposed project based on our comments and recommendations below.

Auto Parking

Cambridge Brands currently has a parking supply of approximately 125 spaces located at various lots in the area including Main Street lots and a Cherry Street lot. The current peak use is about 98 parking spaces for employees working at the 810 Main Street manufacturing building.

Upon completion of the proposed 810 Main Street addition, which will eliminate some surface parking spaces currently adjacent to the building, Cambridge Brands will have approximately 100 total parking spaces or 0.64 parking spaces per 1,000 sf.

TP+T has been working closely with Cambridge Brands on their parking and supports their parking plan. As necessary, TP&T will continue to work with Cambridge Brands on their parking during their Building Permit and Occupancy Permit process.

Bicycle Parking

TP+T supports Cambridge Brands proposal to voluntarily provide 8 short-term bicycle parking spaces in the Cherry Street lot and continue to maintain 4 long-term bicycle spaces at the 810 Main Street building.

Loading

Currently, loading for the 810 Main Street building occurs from an adjacent leased parking lot at 47 Windsor Street. For the future, Cambridge Brands wants the ability to control their own loading and delivery needs.

TP+T worked with Cambridge Brands and their Transportation Consultants (Vanasse and Associates) and reviewed various loading options and configurations. TP+T believes the current proposed plan for new loading dock off Main Street and a loading dock and a compactor off State Street is the best option.

Because loading will require backing large trucks into the loading dock from Main Street, TP+T also worked with Cambridge Brands and the Cambridge Police Department on a draft Plant Traffic Operations Plan. Some key elements of the plan are the following procedures:

- All traffic management, loading dock management and access areas will be managed by Cambridge Brands Plant Warehouse Management Staff.
- Warehouse Management Staff/Loading Dock employs will be responsible for trucks backing in and out of the Main Street loading dock and should have basic industry standard training for traffic safety for vehicles, cyclists and pedestrians.
- Truck deliveries should be scheduled outside of peak traffic periods whenever possible (i.e. 7-9 AM, 4-6 PM).
- As feasible, trucks that do regular deliveries for the 810 Main Street building should be equipped with side guards.
- If determined feasible by TP+T, pedestrian warning devices, to warn pedestrian, cyclists and vehicles of trucks entering/exiting, should be provided for the loading docks off Main Street and State Street.

Prior to the issuance of an Occupancy Permit for the 810 Main Street addition, a final Plant Traffic Operations Plan should be approved by TP+T.

To accommodate trucks loading off Main Street, an existing curb cut will need to be widened to greater than 30 feet. **TP+T supports the curb cut widening, which will also be reviewed in detail as part of the City's standard curb cut permitting process. TP+T will make sure the curb cut is functional but also as narrow as possible.**

TP+T also supports a curb cut on State Street for a small truck loading dock and a compactor. Similar to the curb cut on Main Street, the curb cut will be reviewed in further detail as part of the City's standard curb cut permitting process.

Transportation Improvements

To improve the pedestrian connections between the 810 Main Street building and the Cherry and Columbia Street employee parking lots, TP+T has recommended and Cambridge Brands has agreed to install a new crosswalk across Main Street at the west corner of Cherry Street, including pedestrian ramps on each side of the crosswalk and rectangular rapid flashing beacons (RRFB) similar to the pedestrian crossing beacon near the Whole Foods at 115 Prospect Street.

Prior to the issuance of a Building Permit for the 810 Main Street addition, the plans for the new crosswalk, ramps, and RRFB devices should be approved by TP+T and DPW and installation shall be completed prior to the issuance of the Occupancy Permit, unless approvals are delayed or changed by TP+T and DPW because of unforeseen or reasonable circumstances.

Transportation Demand Management Measures (TDM).

TP+T discussed with Cambridge Brands Transportation Demand Management Measures (TDM) and Cambridge Brands has agreed to offer to fund the annual Bluebikes bikesharing membership to employees that choose to become a member of the Bluebikes bikesharing system.

Prior to issuance of an Occupancy Permit for the 810 Main Street Addition, Cambridge Brands would sign-up as a Gold-Level Corporate partner with Bluebikes and pay annual membership fees only for employees that choose to join the program (currently \$70 per employee per year for Gold Level membership). Based on the current program, employees that use a Bluebike for no longer than 45 minutes at a time would incur no fee. After 45 minutes of use at a time, employees would pay for the extra usage time (currently \$2.50 per additional 30 minutes). Bluebikes stations are open year-round in Cambridge. By offering employees this bikesharing TDM measure, Cambridge Brands will go a long way in supporting and encouraging a sustainable form of traveling in Cambridge.