

BZA APPLICATION FORM

GENERAL INFORMATION

The undersigned hereby petitions the Board of Zoning Appeal for the following:

Special Permit: Variance: Appeal:

2019 SEP -3 PM 12:26
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

PETITIONER: Tootsie Roll Industries/Cambridge Brands, Inc.

PETITIONER'S ADDRESS: c/o Johanna Schneider, Hemenway + Barnes, 75 State St.

LOCATION OF PROPERTY: 810 Main Street Boston 02109

TYPE OF OCCUPANCY: Light Mfg. ZONING DISTRICT: BB/Central Sq. Overlay

REASON FOR PETITION:

- Additions New Structure
- Change in Use/Occupancy Parking
- Conversion to Addi'l Dwelling Unit's Sign
- Dormer Subdivision
- Other: Site reconfiguration

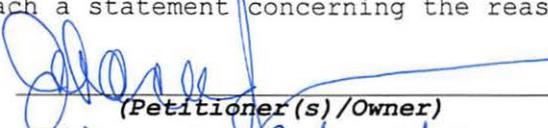
DESCRIPTION OF PETITIONER'S PROPOSAL:

Cambridge Brands, Inc. (CBI) proposes to construct an addition to its existing candy manufacturing facility to house upgraded electrical switching equipment. The site will also be reconfigured to locate all parking and loading on CBI-owned property.

SECTIONS OF ZONING ORDINANCE CITED:

- Article 6 Section 6.91; 6.92
- Article 5 Section 5.33.1; Table 5-3(2)
- Article 4 Section 4.37

Applicants for a Variance must complete Pages 1-5
Applicants for a Special Permit must complete Pages 1-4 and 6
Applicants for an Appeal to the BZA of a Zoning determination by the Inspectional Services Department must attach a statement concerning the reasons for the appeal

Original Signature(s): 
(Petitioner(s)/Owner)
Johanna Schneider
(Print Name)

Address: Hemenway + Barnes
75 State St, Boston 02109

Tel. No.: 617-557-9723

E-Mail Address: jschneider@hembar.com

Date: 8/21/19

BZA APPLICATION FORM - OWNERSHIP INFORMATION

To be completed by OWNER, signed before a notary and returned to The Secretary of the Board of Zoning Appeals.

I/We Cambridge Brands, Inc.
(OWNER)

Address: 810 Main Street, Cambridge, MA 02139

State that I/We own the property located at 810 Main Street, which is the subject of this zoning application.

The record title of this property is in the name of Cambridge Brands, Inc.

*Pursuant to a deed of duly recorded in the date 10/15/93, Middlesex South County Registry of Deeds at Book 23772, Page 254; or Middlesex Registry District of Land Court, Certificate No. _____
Book _____ Page _____

Ellen R Gordon
SIGNATURE BY LAND OWNER OR AUTHORIZED TRUSTEE, OFFICER OR AGENT*

*Written evidence of Agent's standing to represent petitioner may be requested.

Commonwealth of Massachusetts, County of MIDDLESEX SOUTH

The above-name ELLEN R. GORDON personally appeared before me, this 14th of AUGUST, 2019, and made oath that the above statement is true.

[Signature] Notary

My commission expires 5/5/20



• If ownership is not shown in recorded deed, e.g. if by court order, recent deed, or inheritance, please include documentation.

810 Main Street

Supporting Statement for Zoning Relief (Variances and Special Permits)

I. Background

Cambridge Brands Inc. (“CBI”) is proposing to construct an addition to its existing candy manufacturing facility at 810 Main Street (the “Site”). The Site is located within the BB District and the Central Square Overlay District. **Exhibit 1** shows the existing site plan organization for the Site. 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 principal 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 basement 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 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”).¹

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 peak parking demand for the facility (98 spaces) will be unchanged. The proposed parking plan is shown on **Exhibit 3**.

¹ Copies of the Board of Zoning Appeal (BZA) approval and a January 2018 letter from ISD confirming the grandfathered status of the lot are attached hereto as **Exhibit 4**.

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 line a new, 8-foot black aluminum ornamental (wrought iron style) fence with vertical pickets. 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. Zoning Relief Sought

The site is located within the BB district and within the Central Square Overlay District. CBI hereby requests the following relief from this Board:

1. Variance to allow construction of a loading bay (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.

III. Variance Criteria

The requested relief can be granted because the variance criteria set forth in M.G.L. ch. 40A, § 10 are met as follows:

A. Literal enforcement of the provisions of this Ordinance would involve a substantial hardship, financial or otherwise, to the petitioner or appellant for the following reasons:

CBI is a wholly owned subsidiary of candy manufacturer, Tootsie Roll Industries. Candy has been produced continuously at the Site since 1908 and by CBI in this location since 1993. CBI is the last surviving candy manufacturer once part of an area of the City dubbed "Confectioner's Row", and is committed to continuing its operations at the Site.

Approximately 2 years ago, CBI learned that the facility's existing electrical distribution system (installed in approximately 1950) is deteriorating. In early 2018, while planning the facility addition to house a new Eversource-approved electrical vault, CBI was put on notice that it would no longer have access to certain adjacent leased property which historically has housed parking and loading functions for the facility. This drove CBI to reconfigure the Site to be fully self-sufficient (i.e., so that all functions would be located exclusively on CBI-owned property).

The requested variances are necessitated by the dual needs of (1) expanding the facility to house upgraded electrical equipment, and (2) relocating the facility loading bays from leased property onto the Site to create full operational self-sufficiency. CBI's ability to continue operations at the Site will be substantially impaired if the cited provisions of the Ordinance are literally enforced and the requested variances are not granted.

B. The hardship is owing to the following circumstances relating to the soil conditions, shape or topography of such land or structures and especially affecting such land or structures but not affecting generally the zoning district in which it is located for the following reasons:

The facility is a preexisting, non-conforming structure, first constructed in 1908 (and then expanded in 1911 and 1919). A variance with respect to FAR is the only way in which the building can be expanded to house the much-needed electrical vault. This is a condition unique to the Site and the facility and does not affect the zoning district generally.

With respect to the requested relief from Ordinance Sections 6.91 and 6.92, there are limited points on the Site where loading bays can be located to serve the facility's manufacturing operations. In consultation with the Department of Traffic, Parking & Transportation, CBI determined that trucks in excess of 50 feet in length are unable to exit the Site and turn left off of State Street without either encroaching on abutters' property and/or hitting a utility pole located on the corner of State and Windsor Streets. To address this condition, CBI has planned its loading operations so that shorter trucks (40 feet in length) will be accommodated on State Street, with larger trucks entering loading docks off Main Street. The Ordinance requires that

CBI provide four loading bays. The first required loading bay must be a minimum of 10 feet wide by 30 feet long; all other required loading bays must be 50 feet long. The two loading bays on State Street will be only 42 feet in length. One of these two State Street loading bays satisfies the requirement for the first required loading bay; the second State Street loading bay requires relief for the 42-foot length. Two loading bays are provided off Main Street; both of these bays comply with the dimensional requirements of the Ordinance.

Similarly, the turning radius required for two 53-foot long trailers required to access the Site from Main Street necessitates a curb cut in excess of the 30 feet permitted by the Ordinance. The requested curb cut, totaling 67 feet, is measured along CBI's curb "frontage" from the point where the property line shared with the adjacent U-Haul parking lot is extended to meet the curb, across the loading dock area, past the building corner, to a point in front of 810 Main Street. This width includes a 3-foot long transition curb which slopes up from zero height to 6-inch (curb) height.²

The foregoing conditions, created by the shape of the Site and the existing manufacturing facility thereon, are unique to CBI's operations and do not affect any other properties in the zoning district.

C. Desirable relief may be granted without either:

1. Substantial detriment to the public good for the following reasons:

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. Significantly, no additional traffic will be created by this proposal, as the addition

² Based on discussions with the Department of Public Works, CBI understands that the City's preference is for CBI's curb cut construction to be extended into a single curb cut shared with the adjacent U-Haul Parking lot, for a combined curb cut width of 92 feet. For purposes of this application, CBI is seeking zoning relief only with respect to property it owns (and the 67 foot curb cut thereon).

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 proposes a series of improvements to the Columbia Street parking lot to enhance security and convenience for employees who will park there.

Moreover, CBI has developed a detailed operations plan in order to mitigate any potential impacts from the proposed site reconfiguration on vehicles, bicycles or pedestrians. 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.

2. Relief may be granted without nullifying or substantially derogating from the intent or purpose of this Ordinance for the following reasons:

Among the goals articulated in Section 1.30 of the Ordinance is the encouragement of appropriate economic development. The Site has housed a candy manufacturing facility since 1908. CBI has 194 full-time employees and provides a stable work environment, with an average employee tenure of more than 11 years and 47 employees with 25 or more years of service at the facility. The requested relief is essential to the continued operations of this

facility, which generates property tax revenue for the City while providing desirable employment opportunities. Section 1.30 also notes as a purpose of the Ordinance securing safety from fire and other danger. The addition will allow CBI to bring its electrical equipment into compliance with current electrical switch gear requirements, which will increase the safety of the building and the neighborhood. The proposed relief is entirely in keeping with the purposes of the Ordinance and will neither nullify nor substantially derogate from its stated intent.

IV. Special Permit Criteria

Granting the Special Permit requested for 810 Main Street would not be a detriment to the public interest because:

A. Requirements of the Ordinance can or will be met for the following reasons:

With the relief requested in this Application, the requirements of the Ordinance will be met.

B. Traffic generated or patterns of access or egress would not cause congestion hazard, or substantial change in established neighborhood character for the following reasons:

No additional traffic will be created by this proposal, as 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,

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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 not be adversely affected by the nature of the proposed use for the following reasons:

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 not be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City for the following reasons:

No nuisance or hazard will be created by the proposed project. 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 10 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 not impair the integrity of the district or adjoining district or otherwise derogate from the intent or purpose of this ordinance for the following reasons:

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. Granting a special permit to facilitate this project will not impair the integrity of any zoning district or otherwise derogate from the intent or purpose of the Ordinance.

BZA APPLICATION FORM

DIMENSIONAL INFORMATION

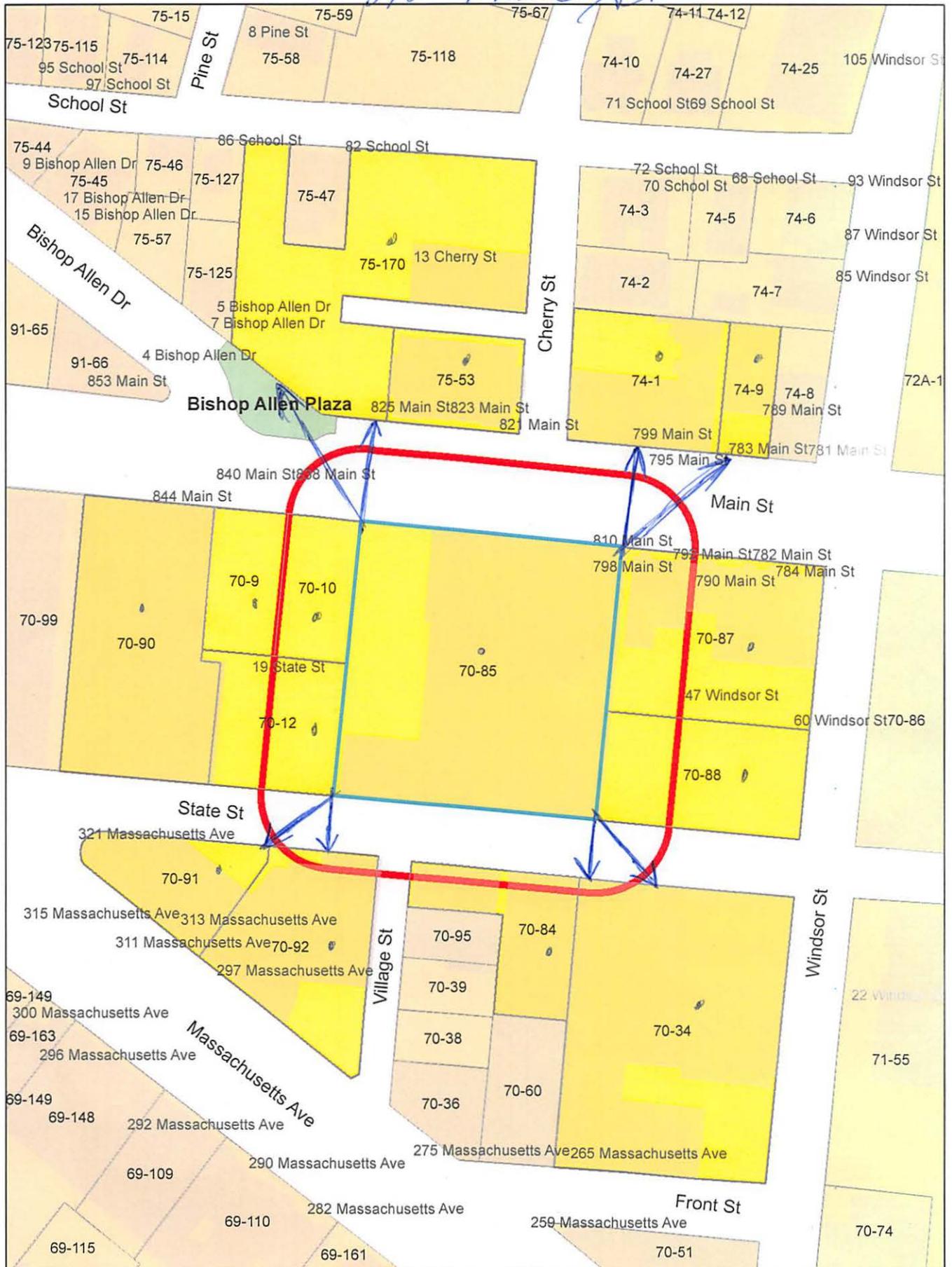
APPLICANT: Tootsie Roll Industries / Cambridge Brands, Int. PRESENT USE/OCCUPANCY: Candy Manufacturing
 LOCATION: 810 Main Street ZONE: BB / Central Space Overlay
 PHONE: 617-557-9723 REQUESTED USE/OCCUPANCY: No change
Johanna Schneider Esq.

	<u>EXISTING CONDITIONS</u>	<u>REQUESTED CONDITIONS</u>	<u>ORDINANCE REQUIREMENTS¹</u>
<u>TOTAL GROSS FLOOR AREA:</u>	<u>146,300</u>	<u>156,235</u>	<u>N/A</u> (max.)
<u>LOT AREA:</u>	<u>34,718</u>		<u>N/A</u> (min.)
<u>RATIO OF GROSS FLOOR AREA TO LOT AREA:²</u>	<u>4.21</u>	<u>4.50</u>	<u>2.75 BB/3.00 CSOD</u> (max.)
<u>LOT AREA FOR EACH DWELLING UNIT:</u>	<u>N/A</u>	<u>N/A</u>	<u>N/A</u> (min.)
<u>SIZE OF LOT:</u>			
WIDTH	<u>183.50 (State St. property line. is min. width)</u>		<u>No Min.</u> (min.)
DEPTH	<u>188.07 (East property line is min. depth)</u>		<u>No Min.</u>
<u>Setbacks in Feet:</u>			
FRONT (Main Street)	<u>0.30 over</u>	<u>0.30 over</u>	<u>No Min.</u> (min.)
REAR (State Street)	<u>0.03</u>	<u>0.03</u>	<u>No Min.</u> (min.)
LEFT SIDE (West)	<u>0.69</u>	<u>1.05</u>	<u>No Min.</u> (min.)
RIGHT SIDE (East)	<u>3.27</u>	<u>3.27</u>	<u>No Min.</u> (min.)
<u>SIZE OF BLDG.:</u>			
HEIGHT	<u>65</u>	<u>65</u>	<u>65 BB/55-80 CSOD</u> (max.)
LENGTH Front/North to Back/South	<u>188.16</u>	<u>188.16</u>	
WIDTH Left/West to Right/East	<u>179.96</u>	<u>179.89</u>	
<u>RATIO OF USABLE OPEN SPACE TO LOT AREA:³</u>	<u>0</u>	<u>0</u>	<u>No Min.</u> (min.)
<u>NO. OF DWELLING UNITS:</u>	<u>N/A</u>		
<u>NO. OF PARKING SPACES:</u>	<u>125</u>	<u>100</u>	<u>79</u> (min./max)
<u>NO. OF LOADING AREAS:</u>	<u>3 on leased lots</u> <u>2 on property</u>	<u>4 on property</u>	<u>4</u> (min.)
<u>DISTANCE TO NEAREST BLDG. ON SAME LOT:</u>	<u>N/A (one building is existing and proposed)</u>		

Describe where applicable, other occupancies on same lot, the size of adjacent buildings on same lot, and type of construction proposed, e.g.; wood frame, concrete, brick, steel, etc.

1. SEE CAMBRIDGE ZONING ORDINANCE ARTICLE 5.000, SECTION 5.30 (DISTRICT OF DIMENSIONAL REGULATIONS).
2. TOTAL GROSS FLOOR AREA (INCLUDING BASEMENT 7'-0" IN HEIGHT AND ATTIC AREAS GREATER THAN 5') DIVIDED BY LOT AREA.
3. OPEN SPACE SHALL NOT INCLUDE PARKING AREAS, WALKWAYS OR DRIVEWAYS AND SHALL HAVE A MINIMUM DIMENSION OF 15'.

