Cambridge Brands, Inc.
Facility Expansion & Site Configuration
810 Main Street, Cambridge MA 02139

5/8/2019
Meeting with Central Square Advisory Committee
Project Goals

• Upgrade current electrical system to comply with utility and code requirements and allow for future growth.

• Provide all dock needs on Cambridge Brands property.

• Provide all parking for the facility on CBI property.

• Incorporate community feedback from 2018 public meetings and discussions.
Project History

• CBI began the review process for this project in Fall 2017.

• We met with CDD staff, the Central Square Advisory Committee, the Central Square Business Association and neighbors in late 2017/early 2018.

• In Spring 2018, we were notified that CBI would no longer have access to certain adjacent leased property which historically has housed parking and loading functions for the facility.

• This drove a redesign of the proposed project so that all functions would be located exclusively on CBI-owned property.
Existing Conditions
Leased Property:
7 Parking Spaces & Access to Compactors

Leased Property: 10 Parking Spaces and 3 Loading Docks

Restaurant and other Commercial Businesses

Existing One-story Bulk Ingredient Storage Annex

19 Parking Spaces

Restaurant and other Commercial Businesses

EXISTING SITE PLAN
2017 Site Plan used the adjacent leased lots

Cherry Street

Multi-Family Residential Building

Restaurants

Restaurant and other Commercial Businesses

UHAUL Lot

Main Street

810 Main Street

State Street

Windso...
Parking

- Current Main Street Lots
- Cherry Street Parking Lot
- 2 New Loading Docks
- UHAUL Lot
- Bulk Ingredient Storage Annex reduced in size
- Short Truck Loading Dock and Compactor moved to State Street

- 810 Main Street
- Multi-Family Residential Building
- Restaurants
- Restaurant and other Commercial Businesses

2019: PROPOSED SITE PLAN
2017: Proposed Building Design
2019: Revised Building Design
Design

Context & Urban Design

- The existing CBI facility is an early 20th c. industrial building with a clean, simple expression of function and hierarchy, with some classical embellishments at the cornice line and pilasters.
- The neighboring buildings are a mix of utilitarian, mid-20th c. facades in a variety of materials, most notably metal panel and EIFS / stucco.
- Parking lots intersperse the buildings, melding together in an urban fabric.

Proposed Design

- The addition will continue the rhythm of the existing building, utilizing the structural frame and infill pattern to enliven the facades. The cornice and embellishments will also continue onto the addition.
- The addition will be constructed of modern materials that resemble the existing building but are much more energy efficient, such as EIFS and insulated metal panels. These materials will also be in keeping with the neighboring context.
2019: Revised Parking Proposal
CBI-owned Columbia Street Lot
42 Spaces Available
0 Spaces Used

CBI-owned Cherry Street Lot
62 Spaces Available
62 Spaces Used

CBI property and adjacent leased properties:
36 Spaces Available
36 Spaces Used

1st Shift has largest Parking Demand of 98 Spaces

2019: EXISTING PARKING
Columbia Street Lot
42 Spaces Available
36 Spaces Used

Cherry Street Lot
62 Spaces Available
62 Spaces Used

810 Main Street
0 Spaces Available
Adjacent Properties
No Longer Available

1ST Shift has largest Parking Demand
98 Spaces
NO CHANGE

2019: PROPOSED PARKING
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.
Columbia Street Parking Lot
Owned by CBI

Existing: 43 Spaces
Proposed: 42 Spaces

410 Feet from 810 Main Street

Parking Lot Improvements
- New Fencing and Gates
- Reseal and Restripe
- Lighting and Landscape
- CCTV Security Monitoring

2019: COLUMBIA STREET PARKING LOT
New pedestrian crosswalk at west corner of Main Street and Cherry Street.

Cherry Street Parking Lot
Owned by CBI
62 Parking Spaces
Remains unchanged.
70 feet from 810 Main Street

810 Main Street
2019: Revised Bicycle Parking Proposal
2019: PROPOSED BICYCLE PARKING

4 Existing Long-term Bicycle Parking Spaces inside CBI building at 810 Main Street.
2019: PROPOSED BICYCLE PARKING
2019: Public Art Proposal
**Main Street Mural Concept**

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

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

<table>
<thead>
<tr>
<th>4' X 12'</th>
<th>4' X 20'</th>
<th>4' X 12'</th>
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2019: MAIN STREET PUBLIC ART MURALS
Main Street Public Art – Mural Concept on fence.
2019: Loading Proposal
Loading Access – Main Street

Design Considerations

• Relocation of loading dock from Windsor Street to Main Street
• 53-foot long trailers required for operations
• 12-foot wide spacing required for electrical vault
• Site constraints (street width, sidewalks, on-street parking, etc.)
• Public Safety (vehicles, pedestrians, bicyclists, etc.)

