Cambridge Brands, Inc.
Facility Expansion & Site Configuration

810 Main Street, Cambridge MA 02139

5/8/2019

Meeting with Central Square Advisory Committee

Project Goals

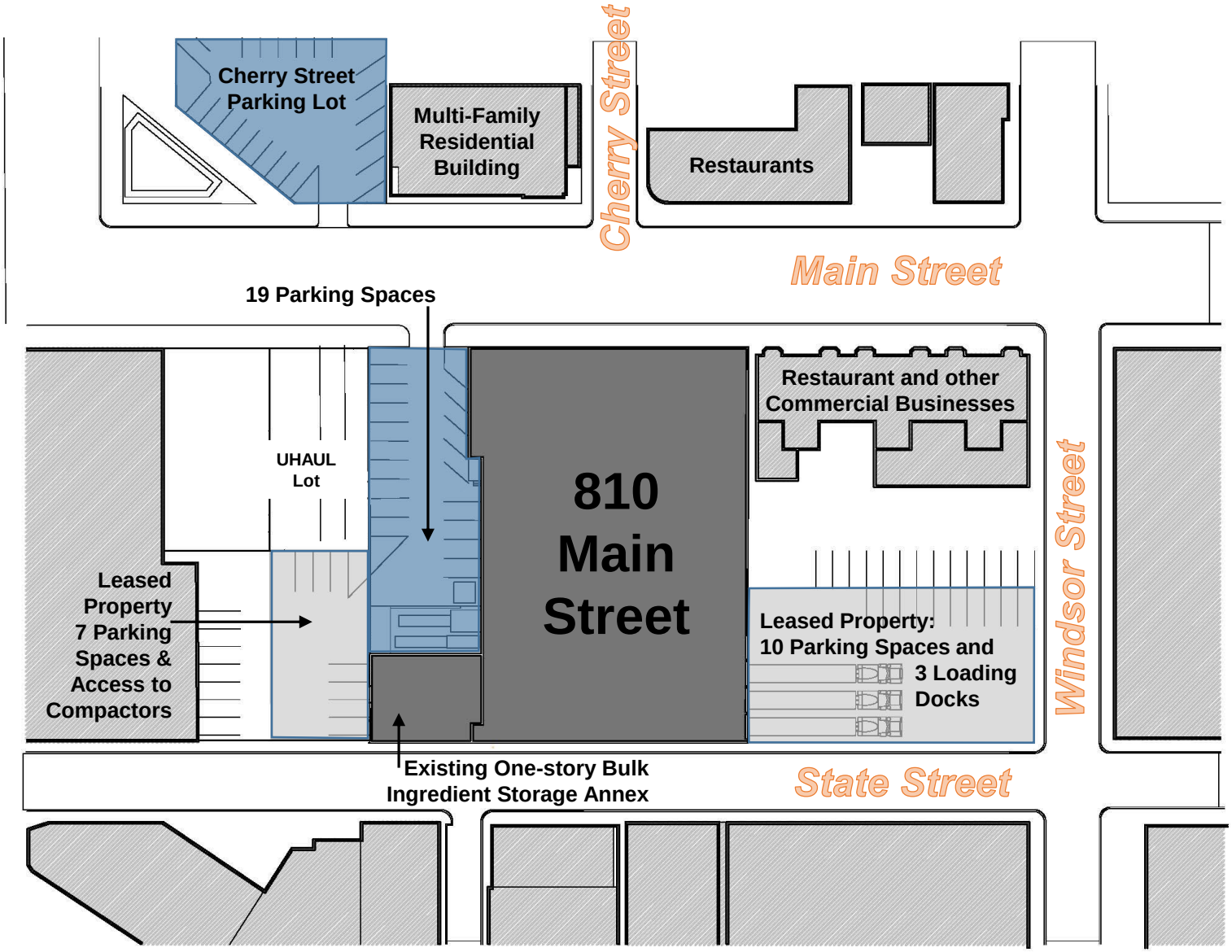
- Upgrade current electrical system to comply with utility and code requirements and allow for future growth.
- Provide all dock needs on Cambridge Brands property.
- Provide all parking for the facility on CBI property.
- Incorporate community feedback from 2018 public meetings and discussions.

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

EXISTING BUILDING



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EXISTING SITE PLAN

CROWE

2017 Proposal: Site Plan

2017: SITE PLAN

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2019: Revised Site Plan

2019: PROPOSED SITE PLAN

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2017: Proposed Building Design

2017: MAIN STREET RENDERING

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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.