810 Main St



810 Main St

Petitioner
HEMENWAY + BARNES
C/O JOHANNA SCHNEIDER, ESQ.
75 STATE STREET
BOSTON, MA 02109

70-9-12-87-88-92
MIT 840 MAIN STREET FEE OWNER, LLC
C/O MIT INVESTMENT MANAGEMENT CO
238 MAIN ST., SUITE 200
CAMBRIDGE, MA 02138

70-10
EIGHTEEN SAC SELF-STORAGE CORPORATION
207 E CLARENDON
PHOENIX, AZ 85012

70-34-84
MASSACHUSETTS INSTITUTE OF TECHNOLOGY
C/O MIT INVESTMENTS MANAGEMENT CO
ONE BROADWAY, SUITE 09-200
CAMBRIDGE, MA 02142

75-53
MEDHAT, LAHCEN & AMINA FARKHANI
821 MAIN ST., #2
CAMBRIDGE, MA 02139

70-85 /75-170
CAMBRIDGE BRANDS, INC.
810 MAIN STREET
CAMBRIDGE, MA 02139

75-53
YE, BRIAN & SET YE
821 MAIN ST., UNIT #4
CAMBRIDGE, MA 02139

75-53
PAQUETTE, ANNETTE
821 MAIN ST. UNIT#3
CAMBRIDGE, MA 02139

70-90
EIGHTEEN SAC SELF-STORAGE CORPORATION
207 E CLARENDON
PHOENIX, AZ 85012

70-91
KABOCHA, LLC
C/O MINTZ LEVIN COHN FERRIS GLOVSKY &
POPEO ATTN: ALLAN CAGGIANO ESQ.
ONE FINANCIAL CENTER
BOSTON, MA 02111

75-53
DESSIE, TADELE T. & AZEB H. DEMISSIE
821 MAIN ST., UNIT #5
CAMBRIDGE, MA 02139

74-1
PAPPAS, JOHN A. & WILLIAM B PAPPAS
TRUSTEES,
95 FARWELL ST., APT E
NEWTON, MA 02460

74-9
CRAGWELL ALFRED & JOHN BLACKMAN HUBERT
ALLYNE TRUSTEES OF THE
CHRISTIAN MISSION
787 MAIN ST
CAMBRIDGE, MA 02139

75-53
SCANTLEBURY, ADDISON W.
821-825 MAIN ST., #6
CAMBRIDGE, MA 02139

75-53
SHRESTHA, KIRAN & RITU SHRESTHA
821 MAIN ST., UNIT #1
CAMBRIDGE, MA 02139

75-53
KOKA, RAMESH & GEETHA KOKA
825 MAIN ST, #10
CAMBRIDGE, MA 02139

75-53
JULIEN, LINDSAY
823 MAIN ST., UNIT #9
CAMBRIDGE, MA 02141

75-53
EL HAMDOUNI, ABDERRAHIM &
JAMILA EL HAMDOUNI
821 MAIN ST., UNIT #8
CAMBRIDGE, MA 02139

75-53
ZHANG, YU-FENG & SHENG-HE LIN
821 MAIN ST., UNIT #7
CAMBRIDGE, MA 02139

810 Main Street Supporting Statement for Zoning Relief

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III. Variance Criteria

The requested relief can be granted because the variance criteria set forth in M.G.L. ch. 40A, § 10 are met as follows:

A. Literal enforcement of the provisions of this Ordinance would involve a substantial hardship, financial or otherwise, to the petitioner or appellant for the following reasons:

CBI is a wholly owned subsidiary of candy manufacturer, Tootsie Roll Industries. Candy has been produced continuously at the Site since 1908 and by CBI in this location since 1993. CBI is the last surviving candy manufacturer once part of an area of the City dubbed "Confectioner's Row", and is committed to continuing its operations at the Site.

Approximately 2 years ago, CBI learned that the facility's existing electrical distribution system (installed in approximately 1950) is deteriorating. In early 2018, while planning the facility addition to house a new Eversource-approved electrical vault, CBI was put on notice that it would no longer have access to certain adjacent leased property which historically has housed parking and loading functions for the facility. This drove CBI to reconfigure the Site to be fully self-sufficient (i.e., so that all functions would be located exclusively on CBI-owned property).

The requested variances are necessitated by the dual needs of (1) expanding the facility to house upgraded electrical equipment, and (2) relocating the facility loading bays from leased property onto the Site to create full operational self-sufficiency. CBI's ability to continue operations at the Site will be substantially impaired if the cited provisions of the Ordinance are literally enforced and the requested variances are not granted.

B. The hardship is owing to the following circumstances relating to the soil conditions, shape or topography of such land or structures and especially affecting such land or structures but not affecting generally the zoning district in which it is located for the following reasons:

The facility is a preexisting, non-conforming structure, first constructed in 1908 (and then expanded in 1911 and 1919). Obtaining variances with respect to use and FAR is the only way in which the facility can be expanded to house the much-needed electrical vault.² This is a condition unique to the Site and the facility and does not affect the zoning district generally.

With respect to the requested relief from Ordinance Sections 6.91 and 6.92, there are limited points on the Site where loading bays can be located to serve the facility's manufacturing operations. In consultation with the Department of Traffic, Parking & Transportation, CBI determined that trucks in excess of 50 feet in length are unable to exit the Site and turn left off of State Street without either encroaching on abutters' property and/or hitting a utility pole located on the corner of State and Windsor Streets. To address this condition, CBI has planned

² The principal function of the addition will be to house the upgraded electrical equipment; any remaining space not occupied by the equipment will be utilized for shipping/receiving and cold storage/packaging.

its loading operations so that shorter trucks (40 feet in length) will be accommodated on State Street, with larger trucks entering loading docks off Main Street. The Ordinance requires that CBI provide four loading bays. The first required loading bay must be a minimum of 10 feet wide by 30 feet long; all other required loading bays must be 50 feet long. The two loading bays on State Street will be only 42 feet in length. One of these two State Street loading bays satisfies the requirement for the first required loading bay; the second State Street loading bay requires relief for the 42-foot length. Two loading bays are provided off Main Street; both of these bays comply with the dimensional requirements of the Ordinance.

Similarly, the turning radius required for two 53-foot long trailers required to access the Site from Main Street necessitates a curb cut in excess of the 30 feet permitted by the Ordinance. The requested curb cut, totaling 67 feet, is measured along CBI's curb "frontage" from the point where the property line shared with the adjacent U-Haul parking lot is extended to meet the curb, across the loading dock area, past the building corner, to a point in front of 810 Main Street. This width includes a 3-foot long transition curb which slopes up from zero height to 6-inch (curb) height.³

The foregoing conditions, created by the shape of the Site and the existing manufacturing facility thereon, are unique to CBI's operations and do not affect any other properties in the zoning district.

C. Desirable relief may be granted without either:

1. Substantial detriment to the public good for the following reasons:

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

³ Based on discussions with the Department of Public Works, CBI understands that the City's preference is for CBI's curb cut construction to be extended into a single curb cut shared with the adjacent U-Haul Parking lot, for a combined curb cut width of 92 feet. For purposes of this application, CBI is seeking zoning relief only with respect to property it owns (and the 67-foot curb cut thereon).

community to install much-needed modern electrical equipment necessary for its continued operations. Significantly, no additional traffic will be created by this proposal, as 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 proposes a series of improvements to the Columbia Street parking lot to enhance security and convenience for employees who will park there.

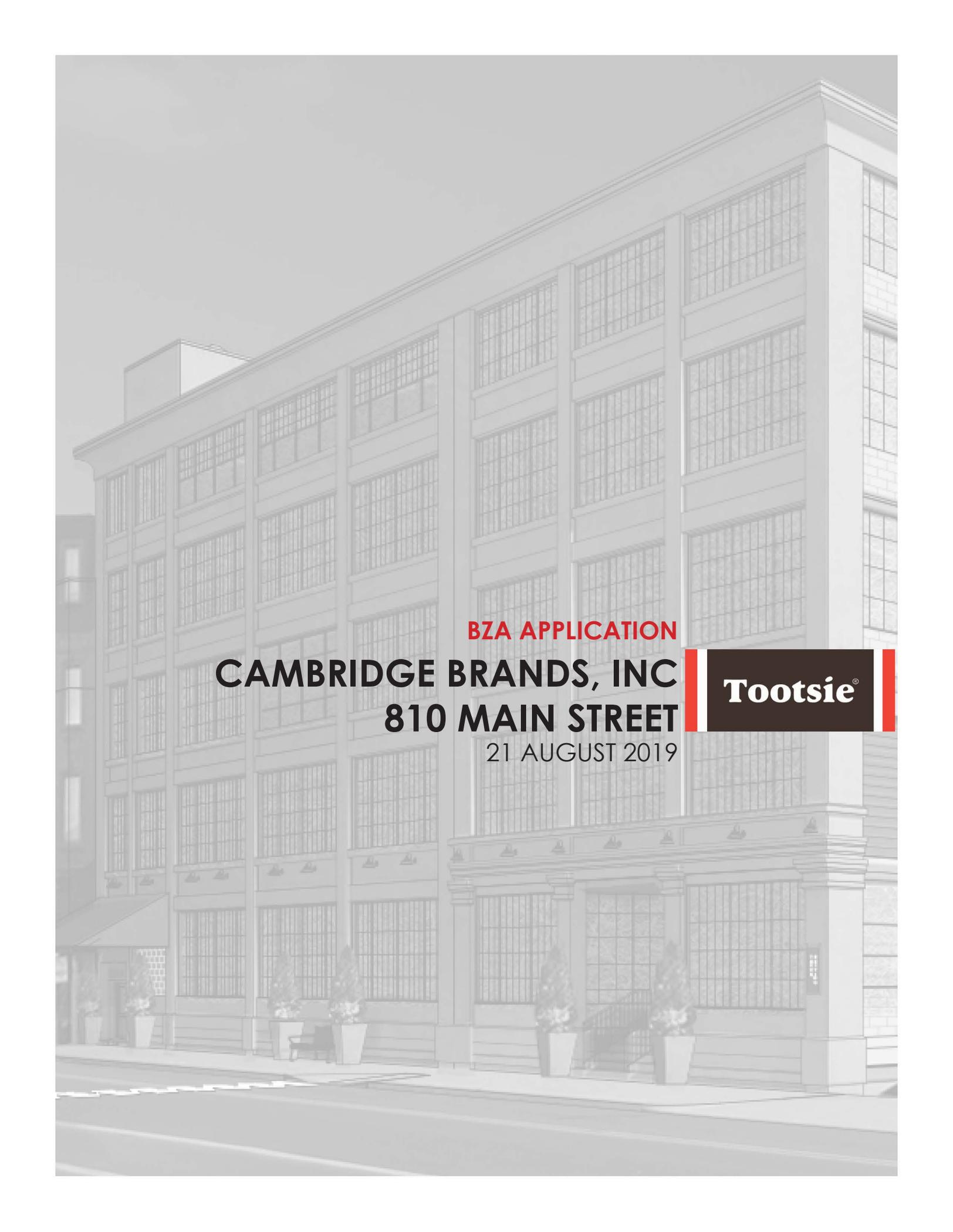
Moreover, CBI has developed a detailed operations plan in order to mitigate any potential impacts from the proposed site reconfiguration on vehicles, bicycles or pedestrians. CBI has consolidated its deliveries so that the number of trucks coming to the site daily (Monday through Friday) will decrease 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.

2. Relief may be granted without nullifying or substantially derogating from the intent or purpose of this Ordinance for the following reasons:

Among the goals articulated in Section 1.30 of the Ordinance is the encouragement of appropriate economic development. The Site has housed a candy manufacturing facility since 1908. CBI has 194 full-time employees and provides a stable work environment, with an

average employee tenure of more than 11 years and 47 employees with 25 or more years of service at the facility. The requested relief is essential to the continued operations of this facility, which generates property tax revenue for the City while providing desirable employment opportunities. Section 1.30 also notes as a purpose of the Ordinance securing safety from fire and other danger. The addition will allow CBI to bring its electrical equipment into compliance with current electrical switch gear requirements, which will increase the safety of the building and the neighborhood. The proposed relief is entirely in keeping with the purposes of the Ordinance and will neither nullify nor substantially derogate from its stated intent.



BZA APPLICATION

CAMBRIDGE BRANDS, INC
810 MAIN STREET

21 AUGUST 2019

Tootsie®

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PART 01

BZA APPLICATION FORM

CHECK LIST

PROPERTY LOCATION: 810 MAIN STREET DATE: 8/21/2019

PETITIONER OR REPRESENTATIVE: JOHANNA SCHNEIDER, ESQ.

ADDRESS & PHONE: HEMENWAY & BARNES, 75 STATE STREET, BOSTON, MA 02109

BLOCK: 70 LOT: 85

PLEASE CHECK THAT YOU HAVE INCLUDED THE FOLLOWING WITH YOUR APPLICATION. APPLICATIONS WILL NOT BE ACCEPTED FOR PROCESSING & SCHEDULING UNLESS ALL REQUIRED DOCUMENTS ARE PROVIDED.

*PLEASE INCLUDE THIS CHECKLIST WITH YOUR APPLICATION.
ALL DOCUMENTS ARE TO BE TYPED OR WRITTEN LEGIBLY.*

<u>DOCUMENTS</u>	<u>REQUIRED</u>	<u>ENCLOSED</u>
Application Form	<u>X</u>	<u>X</u>
3 Forms with Original Signatures		
Supporting Statements - 2 Copies	<u>X</u>	<u>X</u>
Application Fee (\$) (SEE ATTACHED FEE SCHEDULE)		
Assessor's Plat (Available at Engineering Dept. - 147 Hampshire Street)	<u>X</u>	<u>X</u>
Dimensional Form - Refer to Cambridge Zoning Ordinance - 2 Copies (Subject to further review by Zoning Specialist)	<u>X</u>	<u>X</u>
Ownership Certificate, Notarized - 2 Copies	<u>X</u>	<u>X</u>
Floor Plans - 2 Sets	<u>X</u>	<u>X</u>
Elevations - 2 Sets *	<u>X</u>	<u>X</u>
Certified Plot Plan - 2 Copies (By Registered Land Surveyor)	<u>X</u>	<u>X</u>
Photographs of Property - 2 Copies	<u>X</u>	<u>X</u>
Parking Plan (if relevant to your application) 2 Copies	<u>X</u>	<u>X</u>

FOR SUBDIVISION ALSO INCLUDE:**

Proposed Deeds	<u> </u>	<u> </u>
Evidence of Separate Utilities ***	<u> </u>	<u> </u>
Proposed Subdivision Plan	<u> </u>	<u> </u>

Petitioners are advised to refer to Attachment A (Procedures for applying to the Board of Zoning Appeal) & consult zoning staff for review.
It is advisable for the Petitioner to discuss the petition with the abutters as listed in the Zoning BZA Case file.

- * For Special Permits under Art. 4.32.G.1 (Communication Towers and Antennas), include a photo simulation.
- ** See attachment G.
- *** Can be submitted after subdivision has been approved.

BZA APPLICATION FORM

GENERAL INFORMATION

The undersigned hereby petitions the Board of Zoning Appeal for the following:

Special Permit: Variance: Appeal:

PETITIONER: Tootsie Roll Industries / Cambridge Brands, Inc.

PETITIONER'S ADDRESS: c/o Johanna Schneider, Hemenway + Barnes, 75 State St., Boston 02109

LOCATION OF PROPERTY: 810 Main Street

TYPE OF OCCUPANCY: Light mfg. ZONING DISTRICT: BB / Central Sp. Overlay

REASON FOR PETITION:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Additions | <input type="checkbox"/> New Structure |
| <input type="checkbox"/> Change in Use/Occupancy | <input type="checkbox"/> Parking |
| <input type="checkbox"/> Conversion to Addi'l Dwelling Unit's | <input type="checkbox"/> Sign |
| <input type="checkbox"/> Dormer | <input type="checkbox"/> Subdivision |
| <input checked="" type="checkbox"/> Other: <u>site reconfiguration</u> | |

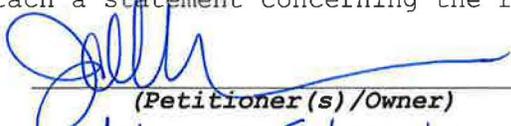
DESCRIPTION OF PETITIONER'S PROPOSAL:

Cambridge Brands, Inc. (CBI) proposes to construct an addition to its existing candy manufacturing facility to house upgraded electrical switching equipment. The site will also be reconfigured to locate all parking and loading on CBI-owned property.

SECTIONS OF ZONING ORDINANCE CITED:

- Article 6 Section 6.91; 6.92
Article 5 Section 5.33.1; Table 5-3(2)
Article 4 Section 4.37

Applicants for a **Variance** must complete Pages 1-5
Applicants for a **Special Permit** must complete Pages 1-4 and 6
Applicants for an **Appeal** to the BZA of a Zoning determination by the Inspectional Services Department must attach a statement concerning the reasons for the appeal

Original Signature(s): 
(Petitioner(s)/Owner)
Johanna Schneider
(Print Name)

Address: Hemenway + Barnes
75 State St, Boston 02109

Tel. No.: 617 557 9723

E-Mail Address: jschneider@hembar.com

Date: 8/21/19

PART 02

SUPPORTING STATEMENT & EXHIBITS

810 Main Street

Supporting Statement for Zoning Relief (Variances and Special Permits)

I. Background

Cambridge Brands Inc. (“CBI”) is proposing to construct an addition to its existing candy manufacturing facility at 810 Main Street (the “Site”). The Site is located within the BB District and the Central Square Overlay District. **Exhibit 1** shows the existing site plan organization for the Site. 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 principal 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 basement 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 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”).¹

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 peak parking demand for the facility (98 spaces) will be unchanged. The proposed parking plan is shown on **Exhibit 3**.

¹ Copies of the Board of Zoning Appeal (BZA) approval and a January 2018 letter from ISD confirming the grandfathered status of the lot are attached hereto as **Exhibit 4**.

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 line a new, 8-foot black aluminum ornamental (wrought iron style) fence with vertical pickets. 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. Zoning Relief Sought

The site is located within the BB district and within the Central Square Overlay District. CBI hereby requests the following relief from this Board:

1. Variance to allow construction of a loading bay (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.

III. Variance Criteria

The requested relief can be granted because the variance criteria set forth in M.G.L. ch. 40A, § 10 are met as follows:

A. Literal enforcement of the provisions of this Ordinance would involve a substantial hardship, financial or otherwise, to the petitioner or appellant for the following reasons:

CBI is a wholly owned subsidiary of candy manufacturer, Tootsie Roll Industries. Candy has been produced continuously at the Site since 1908 and by CBI in this location since 1993. CBI is the last surviving candy manufacturer once part of an area of the City dubbed “Confectioner’s Row”, and is committed to continuing its operations at the Site.