Design Process

• Six separate dock configurations evaluated
• Total of 68 truck movements analyzed using sizes from 40-foot trucks up to 53-foot trailers
Traffic Impact

CBI will be utilizing a TRI owned Distribution Facility in Hazleton, PA to act as a transfer station for all incoming dry materials

- This Distribution Facility will consolidate deliveries to CBI
- Reducing inbound dry deliveries from 8 to 2 per day

<table>
<thead>
<tr>
<th>Current vs. Proposed Truck Traffic</th>
<th>Current Daily Average</th>
<th>Proposed Daily Average</th>
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</thead>
<tbody>
<tr>
<td>Inbound Dry Trucks</td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>Outbound Reefer Trucks</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Bulk Trucks</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>14</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>8</strong></td>
<td></td>
</tr>
</tbody>
</table>

% Reduction Truck Traffic into Cambridge: 43%

2019: MAIN STREET LOADING
Main Street Docks

Truck Dock No. 1 - 53' Trailer Entering from East
- One maneuver to back into dock
- CBI Flaggers will be utilized to guide trucks into dock

Truck Dock No. 2 - 53' Trailer Exiting
- One maneuver to exit from dock in either direction
- CBI Flaggers will be utilized to guide trucks out of dock

Truck Dock No. 1 - 53' Trailer Exiting
- One maneuver to exit from dock in either direction
- CBI Flaggers will be utilized to guide trucks out of dock

Truck Dock No. 2 - 53' Trailer Entering from East
- One maneuver to back into dock
- CBI Flaggers will be utilized to guide trucks into dock
Loading Access – State Street

• Design Considerations
  • One-way travel pattern on State Street
  • Site constraints (street width, limited dock spacing, sidewalks, State Street/Windsor Street intersection, etc.)
  • Public Safety (vehicles, pedestrians, bicyclists, etc.)

• Design Process
  • Six separate dock configurations evaluated
  • Total of 30 truck movements analyzed using 35-foot trash trucks up to 53-foot trailers
State Street Docks

Truck Dock No. 1 – 40’ Truck Entering from West
- One maneuver to back into dock

Truck Dock No. 2 – 35’ Trash Truck Entering from West
- Three maneuvers to back up to compactor

Truck Dock No. 1 – 40’ Truck Exiting to East
- One maneuver to exit from dock

Truck Dock No. 2 – 35’ Trash Truck Exiting to East
- Three maneuvers to exit from compactor

2019: STATE STREET LOADING
Loading Proposal Impacts

• Main Street
  • Widening of curb cut
  • Elimination of 2 on-street parking spaces
  • CBI Flaggers to assist trucks in entering and exiting

• State Street
  • Widening of curb cut
Sound Analysis Summary

• **Goal**
  - Evaluate noise levels associated with proposed CBI truck operations on Main Street compared to Cambridge noise ordinance limits.

• **Process**
  - Measured existing sound levels to quantify current exposure at nearest residence.
  - Measured sound levels produced by a truck arriving at the existing Windsor Street docks.
  - Used the measured data to estimate future CBI truck sound levels at nearest residential building.
  - The analysis used Single Number Equivalent 50 db(A) as per Cambridge Table of Zoning District Noise Standards table 8.16..060E for Residential Area Other Times

• **Findings**
  - Existing ambient sound levels at the nearest residential building exceed the City of Cambridge sound level limits at all hours, on all days.
  - These existing sound levels are dominated by sound produced from current vehicular traffic on Main Street and adjacent local streets.
  - Sound levels at the nearest residence from CBI truck operations on Main Street will be comparable to levels now produced by trucks and other vehicles passing on Main Street.
  - Typical docking operations will last approximately 1.5 minutes.
  - The operation of trailer refrigeration units would produce sound levels exceeding the Cambridge ordinance nighttime limit at the nearest residential building.

• **Recommendations**
  - Eliminate sound from trailer refrigeration units by prohibiting their use at the CBI loading docks.
  - Use fans to blow cooled air into the trailers from within the building when trailers are docked.