URBAN CONTEXT

2019: MAIN STREET RENDERING

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2019: STATE STREET RENDERING

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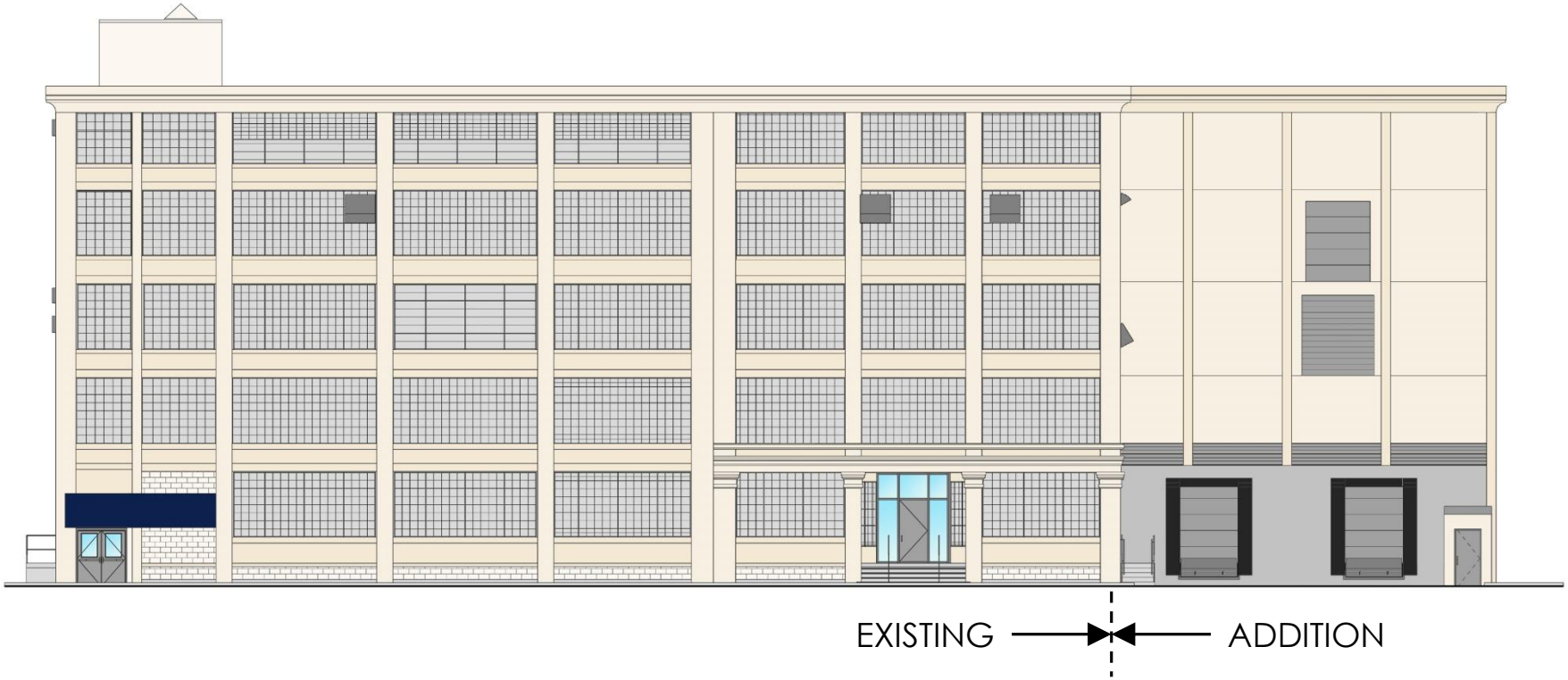
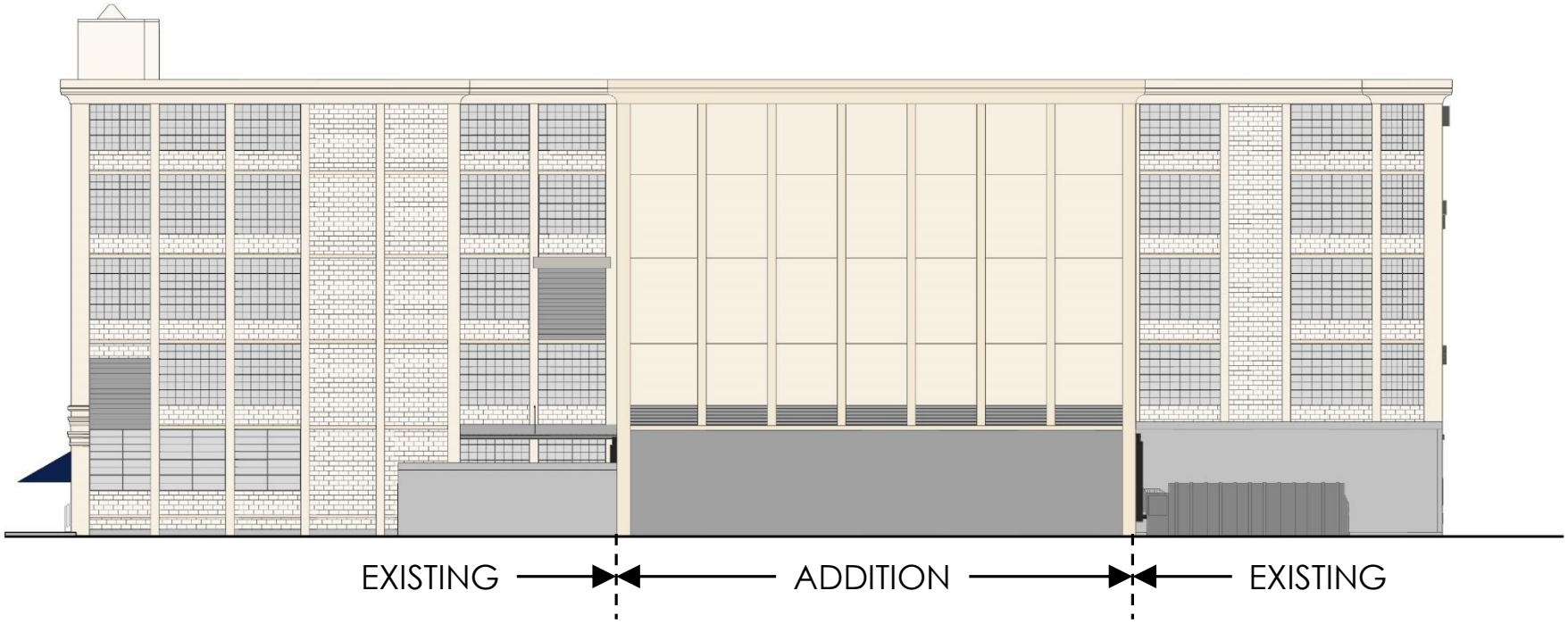