Approximately 2 years ago, CBI learned that the facility's existing electrical distribution system (installed in approximately 1950) is deteriorating. In early 2018, while planning the facility addition to house a new Eversource-approved electrical vault, CBI was put on notice that it would no longer have access to certain adjacent leased property which historically has housed parking and loading functions for the facility. This drove CBI to reconfigure the Site to be fully self-sufficient (i.e., so that all functions would be located exclusively on CBI-owned property).

The requested variances are necessitated by the dual needs of (1) expanding the facility to house upgraded electrical equipment, and (2) relocating the facility loading bays from leased property onto the Site to create full operational self-sufficiency. CBI's ability to continue operations at the Site will be substantially impaired if the cited provisions of the Ordinance are literally enforced and the requested variances are not granted.

B. The hardship is owing to the following circumstances relating to the soil conditions, shape or topography of such land or structures and especially affecting such land or structures but not affecting generally the zoning district in which it is located for the following reasons:

The facility is a preexisting, non-conforming structure, first constructed in 1908 (and then expanded in 1911 and 1919). A variance with respect to FAR is the only way in which the building can be expanded to house the much-needed electrical vault. This is a condition unique to the Site and the facility and does not affect the zoning district generally.

With respect to the requested relief from Ordinance Sections 6.91 and 6.92, there are limited points on the Site where loading bays can be located to serve the facility's manufacturing operations. In consultation with the Department of Traffic, Parking & Transportation, CBI determined that trucks in excess of 50 feet in length are unable to exit the Site and turn left off of State Street without either encroaching on abutters' property and/or hitting a utility pole located on the corner of State and Windsor Streets. To address this condition, CBI has planned its loading operations so that shorter trucks (40 feet in length) will be accommodated on State Street, with larger trucks entering loading docks off Main Street. The Ordinance requires that

CBI provide four loading bays. The first required loading bay must be a minimum of 10 feet wide by 30 feet long; all other required loading bays must be 50 feet long. The two loading bays on State Street will be only 42 feet in length. One of these two State Street loading bays satisfies the requirement for the first required loading bay; the second State Street loading bay requires relief for the 42-foot length. Two loading bays are provided off Main Street; both of these bays comply with the dimensional requirements of the Ordinance.

Similarly, the turning radius required for two 53-foot long trailers required to access the Site from Main Street necessitates a curb cut in excess of the 30 feet permitted by the Ordinance. The requested curb cut, totaling 67 feet, is measured along CBI's curb "frontage" from the point where the property line shared with the adjacent U-Haul parking lot is extended to meet the curb, across the loading dock area, past the building corner, to a point in front of 810 Main Street. This width includes a 3-foot long transition curb which slopes up from zero height to 6-inch (curb) height.²

The foregoing conditions, created by the shape of the Site and the existing manufacturing facility thereon, are unique to CBI's operations and do not affect any other properties in the zoning district.

C. Desirable relief may be granted without either:

1. Substantial detriment to the public good for the following reasons:

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. Significantly, no additional traffic will be created by this proposal, as the addition

² Based on discussions with the Department of Public Works, CBI understands that the City's preference is for CBI's curb cut construction to be extended into a single curb cut shared with the adjacent U-Haul Parking lot, for a combined curb cut width of 92 feet. For purposes of this application, CBI is seeking zoning relief only with respect to property it owns (and the 67 foot curb cut thereon).

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 proposes a series of improvements to the Columbia Street parking lot to enhance security and convenience for employees who will park there.

Moreover, CBI has developed a detailed operations plan in order to mitigate any potential impacts from the proposed site reconfiguration on vehicles, bicycles or pedestrians. 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.

2. Relief may be granted without nullifying or substantially derogating from the intent or purpose of this Ordinance for the following reasons:

Among the goals articulated in Section 1.30 of the Ordinance is the encouragement of appropriate economic development. The Site has housed a candy manufacturing facility since 1908. CBI has 194 full-time employees and provides a stable work environment, with an average employee tenure of more than 11 years and 47 employees with 25 or more years of service at the facility. The requested relief is essential to the continued operations of this

facility, which generates property tax revenue for the City while providing desirable employment opportunities. Section 1.30 also notes as a purpose of the Ordinance securing safety from fire and other danger. The addition will allow CBI to bring its electrical equipment into compliance with current electrical switch gear requirements, which will increase the safety of the building and the neighborhood. The proposed relief is entirely in keeping with the purposes of the Ordinance and will neither nullify nor substantially derogate from its stated intent.

IV. Special Permit Criteria

Granting the Special Permit requested for 810 Main Street would not be a detriment to the public interest because:

A. Requirements of the Ordinance can or will be met for the following reasons:

With the relief requested in this Application, the requirements of the Ordinance will be met.

B. Traffic generated or patterns of access or egress would not cause congestion hazard, or substantial change in established neighborhood character for the following reasons:

No additional traffic will be created by this proposal, as 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 not be adversely affected by the nature of the proposed use for the following reasons:

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 not be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City for the following reasons:

No nuisance or hazard will be created by the proposed project. 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.

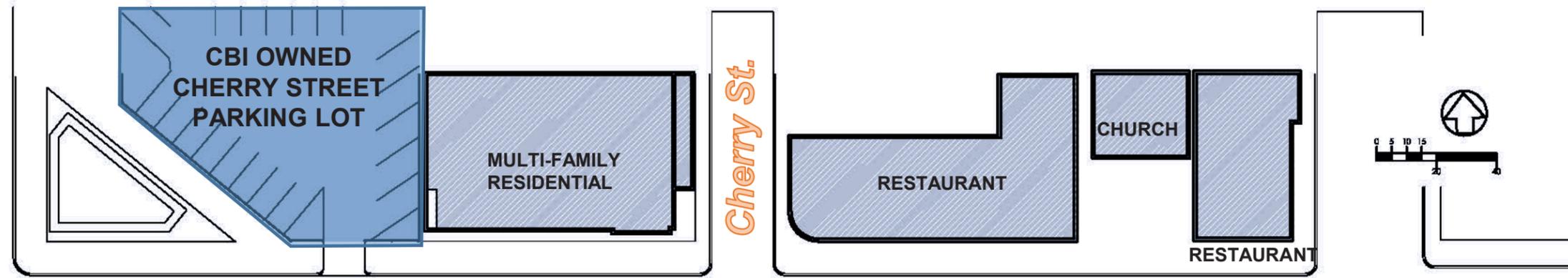
As described above, CBI will manage the relocation of two loading docks to Main Street through a detailed operational plan intended to mitigate any impacts on the surrounding area. Any potential noise impacts from the loading docks will be addressed by a prohibition on the use of truck refrigeration 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 10 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 not impair the integrity of the district or adjoining district or otherwise derogate from the intent or purpose of this ordinance for the following reasons:

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. Granting a special permit to facilitate this project will not impair the integrity of any zoning district or otherwise derogate from the intent or purpose of the Ordinance.

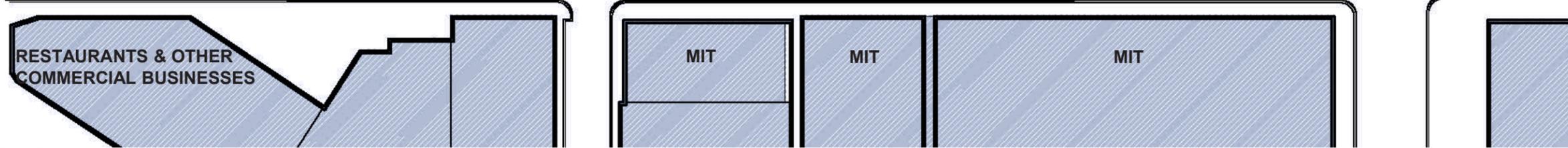
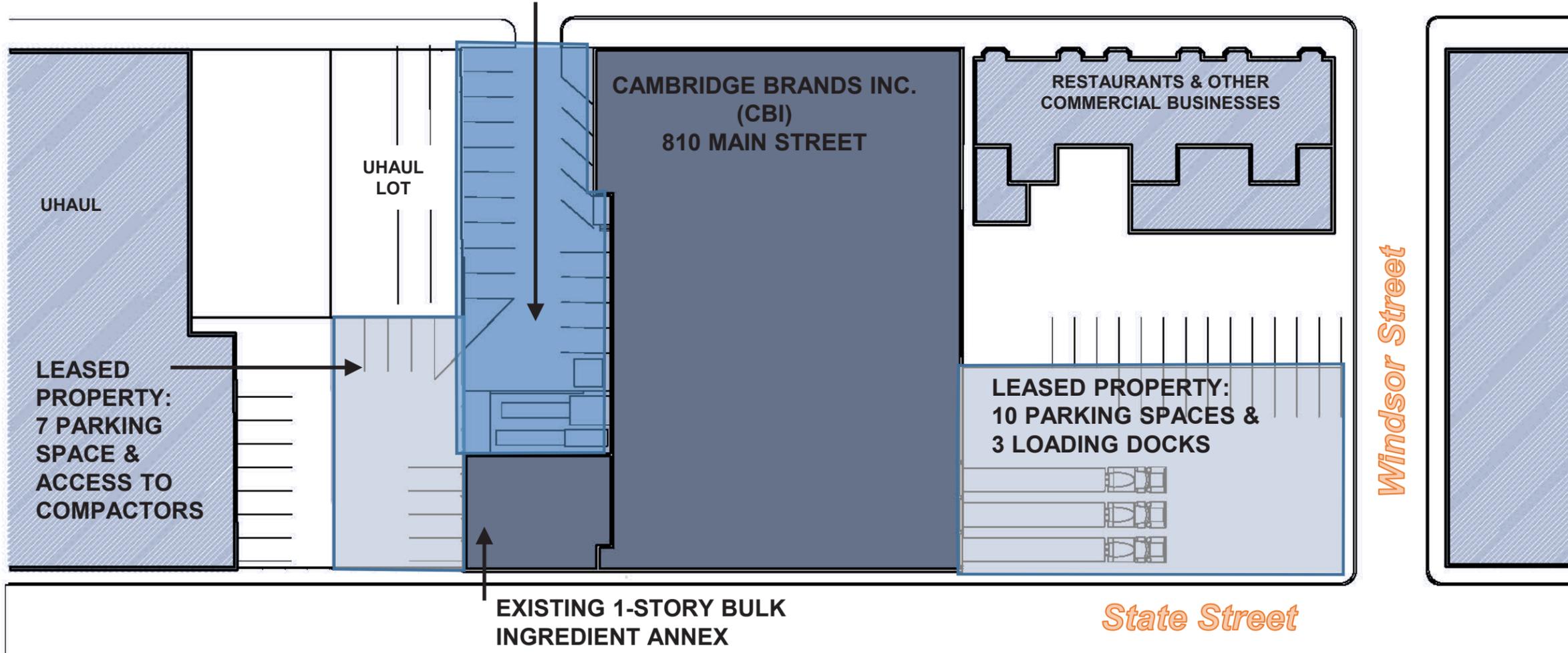
EXHIBIT 01
EXISTING CONDITIONS MAP



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

Main Street

CBI PARKING: 19 SPACES



EXISTING CONDITIONS MAP

CAMBRIDGE BRANDS, INC
21 AUGUST 2019

EXHIBIT
PROPOSED SITE PLAN **02**

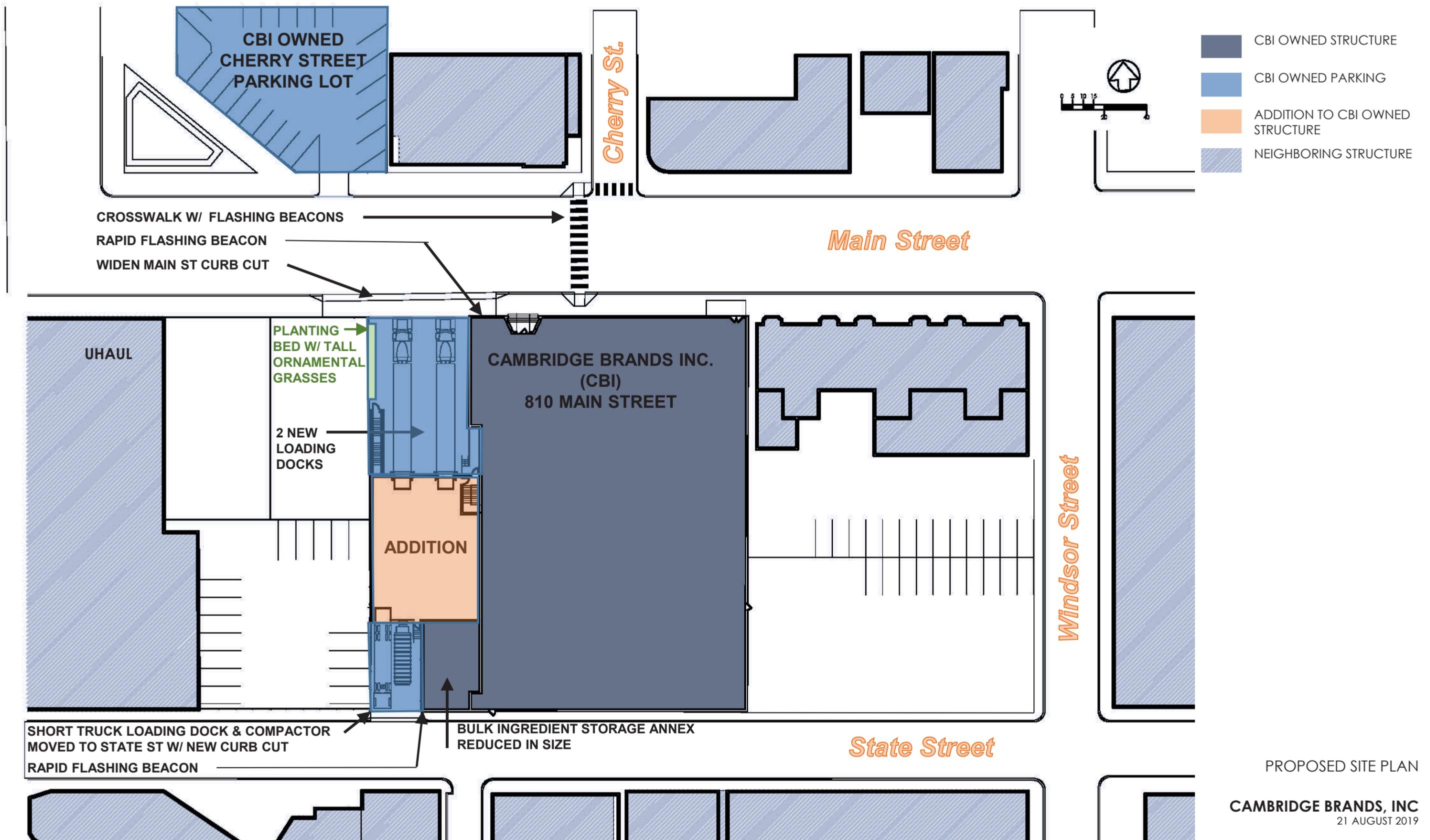


EXHIBIT 03
SITE PLAN: PARKING ANALYSIS



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
21 AUGUST 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 Zonning 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

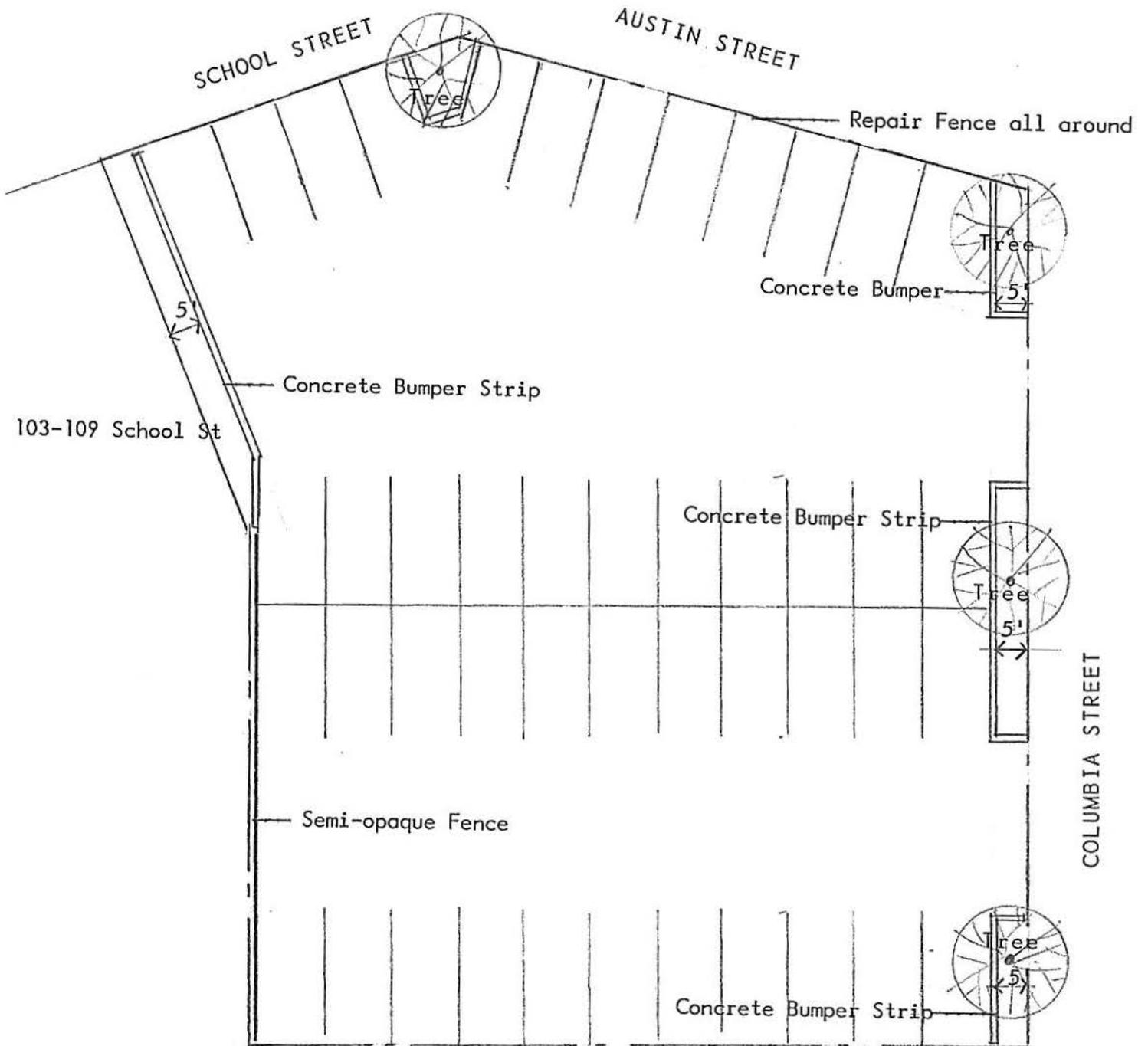
There is problem with vandalism in the parking lot; prefer to keep them open for the safety of the people; vandalism is expensive; there is street illumination; Planning Board recommends proper screening but not reduce number of cars.