2019: NORTH ELEVATION



2019: WEST ELEVATION

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2019: SOUTH ELEVATION

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2019: Revised Parking Proposal

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2019: EXISTING PARKING

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2019: PROPOSED PARKING

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2019: PROPOSED PARKING

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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

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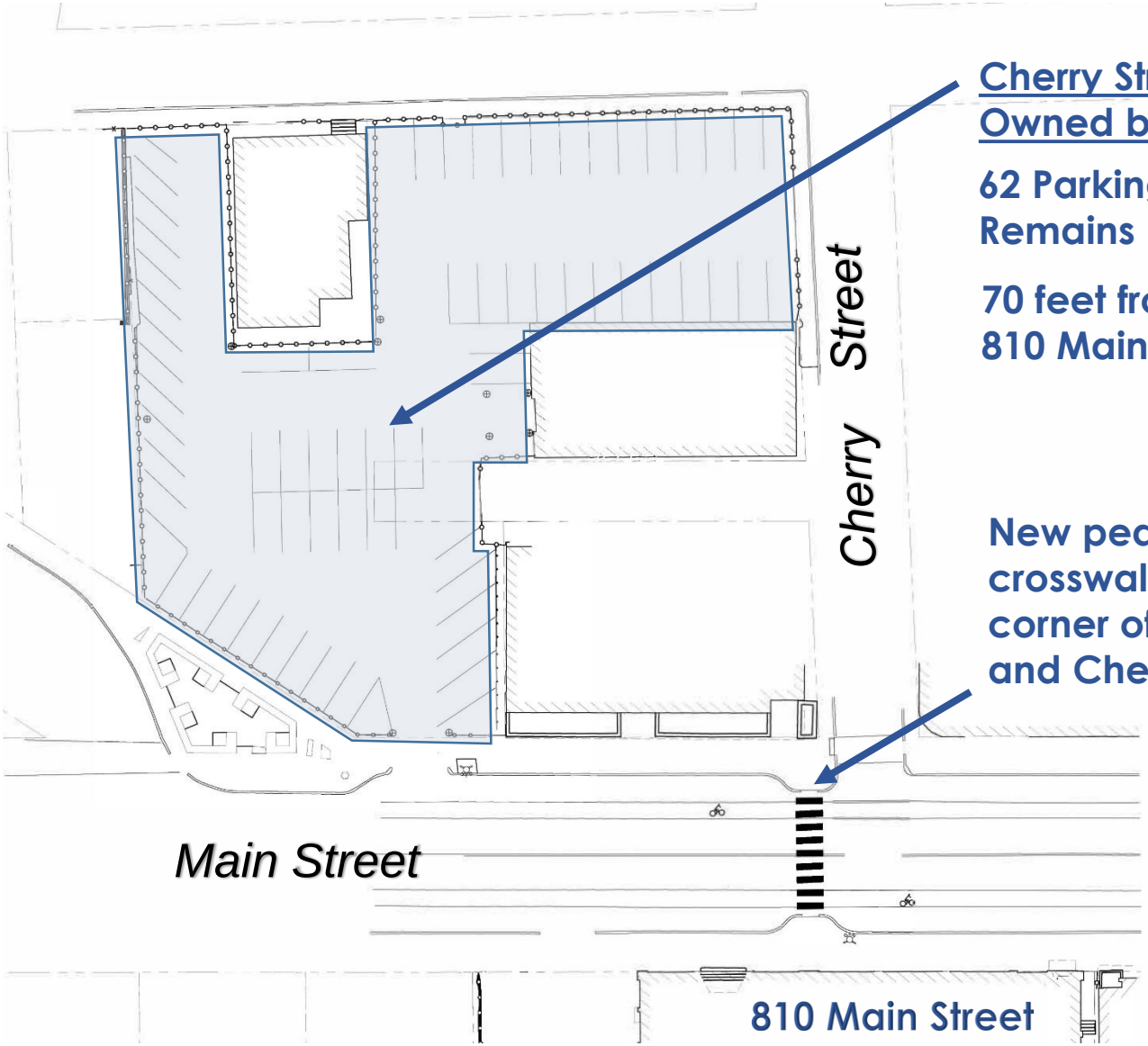

Cherry Street Parking Lot Owned by CBI

62 Parking Spaces Remains unchanged.

70 feet from 810 Main Street

New pedestrian crosswalk at west corner of Main Street and Cherry Street.

2019: CHERRY STREET PARKING LOT

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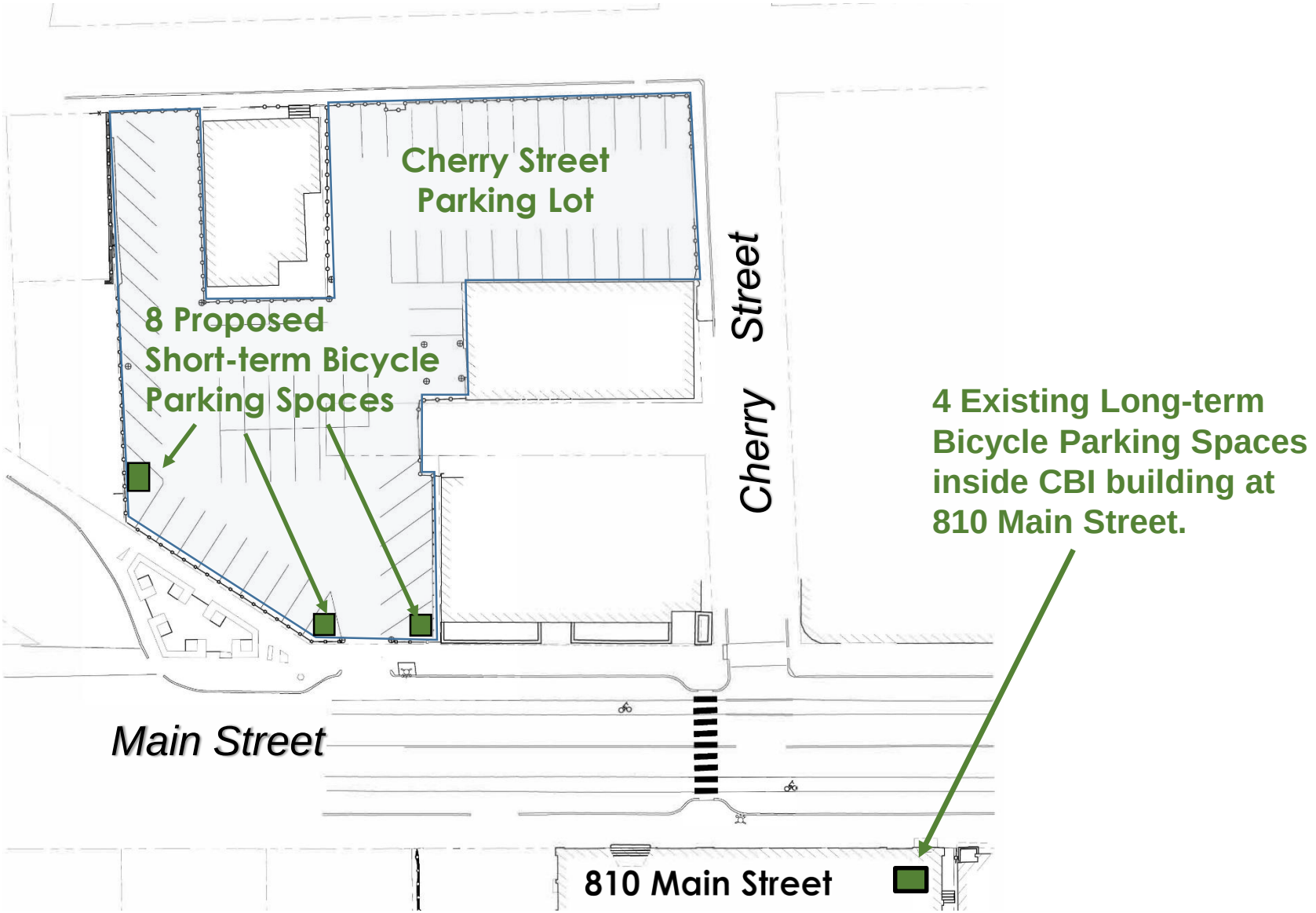
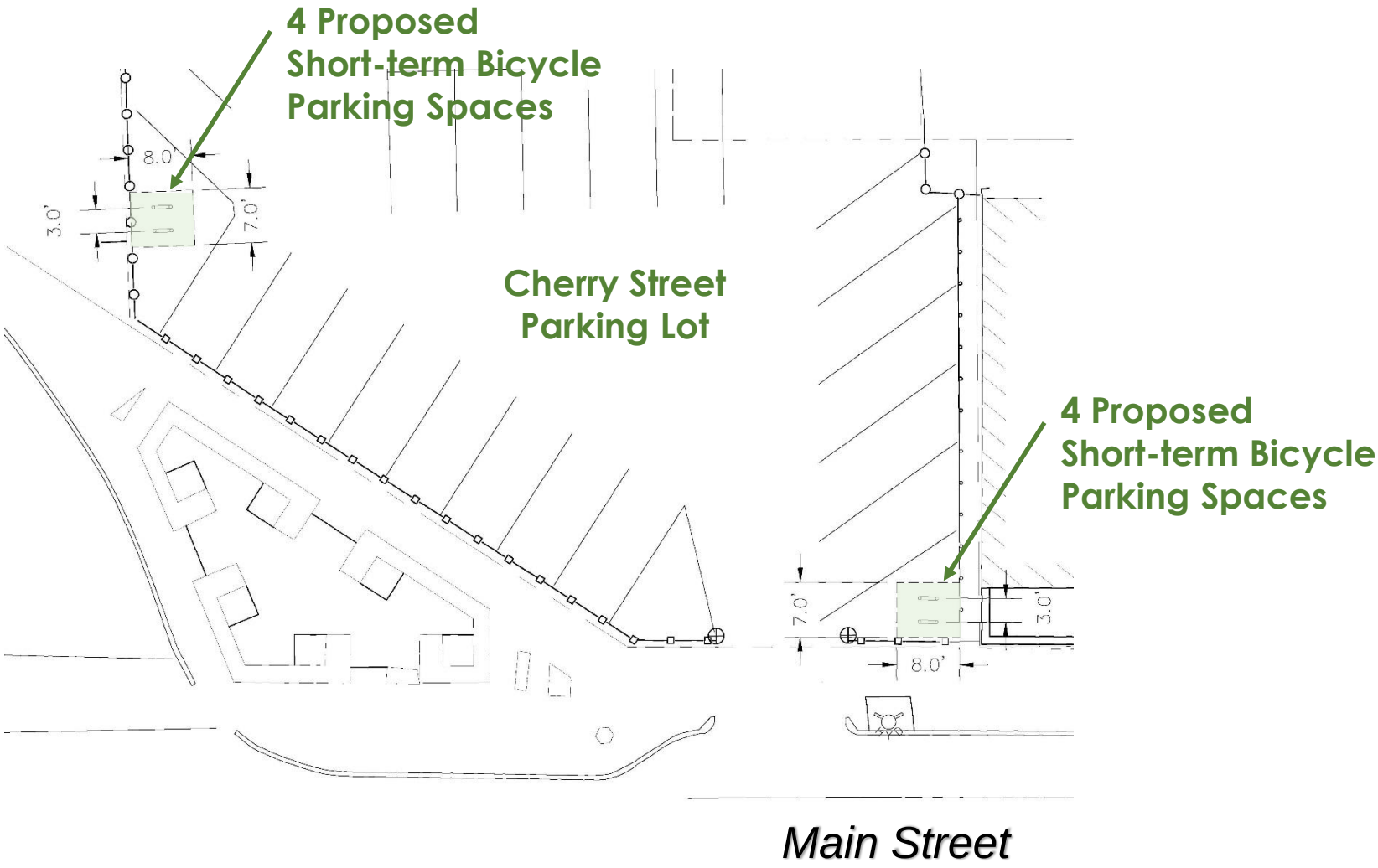
2019: Revised Bicycle Parking Proposal