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 strip 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 City of Cambridge, MASS. 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:

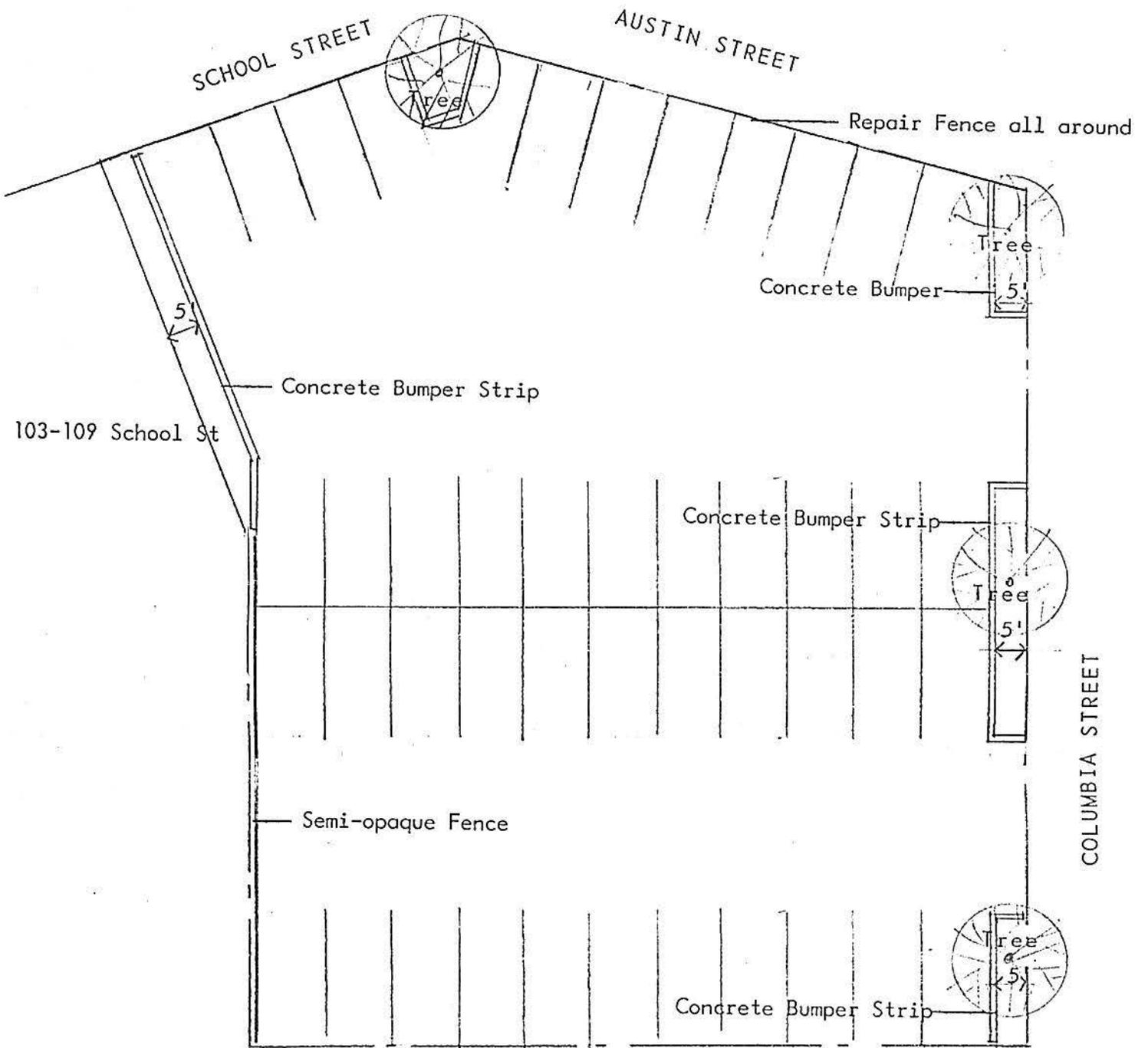
That the operation of the parking lot on the premises would not have an adverse affect on traffic in the area or any adjacent uses; and that no nuisance or hazard would be created.

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.

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.

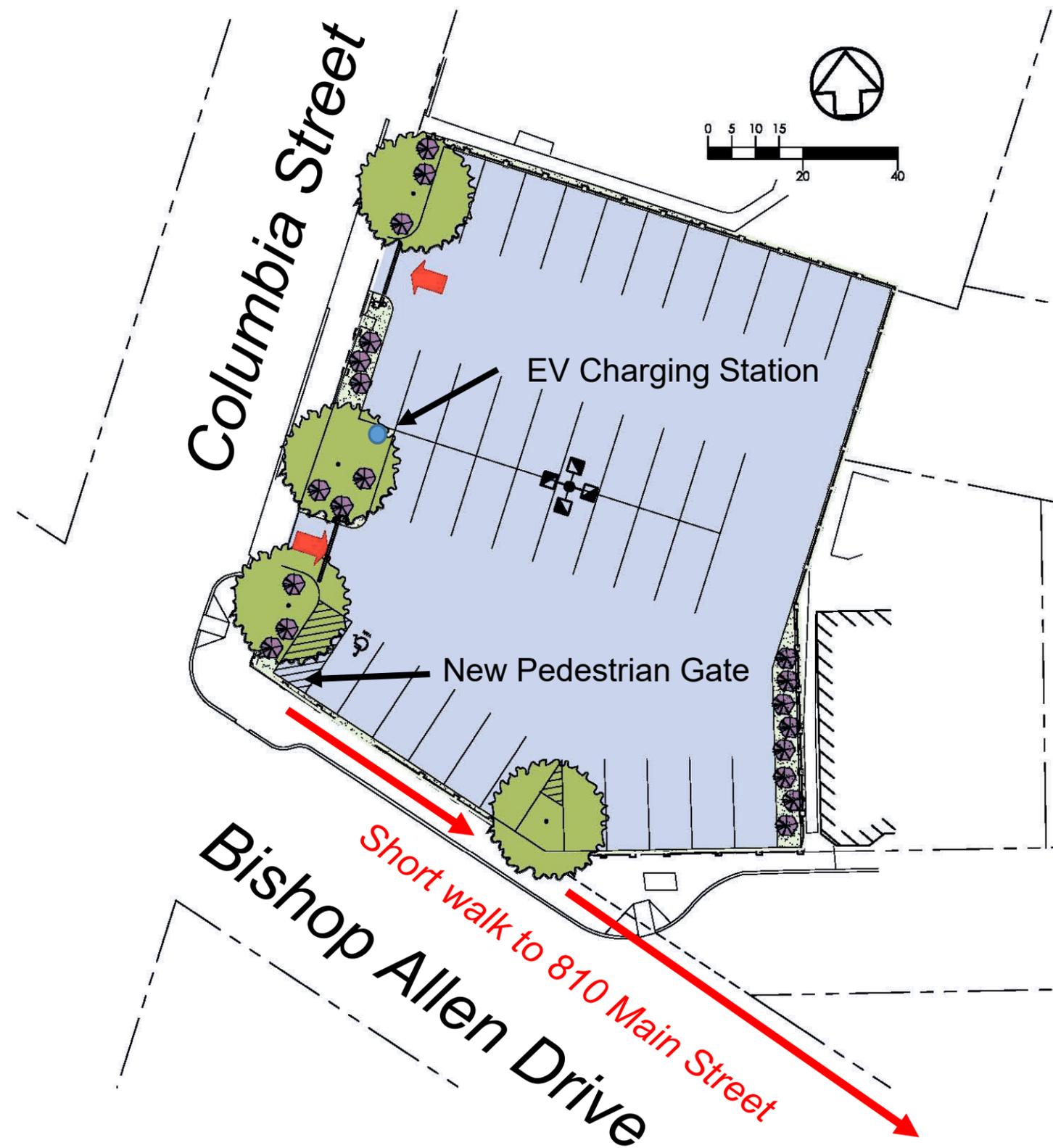
Sincerely,

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

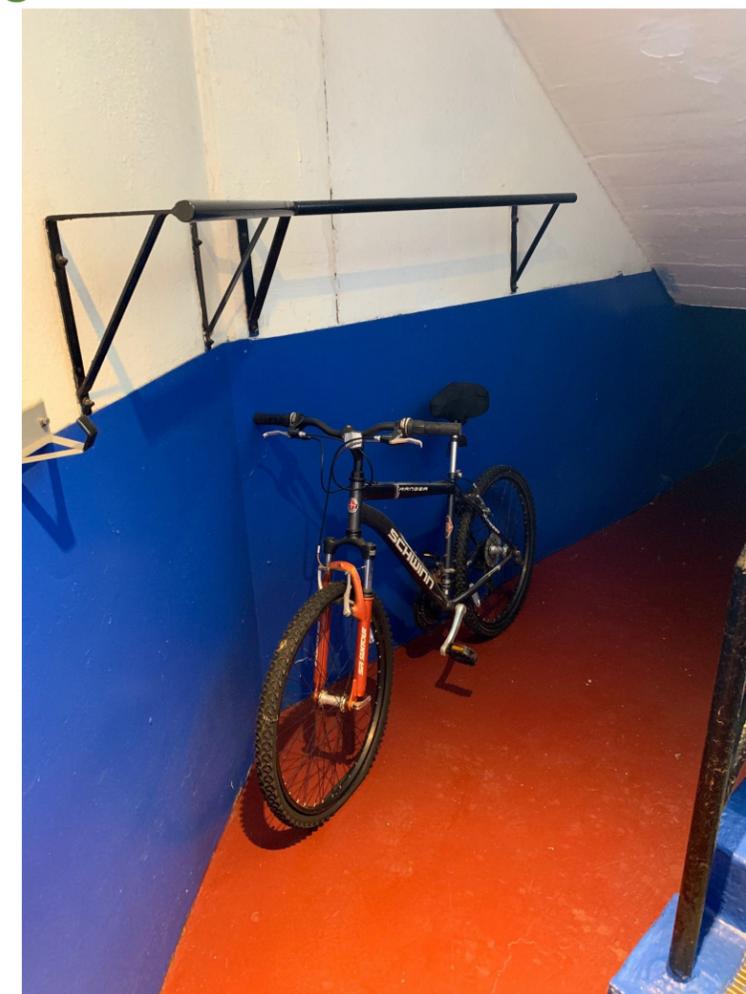
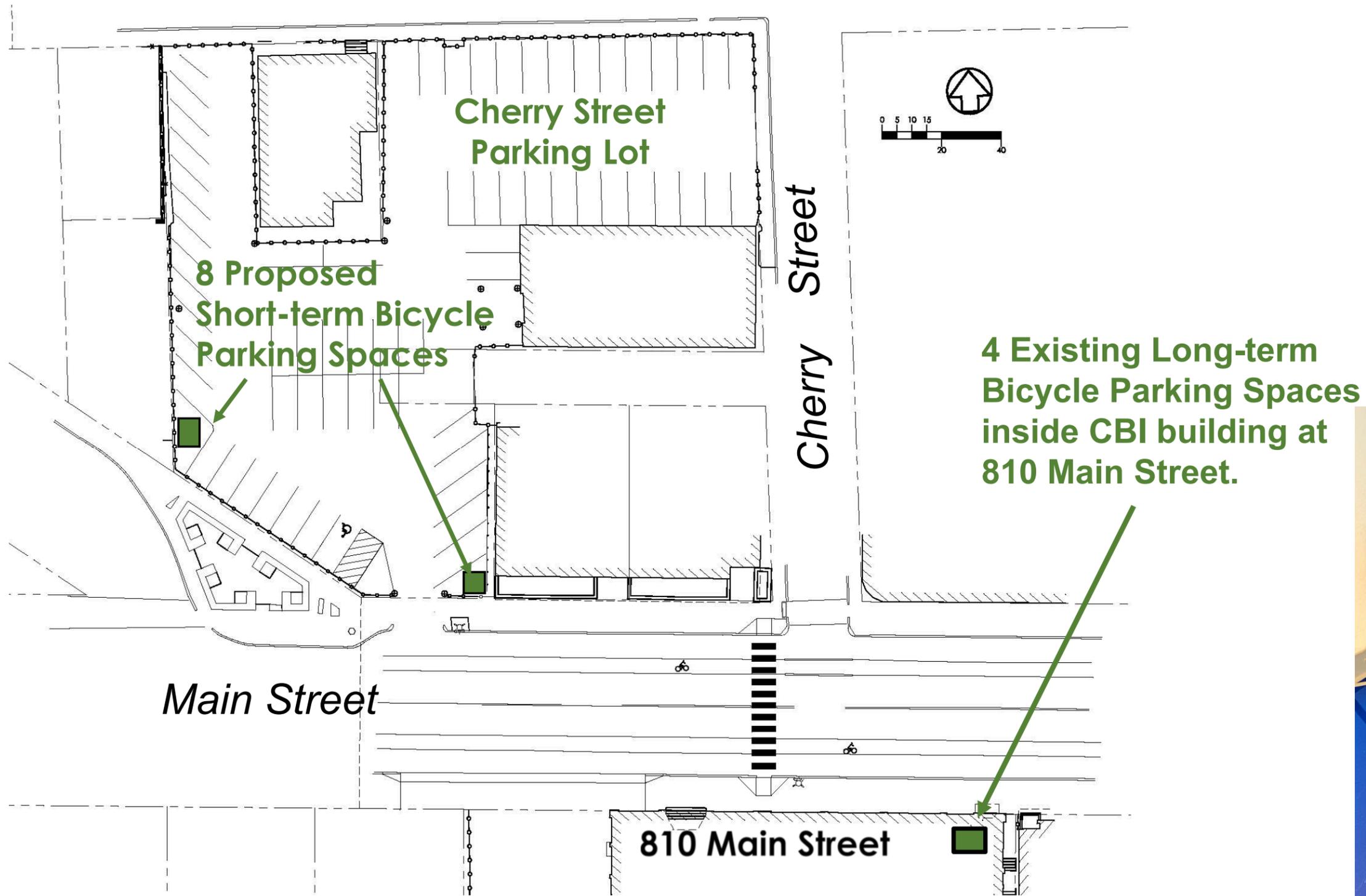
- **Re-open 2nd Vehicle Gate (curb cut exists)**
- **New Fencing and Gates**
- **Reseal and Refresh striping**
- **Lighting and Landscape**
- **CCTV Security Monitoring**

PROPOSED SITE PLAN: COLUMBIA STREET PARKING LOT

CAMBRIDGE BRANDS, INC
 21 AUGUST 2019

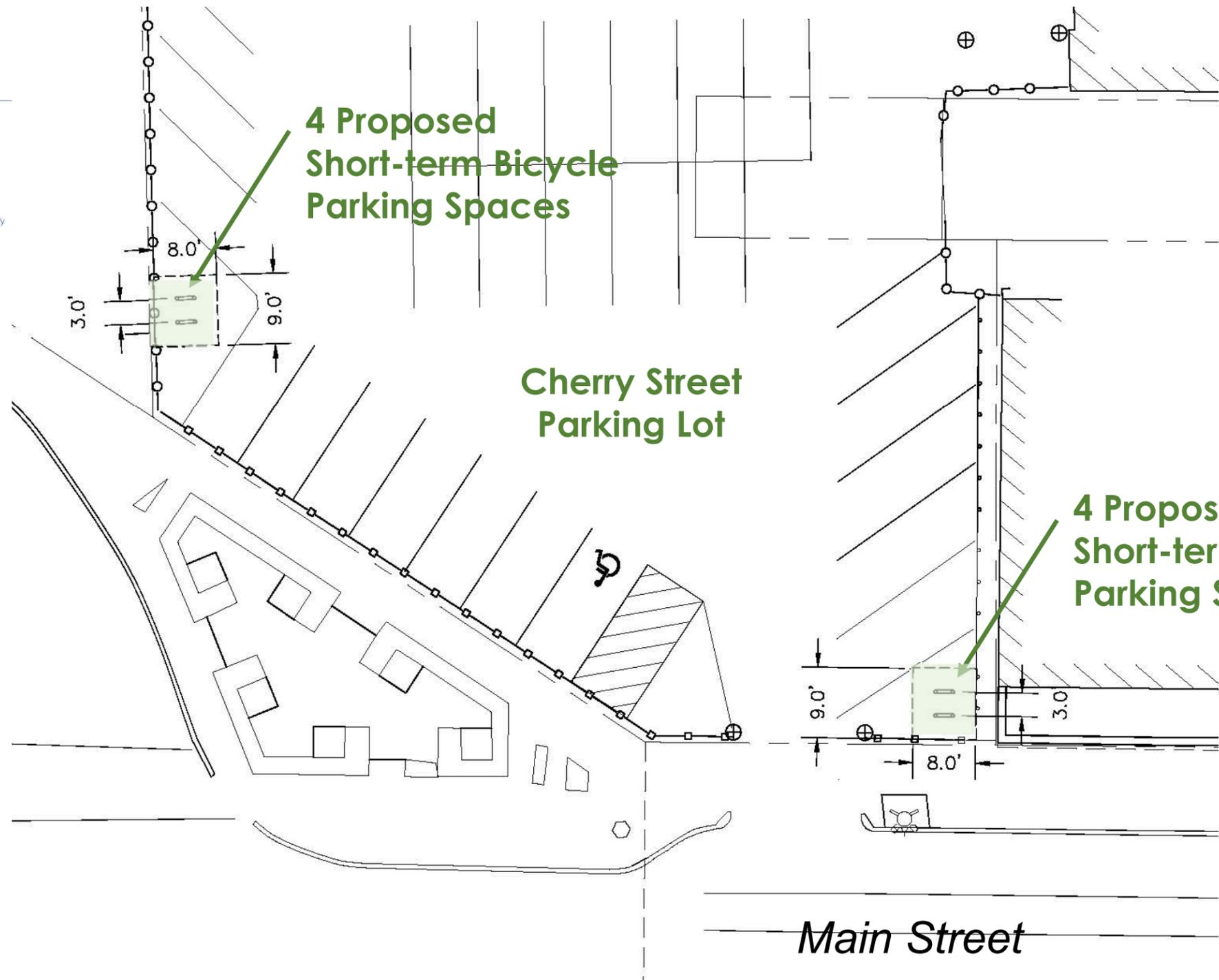
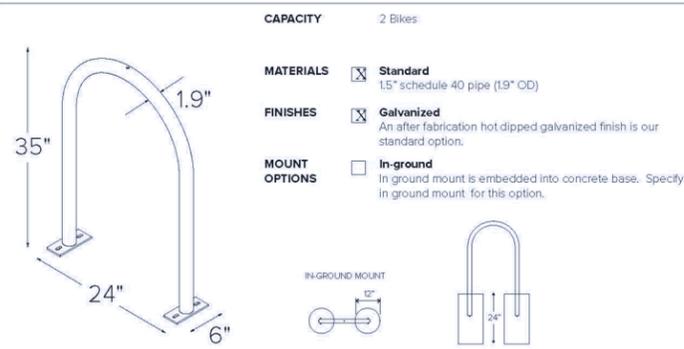
EXHIBIT 06

PROPOSED SITE PLAN: BICYCLE PARKING



PROPOSED SITE PLAN: BICYCLE PARKING

HOOP RACK
Submittal Sheet

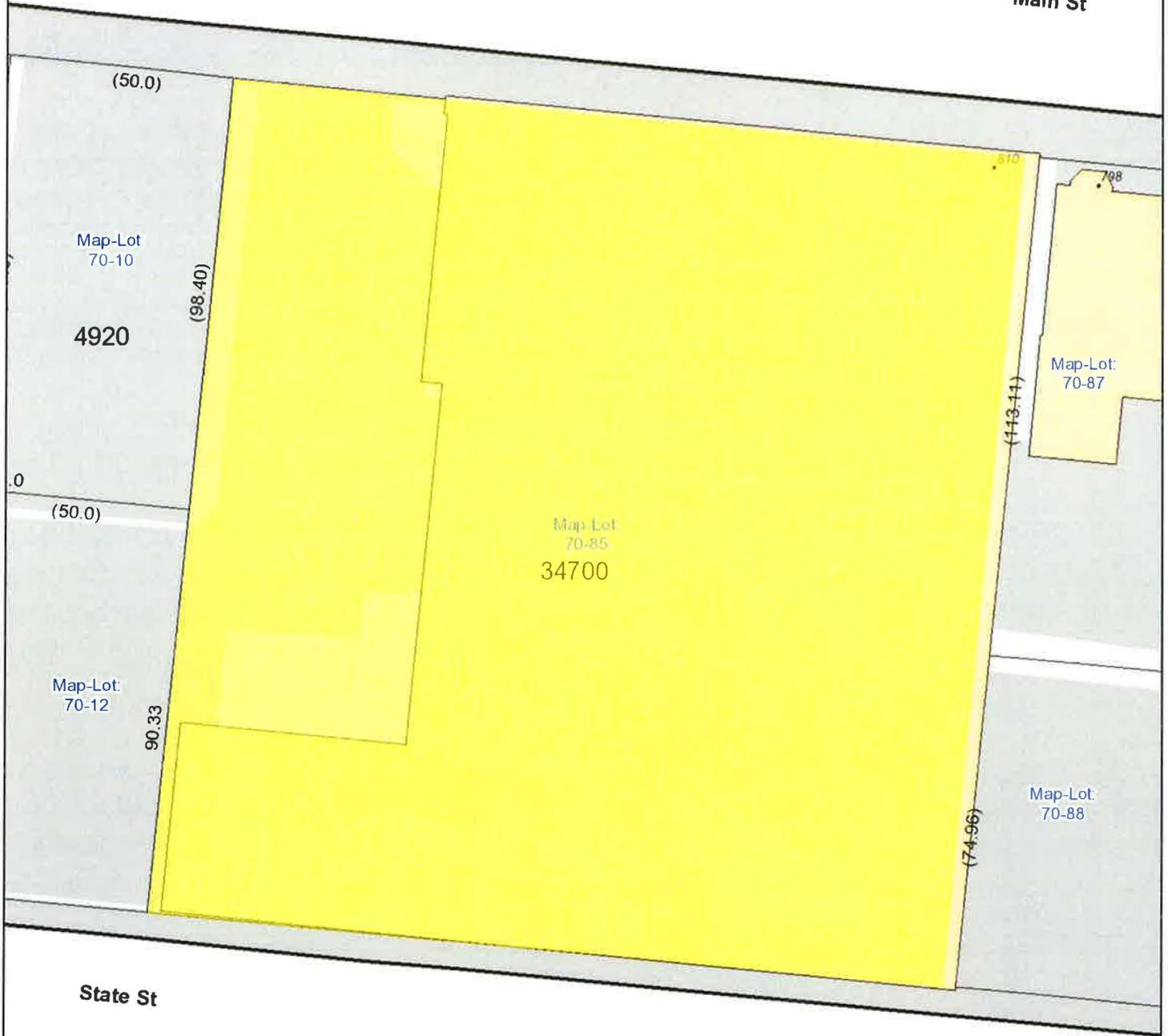


PROPOSED SITE PLAN: BICYCLE PARKING

CAMBRIDGE BRANDS, INC
21 AUGUST 2019

PART 03
ASSESSOR'S GIS BLOCK MAP

Main St



State St



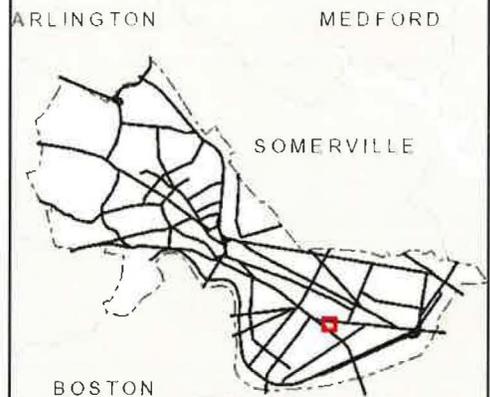
City of Cambridge
Massachusetts

1" = 35 ft

All data is provided for graphic representation only. The City of Cambridge expressly disclaims all warranties of any type, expressed or implied, including, but not limited to, any warranty as to the accuracy of the data, merchantability, or fitness for a particular purpose.

www.cambridgema.gov/gis

- Adresse
- Rail
- Building Footprints
- Parcels
- Paved Surfaces
 - Paved Roads
 - Bridges
 - Unpaved Roads
 - Unpaved Parking
 - Sidewalks
 - Driveways
 - Alleys
 - Other Paved Surface
 - Public Footpath



PART
DIMENSIONAL FORM **04**

BZA APPLICATION FORM

DIMENSIONAL INFORMATION

APPLICANT: Tootsie Roll Industries / Cambridge Brands, Inc. PRESENT USE/OCCUPANCY: Candy Manufacturing
 LOCATION: 810 Main Street ZONE: BB/Central Space Overlay
 PHONE: 617-557-9723 REQUESTED USE/OCCUPANCY: No change
Johanna Schneider esq.

	<u>EXISTING CONDITIONS</u>	<u>REQUESTED CONDITIONS</u>	<u>ORDINANCE REQUIREMENTS¹</u>
TOTAL GROSS FLOOR AREA:	<u>143,600</u>	<u>156,235</u>	<u>N/A</u> (max.)
LOT AREA:	<u>34,718</u>		<u>N/A</u> (min.)
RATIO OF GROSS FLOOR AREA TO LOT AREA: ²	<u>4.21</u>	<u>4.50</u>	<u>2.75 BB/3.00 CSOD</u> (max.)
LOT AREA FOR EACH DWELLING UNIT:	<u>N/A</u>	<u>N/A</u>	<u>N/A</u> (min.)
SIZE OF LOT:			
WIDTH	<u>183.50 (State St. property line. is min. width)</u>		<u>No Min.</u> (min.)
DEPTH	<u>188.07 (East property line is min. depth)</u>		<u>No Min.</u>
Setbacks in Feet:			
FRONT (Main Street)	<u>0.30 over</u>	<u>0.30 over</u>	<u>No Min.</u> (min.)
REAR (State Street)	<u>0.03</u>	<u>0.03</u>	<u>No Min.</u> (min.)
LEFT SIDE (West)	<u>0.69</u>	<u>1.05</u>	<u>No Min.</u> (min.)
RIGHT SIDE (East)	<u>3.27</u>	<u>3.27</u>	<u>No Min.</u> (min.)
SIZE OF BLDG.:			
HEIGHT	<u>65</u>	<u>65</u>	<u>65 BB/55-80 CSOD</u> (max.)
LENGTH Front/North to Back/South	<u>188.16</u>	<u>188.16</u>	
WIDTH Left/West to Right/East	<u>179.96</u>	<u>179.89</u>	
RATIO OF USABLE OPEN SPACE TO LOT AREA: ³	<u>0</u>	<u>0</u>	<u>No Min.</u> (min.)
NO. OF DWELLING UNITS:	<u>N/A</u>		<u></u> (max.)
NO. OF PARKING SPACES:	<u>125</u>	<u>100</u>	<u>79</u> (min./max)
	<u>3 on leased lots</u>		
NO. OF LOADING AREAS:	<u>2 on property</u>	<u>4 on property</u>	<u>4</u> (min.)
DISTANCE TO NEAREST BLDG. ON SAME LOT:	<u>N/A (one building is existing and proposed)</u>		<u></u> (min.)

Describe where applicable, other occupancies on same lot, the size of adjacent buildings on same lot, and type of construction proposed, e.g.; wood frame, concrete, brick, steel, etc.

1. SEE CAMBRIDGE ZONING ORDINANCE ARTICLE 5.000, SECTION 5.30 (DISTRICT OF DIMENSIONAL REGULATIONS).
2. TOTAL GROSS FLOOR AREA (INCLUDING BASEMENT 7'-0" IN HEIGHT AND ATTIC AREAS GREATER THAN 5') DIVIDED BY LOT AREA.
3. OPEN SPACE SHALL NOT INCLUDE PARKING AREAS, WALKWAYS OR DRIVEWAYS AND SHALL HAVE A MINIMUM DIMENSION OF 15'.

PART 05
OWNERSHIP CERTIFICATE

BZA APPLICATION FORM - OWNERSHIP INFORMATION

To be completed by OWNER, signed before a notary and returned to The Secretary of the Board of Zoning Appeals.

I/We Cambridge Brands, Inc.
(OWNER)

Address: 810 Main Street, Cambridge, MA 02139

State that I/We own the property located at 810 Main Street, which is the subject of this zoning application.

The record title of this property is in the name of _____
Cambridge Brands, Inc.

*Pursuant to a deed of duly recorded in the date 10/15/93, Middlesex South County Registry of Deeds at Book 23772, Page 254; or Middlesex Registry District of Land Court, Certificate No. _____
Book _____ Page _____.

Ellen R Gordon
SIGNATURE BY LAND OWNER OR
AUTHORIZED TRUSTEE, OFFICER OR AGENT*

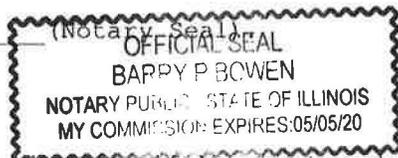
*Written evidence of Agent's standing to represent petitioner may be requested.

Commonwealth of Massachusetts, County of MIDDLESEX SOUTH

The above-name ELLEN R. GORDON personally appeared before me, this 14th of AUGUST, 2019, and made oath that the above statement is true.

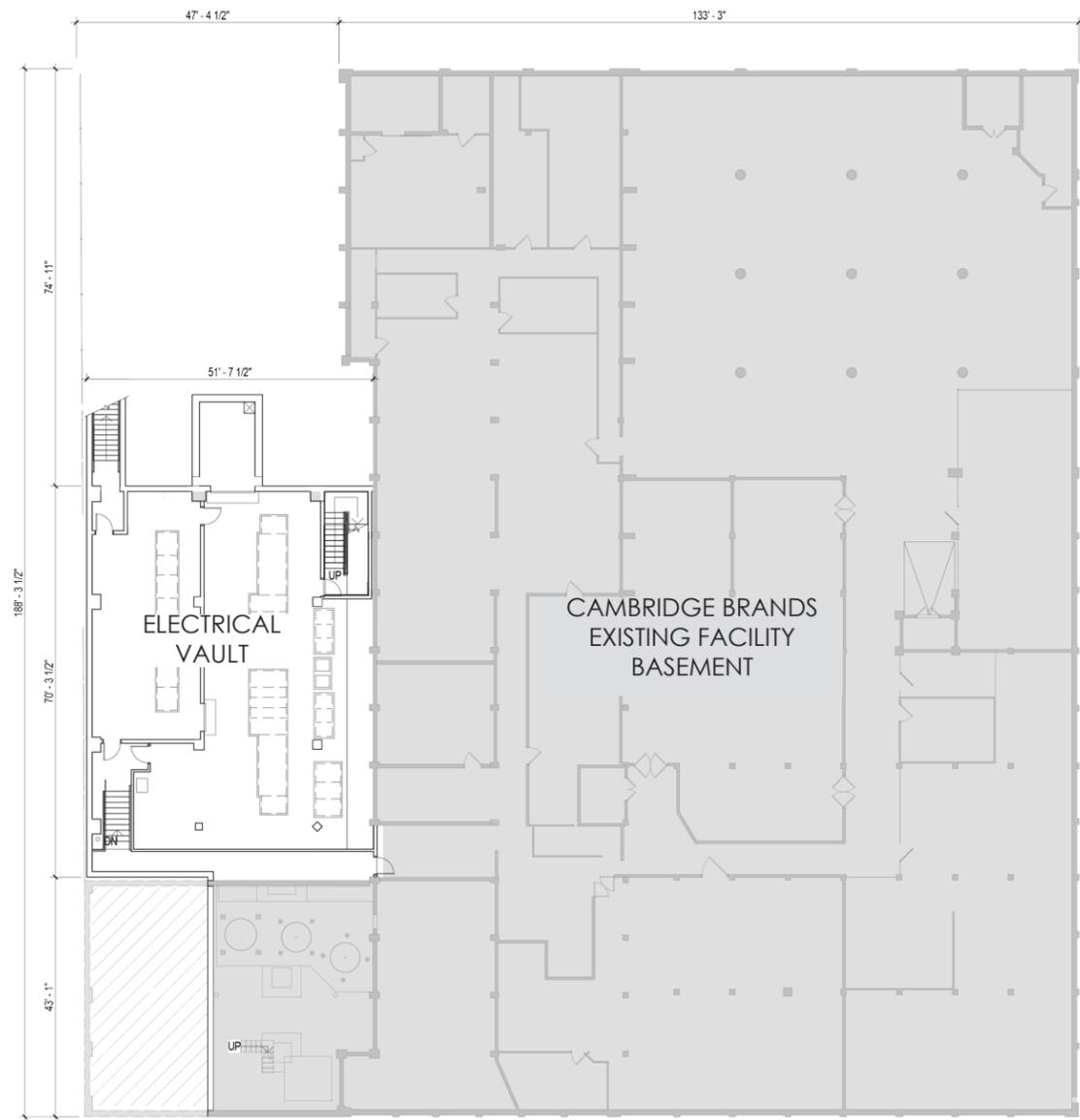
[Signature] Notary

My commission expires 5/5/20

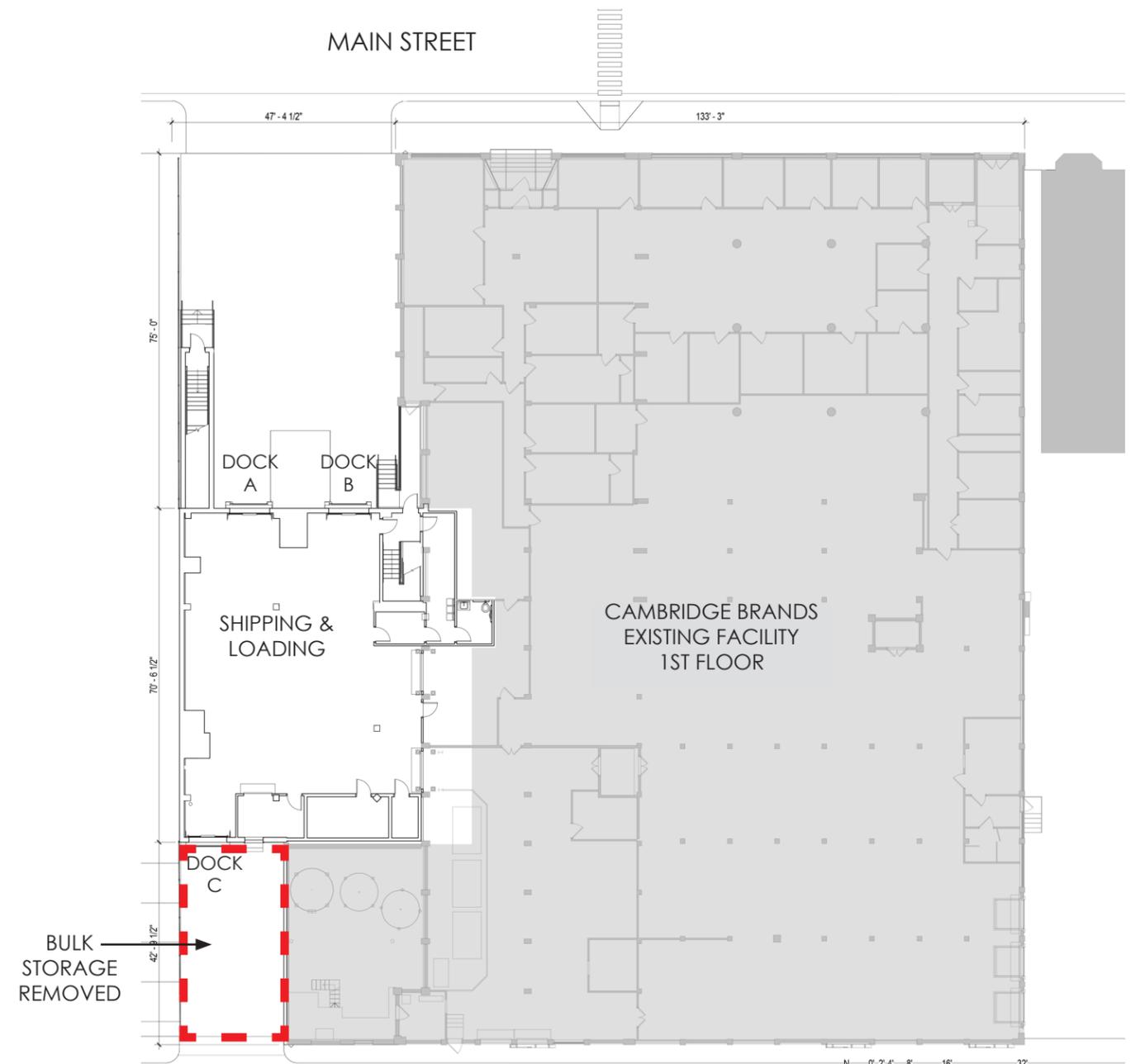


- If ownership is not shown in recorded deed, e.g. if by court order, recent deed, or inheritance, please include documentation.