2019: PROPOSED BICYCLE PARKING



2019: PROPOSED BICYCLE PARKING

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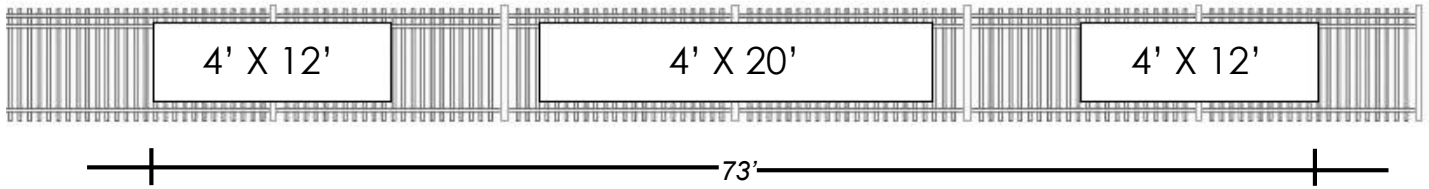
2019: Public Art Proposal

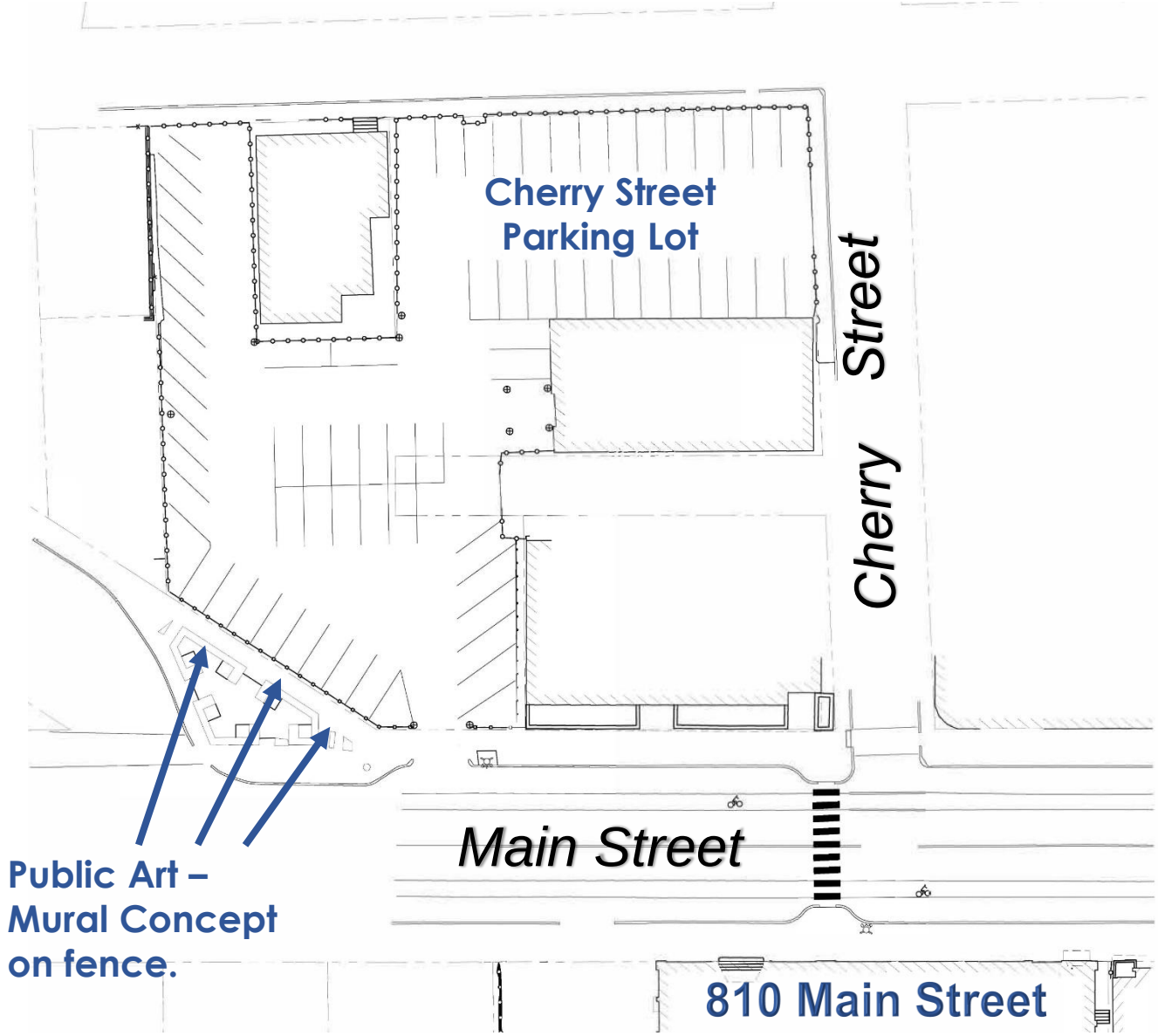
Main Street Mural Concept

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.



2019: MAIN STREET PUBLIC ART MURALS



2019: MAIN STREET PUBLIC ART MURALS

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

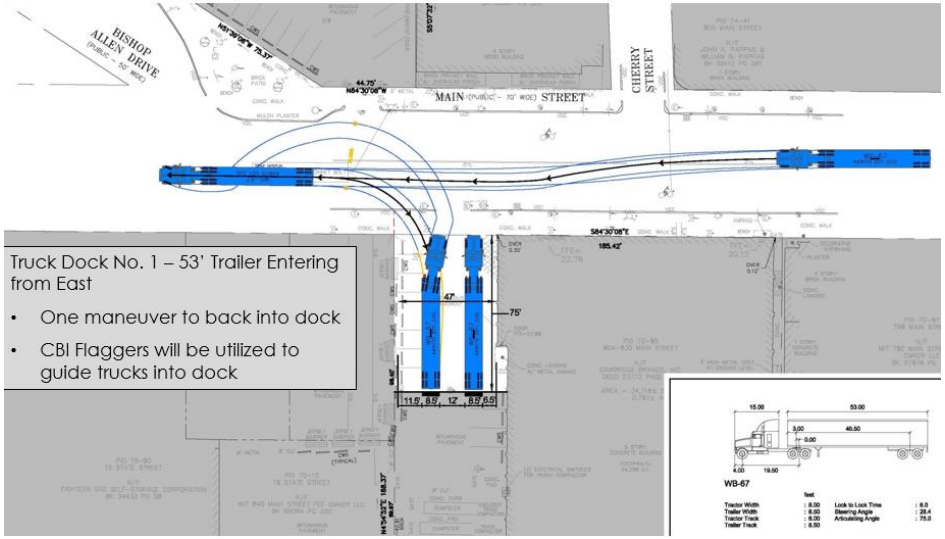
Traffic Impact

CBI will be utilizing a TRI owned Distribution Facility in Hazelton, 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