PART 06
PROPOSED FLOOR PLANS



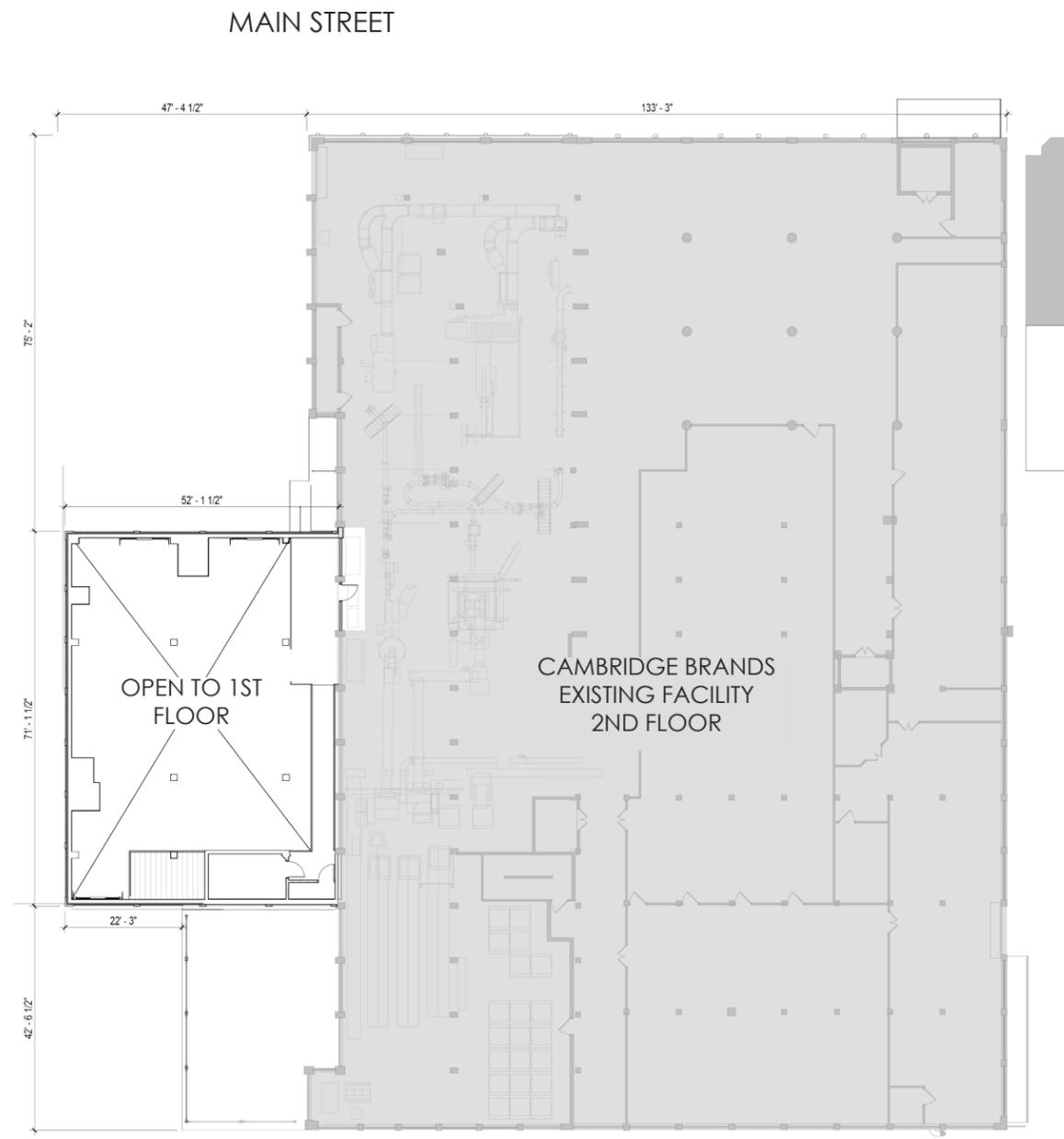
BASEMENT FLOOR PLAN



1ST FLOOR PLAN
(OPEN TO 2ND FLOOR)

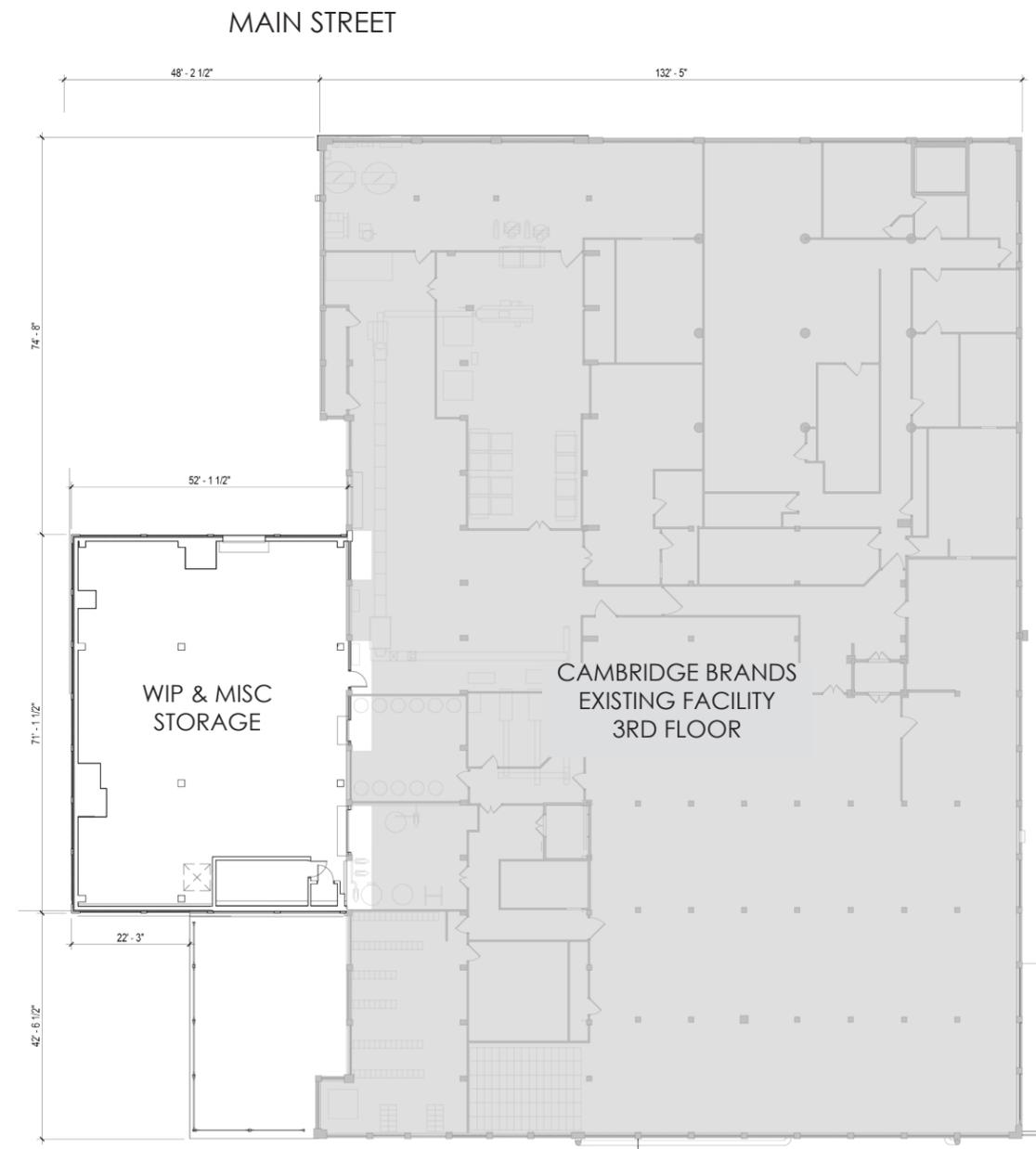
PROPOSED FLOOR PLANS: BASEMENT & 1ST FLOORS

CAMBRIDGE BRANDS, INC
21 AUGUST 2019



STATE STREET

2ND FLOOR PLAN
(OPEN TO 1ST FLOOR)

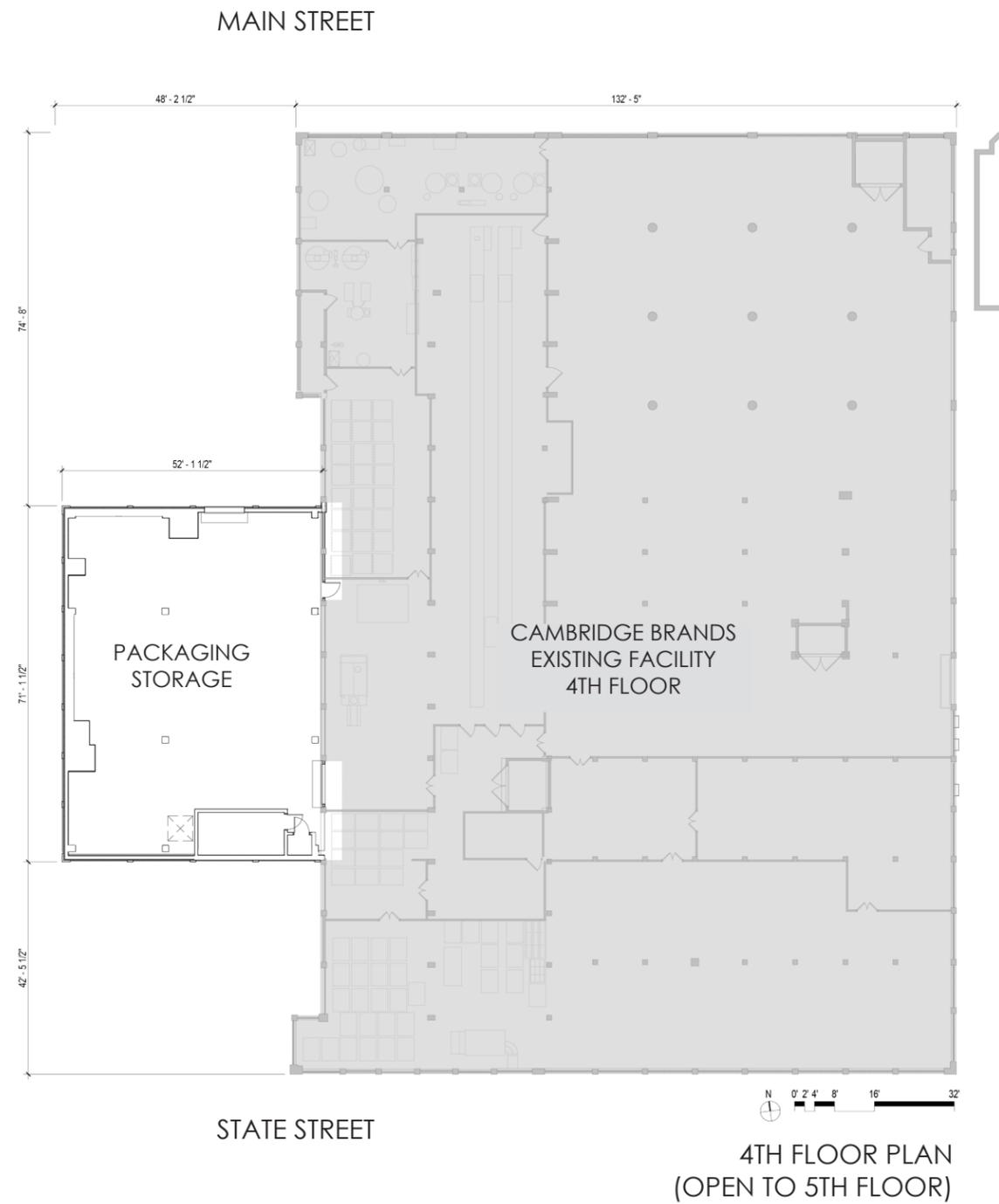


STATE STREET

3RD FLOOR PLAN

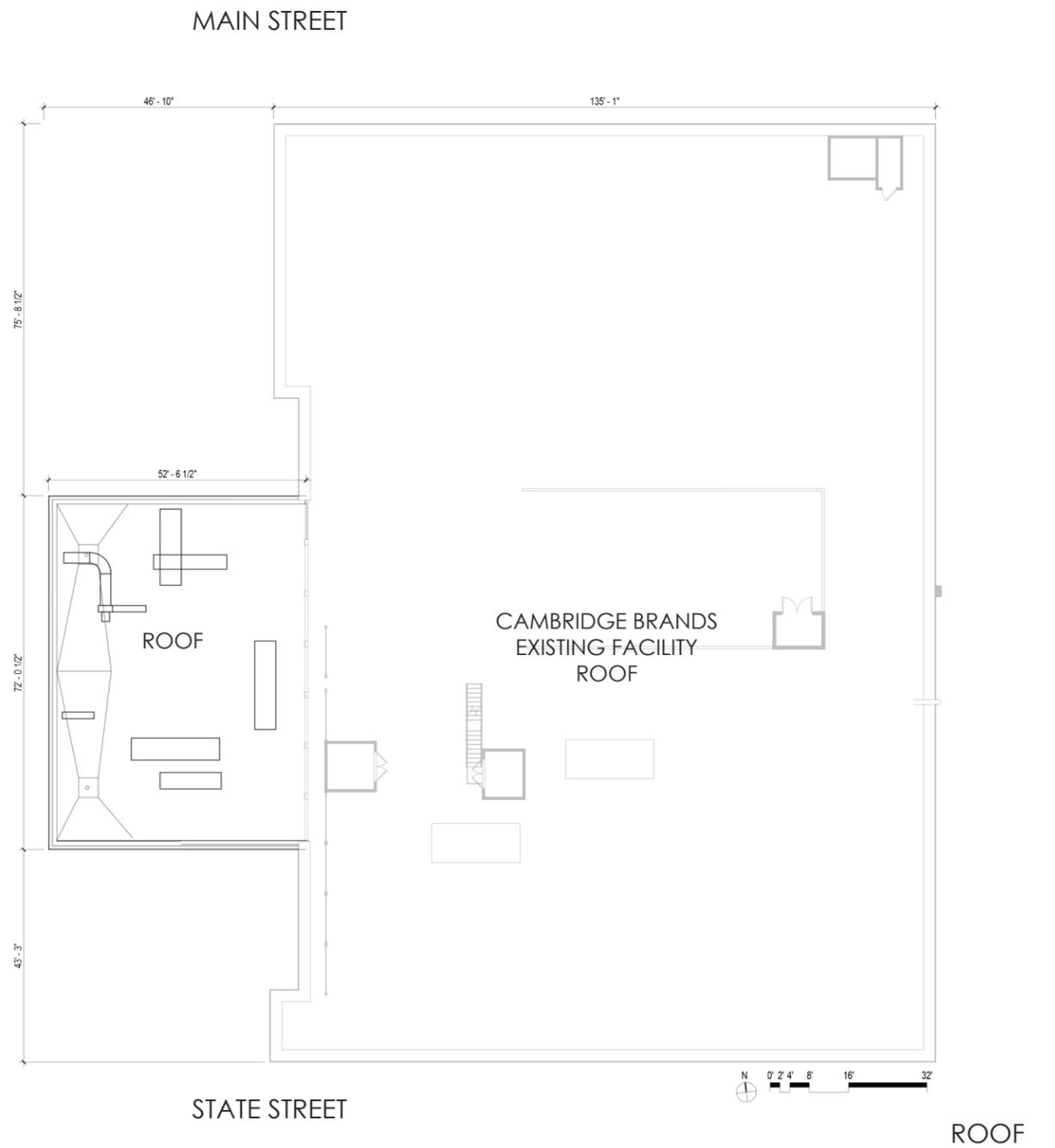
PROPOSED FLOOR PLANS: 2ND & 3RD FLOORS

CAMBRIDGE BRANDS, INC
21 AUGUST 2019



PROPOSED FLOOR PLANS: 4TH & 5TH FLOORS

CAMBRIDGE BRANDS, INC
21 AUGUST 2019

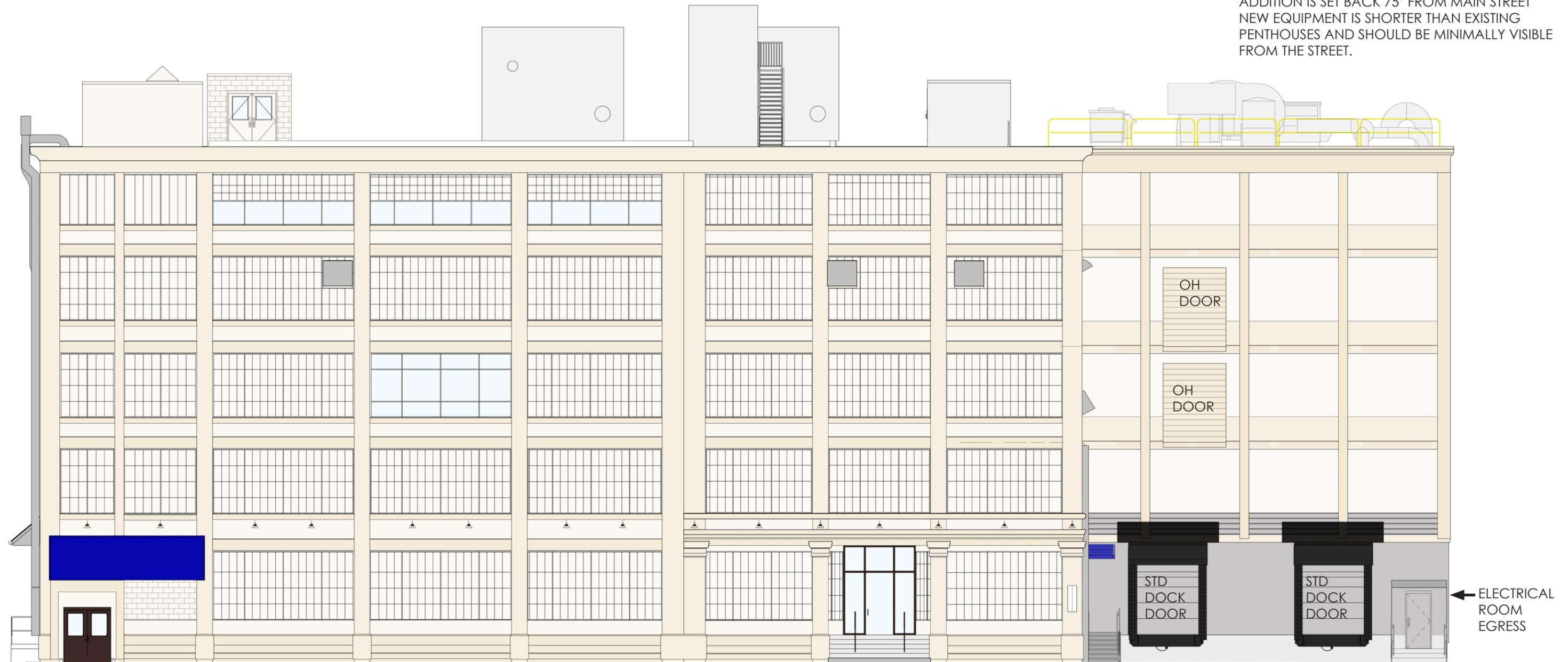


PROPOSED FLOOR PLANS: ROOF

CAMBRIDGE BRANDS, INC
21 AUGUST 2019

PART 07
PROPOSED ELEVATIONS

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.



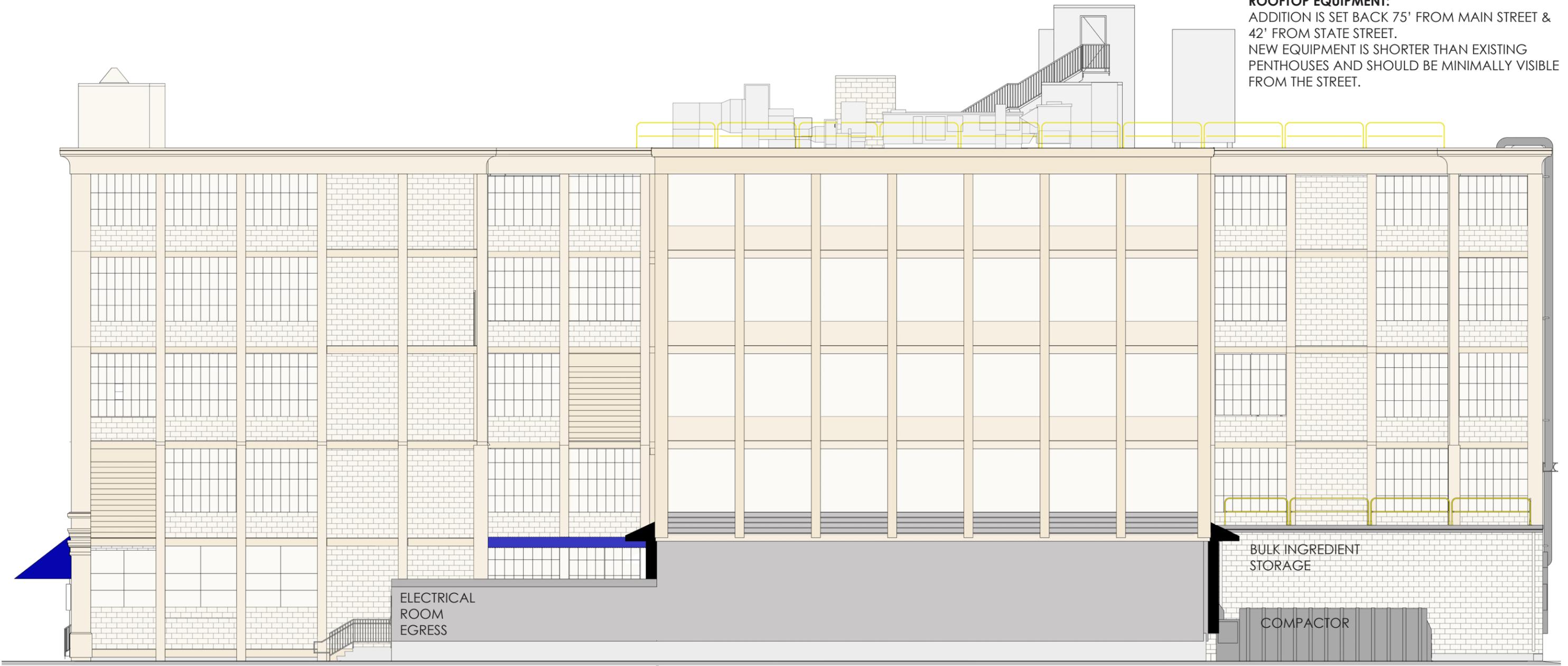
133'-3" EXISTING
 EXTERIOR MATERIALS:
 STUCCO
 SPLIT FACE CMU
 KALWALL

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
 21 AUGUST 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

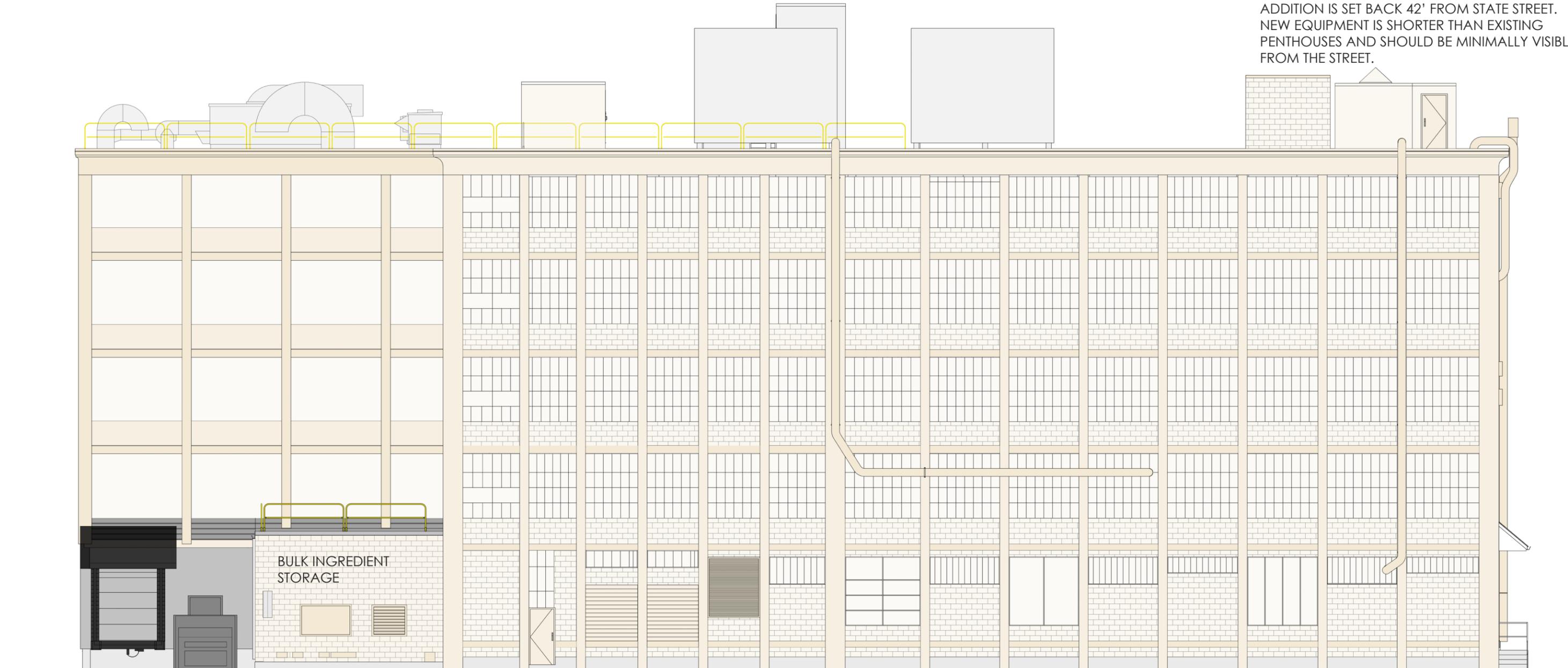
EXISTING 42'-6"

0' 2' 4' 8' 16' 32'

PROPOSED ELEVATIONS: WEST (U-HAUL LOT LINE)

CAMBRIDGE BRANDS, INC
 21 AUGUST 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

EXISTING 133'-3"

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

EXTERIOR MATERIALS:
 STUCCO
 SPLIT FACE CMU
 KALWALL

PROPOSED ELEVATIONS: SOUTH (STATE STREET)

CAMBRIDGE BRANDS, INC
 21 AUGUST 2019



PROPOSED RENDERINGS: MAIN STREET

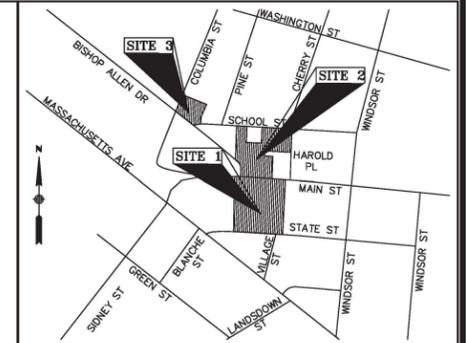
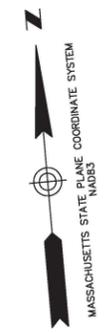
CAMBRIDGE BRANDS, INC
21 AUGUST 2019



PROPOSED RENDERINGS: STATE STREET

CAMBRIDGE BRANDS, INC
21 AUGUST 2019

PART 08
CERTIFIED PLOT PLAN



LOCUS MAP
(N.T.S.)

NOTES

1. THIS PLAN WAS PREPARED FROM AN ACTUAL ON THE GROUND FIELD SURVEY CONDUCTED BY WSP USA INC. BETWEEN DECEMBER 10 AND DECEMBER 21, 2018. ADDITIONAL FLOOR ELEVATIONS WERE VERIFIED IN THE FIELD ON JANUARY 23, 2019.
2. THE HORIZONTAL DATUM SHOWN HEREON REFERS TO MASSACHUSETTS STATE PLANE COORDINATE SYSTEM NA83.
3. THE HORIZONTAL DATUM IS BASED ON GPS OBSERVATIONS MADE BY WSP USA INC. ON DECEMBER 11, 2018.



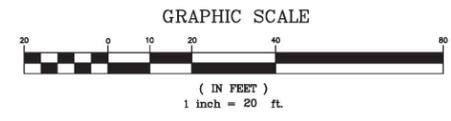
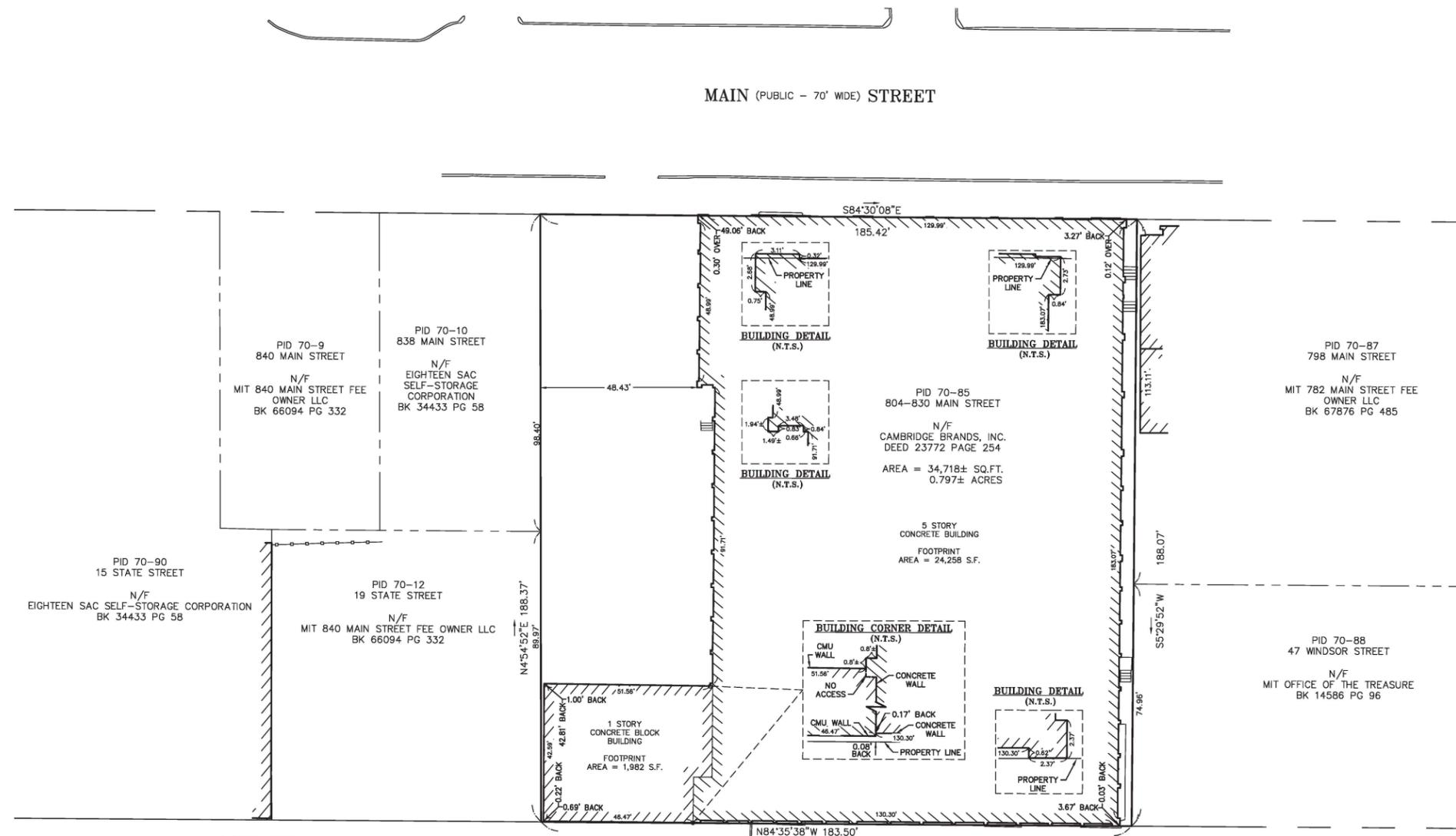
FRANCIS L. STRUBLE III, P.L.S. DATE 8/12/19
REG. NO. 47665
WSP, INC.

REVISION	DATE	DESCRIPTION

PLOT PLAN
CAMBRIDGE BRANDS, INC.
810 MAIN STREET
CAMBRIDGE, MASSACHUSETTS
PREPARED FOR
CAMBRIDGE BRANDS, INC.