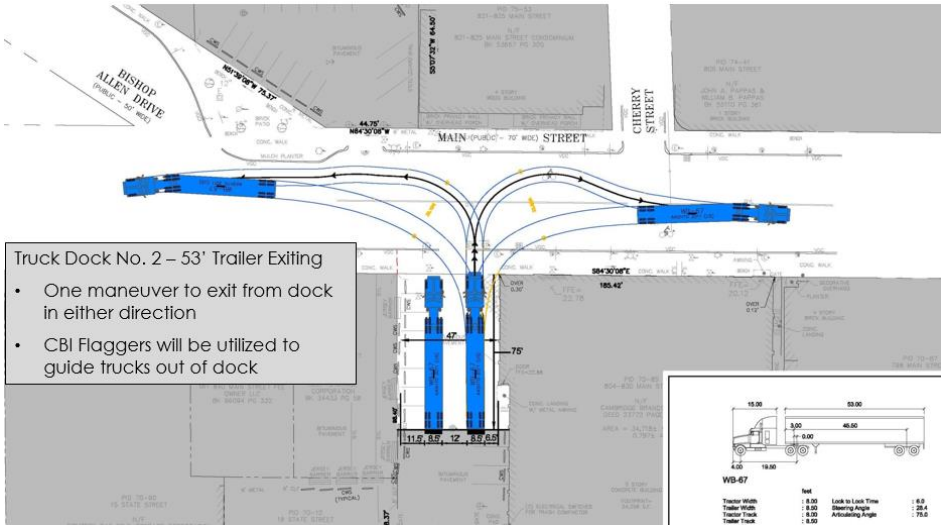
Current vs. Proposed Truck Traffic		
Current Daily Average		
Inbound Dry Trucks		8
Outbound Reefer Trucks		3
Bulk Trucks		3
	Total	14
Proposed Daily Average		
Inbound Dry Trucks		2
Outbound Reefer Trucks		3
Bulk Trucks		3
	Total	8
% Reduction Truck Traffic into Cambridge	43%	

Main Street Docks



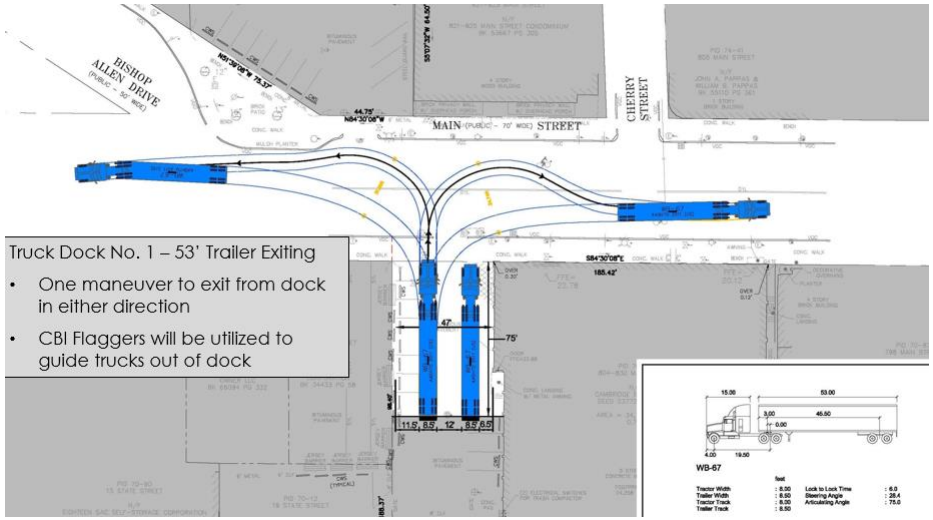
Truck Dock No. 1 – 53' Trailer Entering from East

- 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

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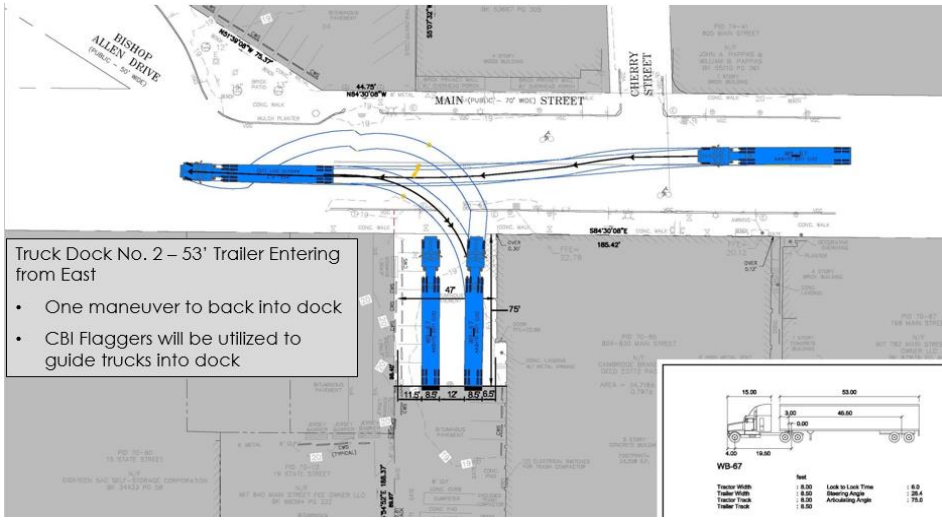