Drawn By FLS	Date AUGUST 12, 2019	Job No. 190221
Surveyed By BG/HF	Scale 1" = 20'	Sheet No. 1 OF 1
Checked By MB		
Book No. AB-50		



LEGEND
 --- ABUTTERS LOT LINE
 --- PROPERTY LINE
 --- STREET RIGHT-OF-WAY

BUILDING CORNER OFFSET NOTES
 BACK: DISTANCE BUILDING CORNER IS FROM PROPERTY LINE
 OVER: DISTANCE BUILDING CORNER IS OVER PROPERTY LINE

PART 09

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
21 AUGUST 2019



EXISTING CONDITIONS PHOTOGRAPHS: NEIGHBORING STRUCTURES

CAMBRIDGE BRANDS, INC
21 AUGUST 2019

PART 10
PARKING 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
21 AUGUST 2019

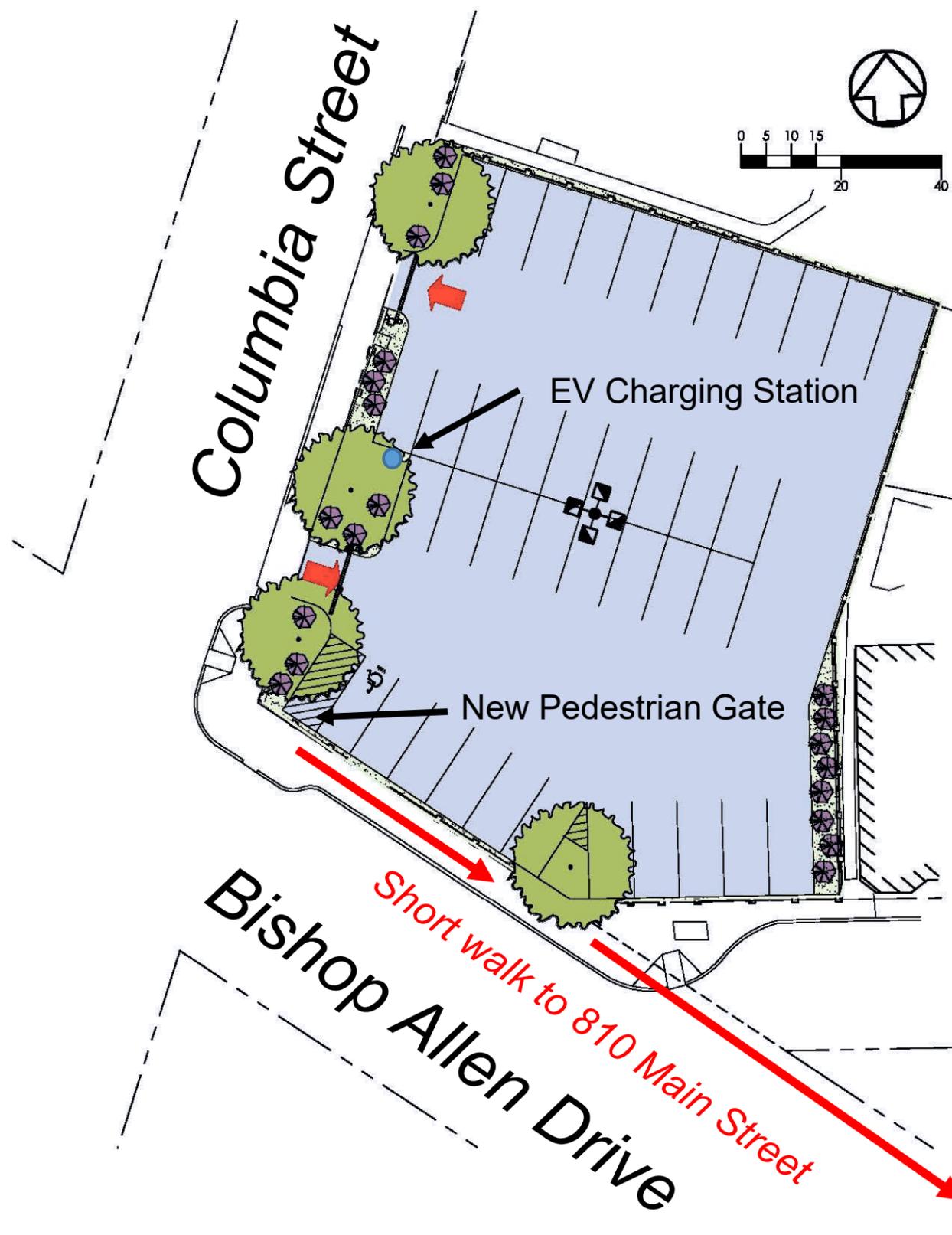
Columbia Street Lot
410 feet from 810
Main Street Spaces

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
21 AUGUST 2019



Columbia Street Parking Lot
Owned by CBI

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

410 Feet from 810 Main Street

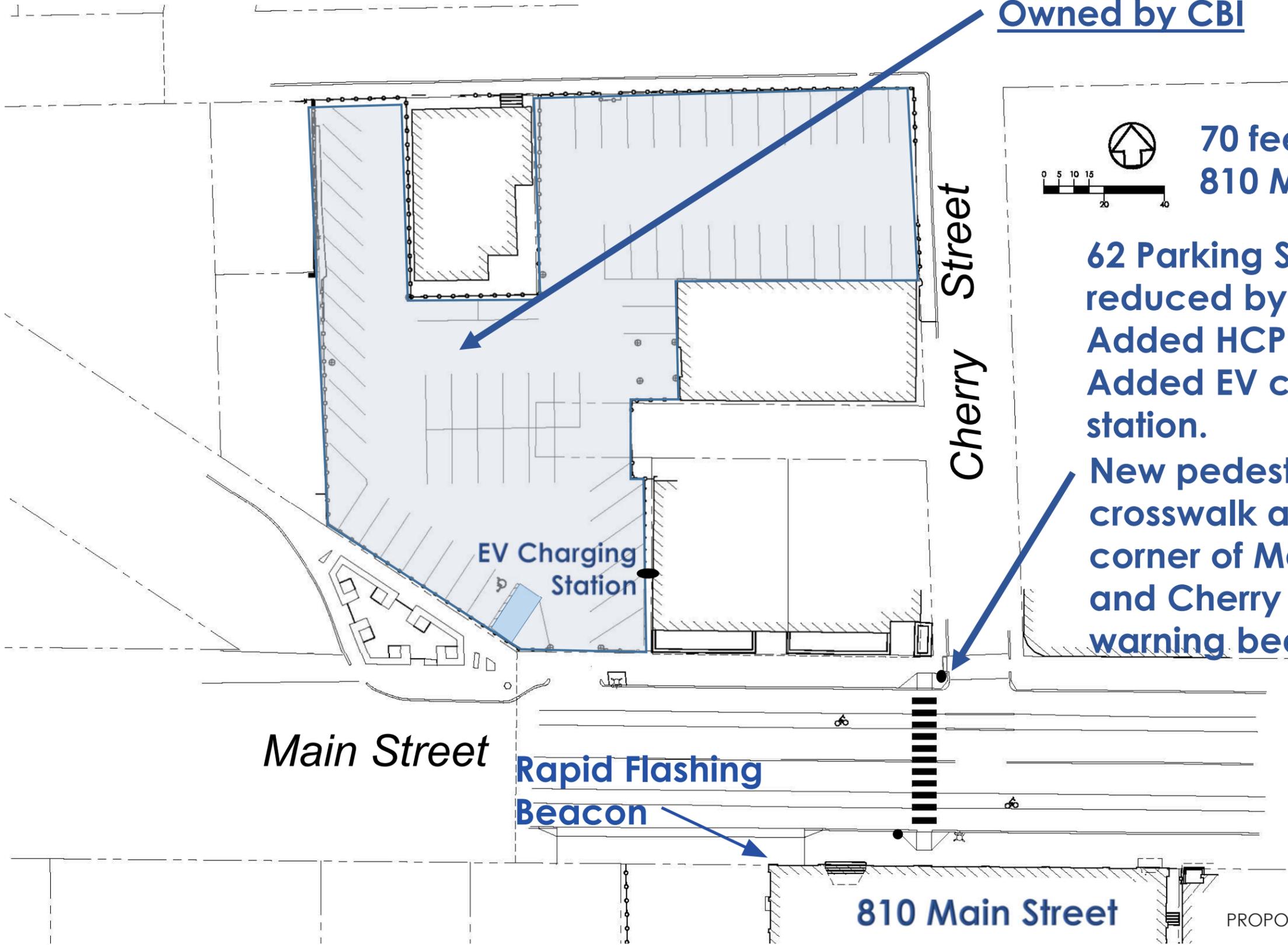
Parking Lot Improvements

- **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
 21 AUGUST 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.**

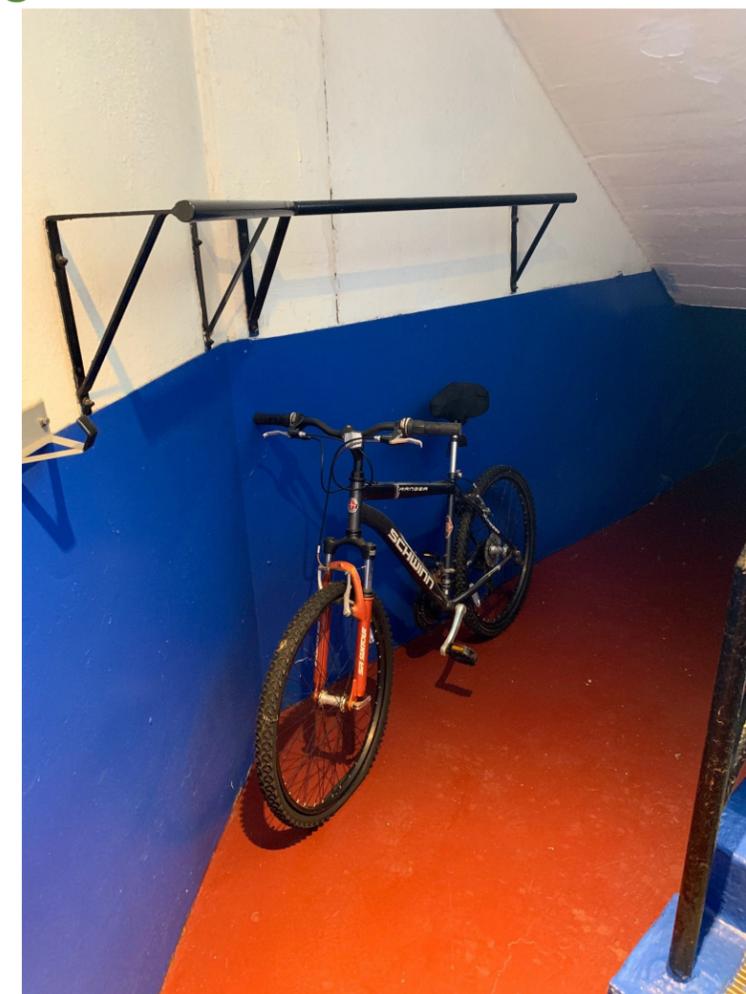
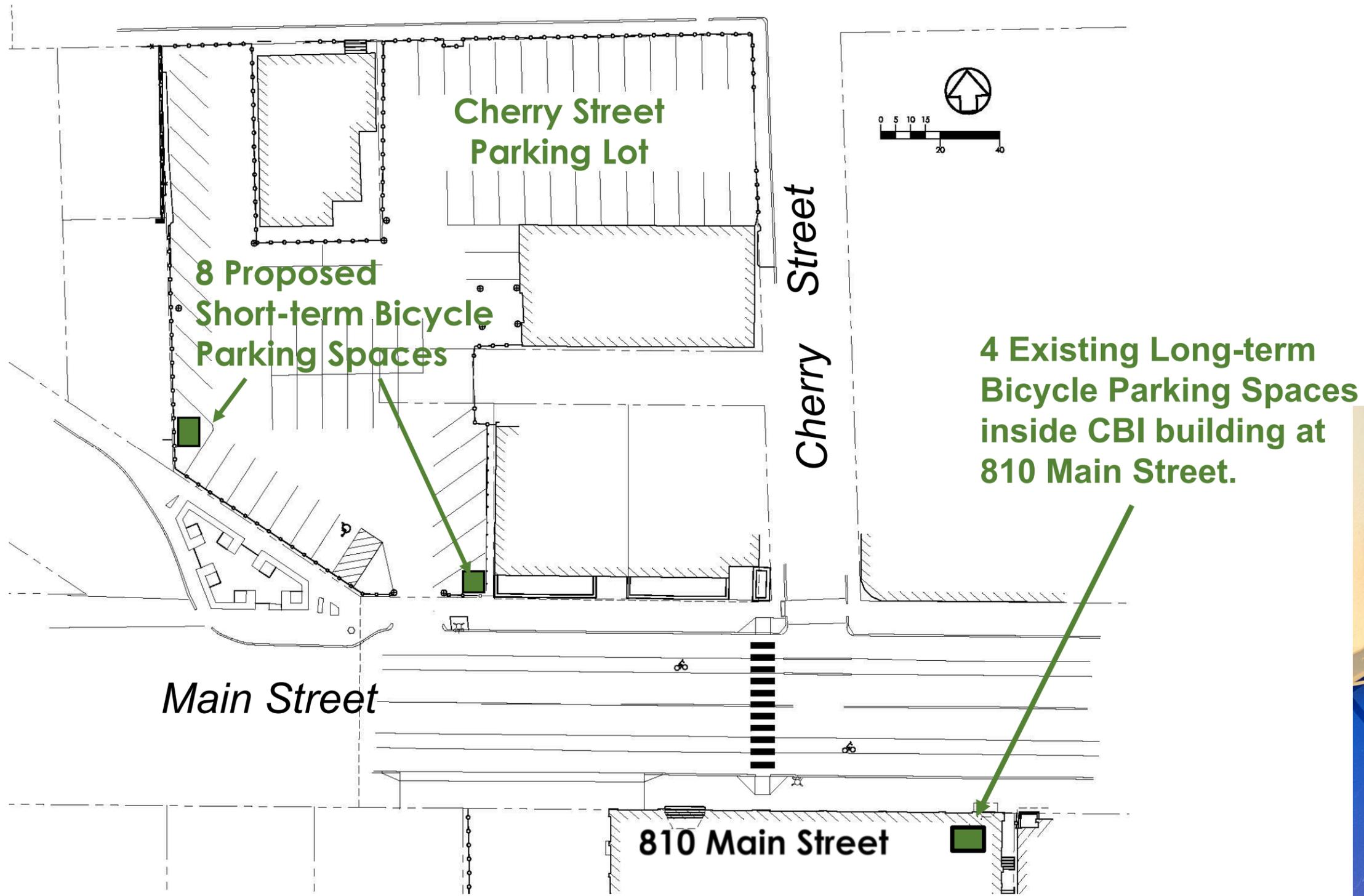
Main Street

**Rapid Flashing
Beacon**

810 Main Street

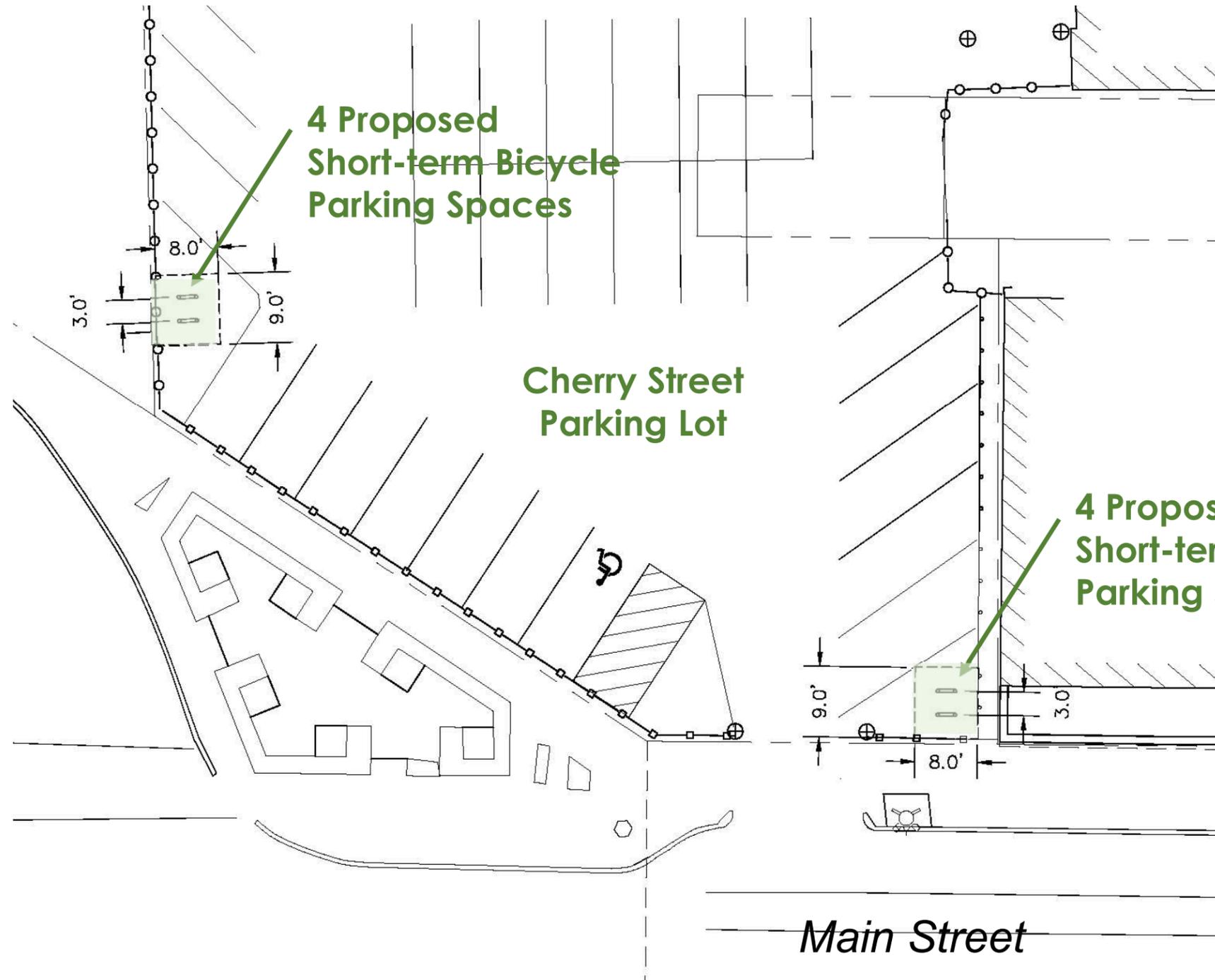
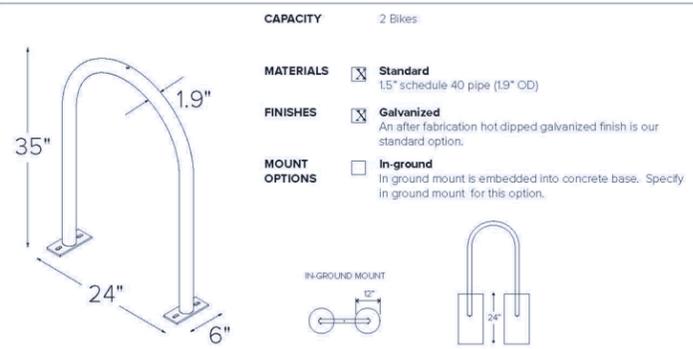
PROPOSED SITE PLAN: CHERRY STREET PARKING LOT

CAMBRIDGE BRANDS, INC
21 AUGUST 2019



PROPOSED SITE PLAN: BICYCLE PARKING

HOOP RACK
Submittal Sheet



PROPOSED SITE PLAN: BICYCLE PARKING

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21 AUGUST 2019