Truck Dock No. 2 – 53' Trailer Entering from East

- One maneuver to back into dock
- CBI Flaggers will be utilized to guide trucks into dock

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Loading Access – State Street

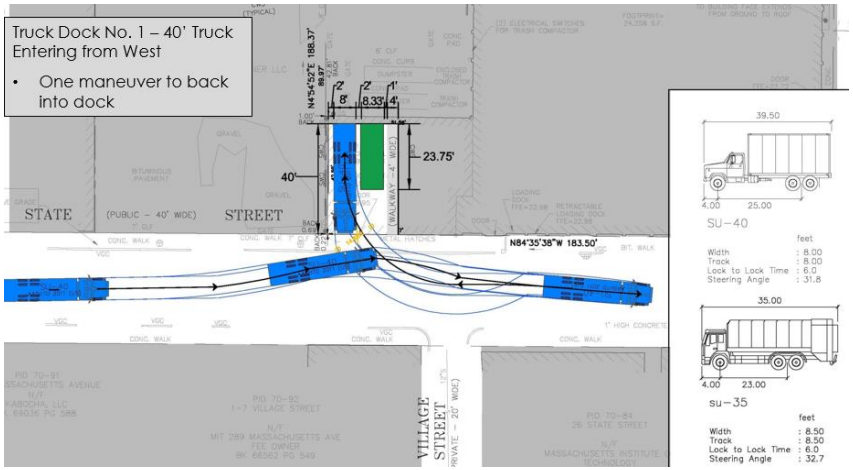
- Design Considerations
  - One-way travel pattern on State Street
  - Site constraints (street width, limited dock spacing, sidewalks, State Street/Windsor Street intersection, etc.)
  - Public Safety (vehicles, pedestrians, bicyclists, etc.)

- 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

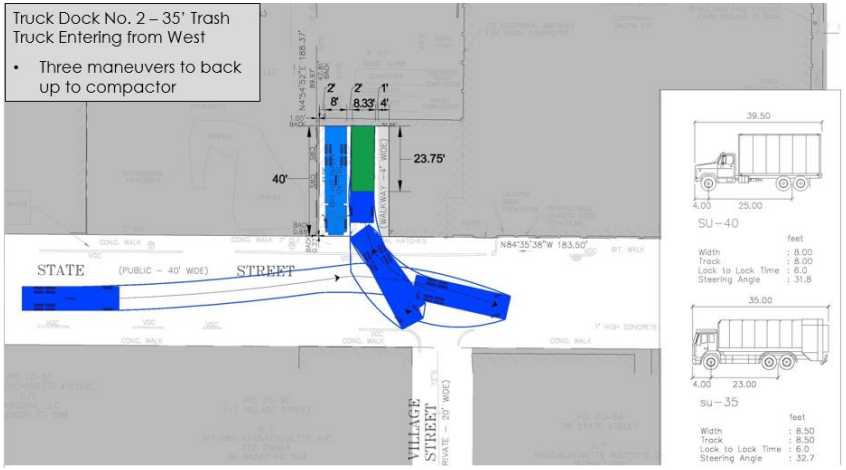
Truck Dock No. 1 – 40' Truck Entering from West

- One maneuver to back into dock



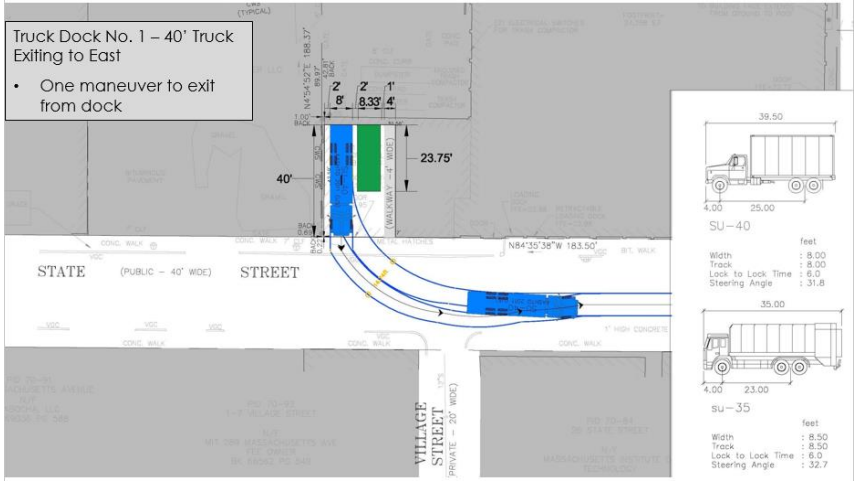
Truck Dock No. 2 – 35' Trash Truck Entering from West

- 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

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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

2019: Truck Operations Sound Analysis

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.