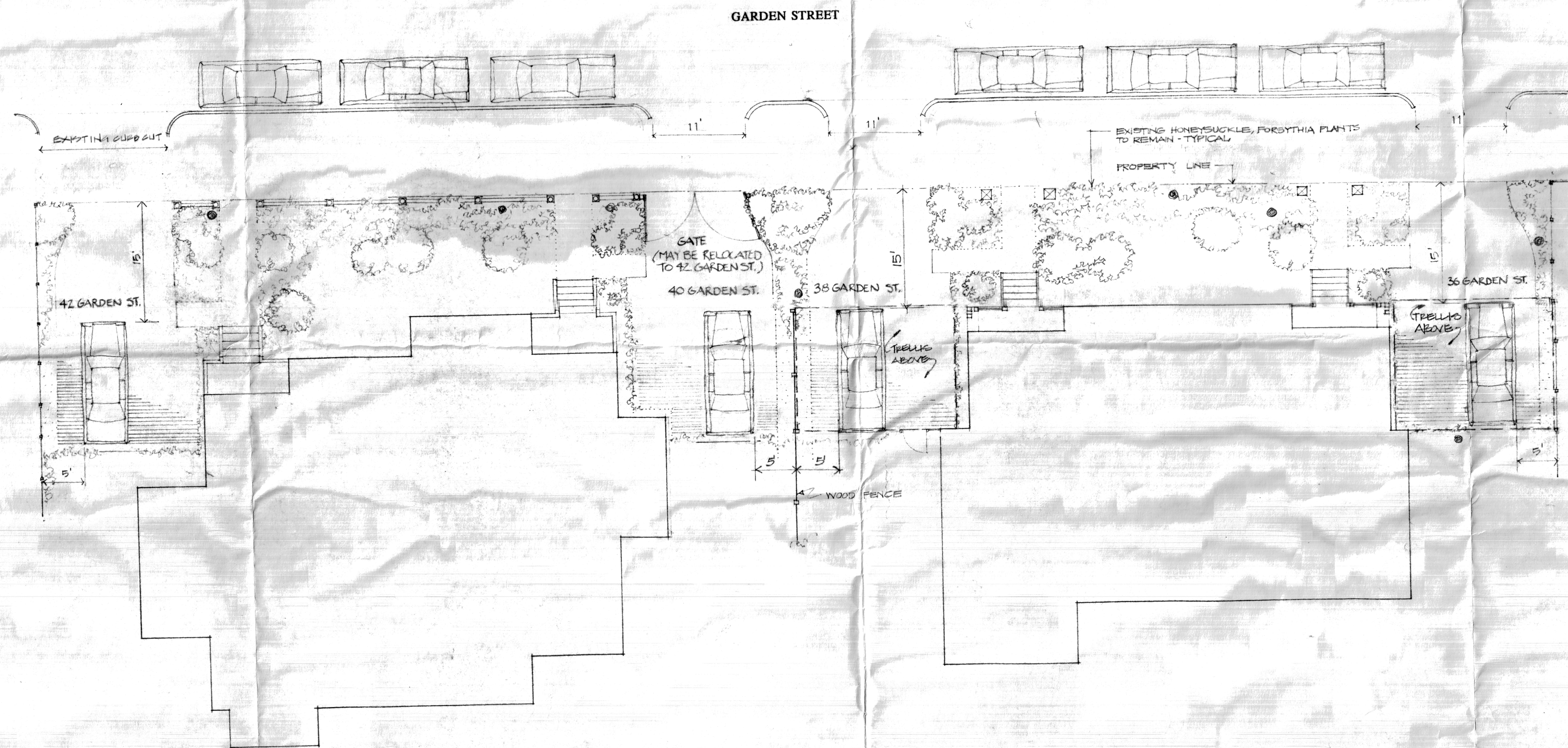
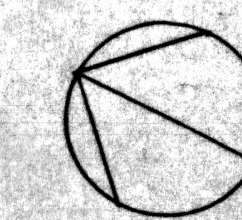
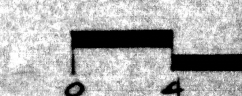




PROPOSED PARKING AT GARDEN STREET



Scale: 1/8" = 1'-0"



Residences at GARDEN STREET and CONCORD AVE.

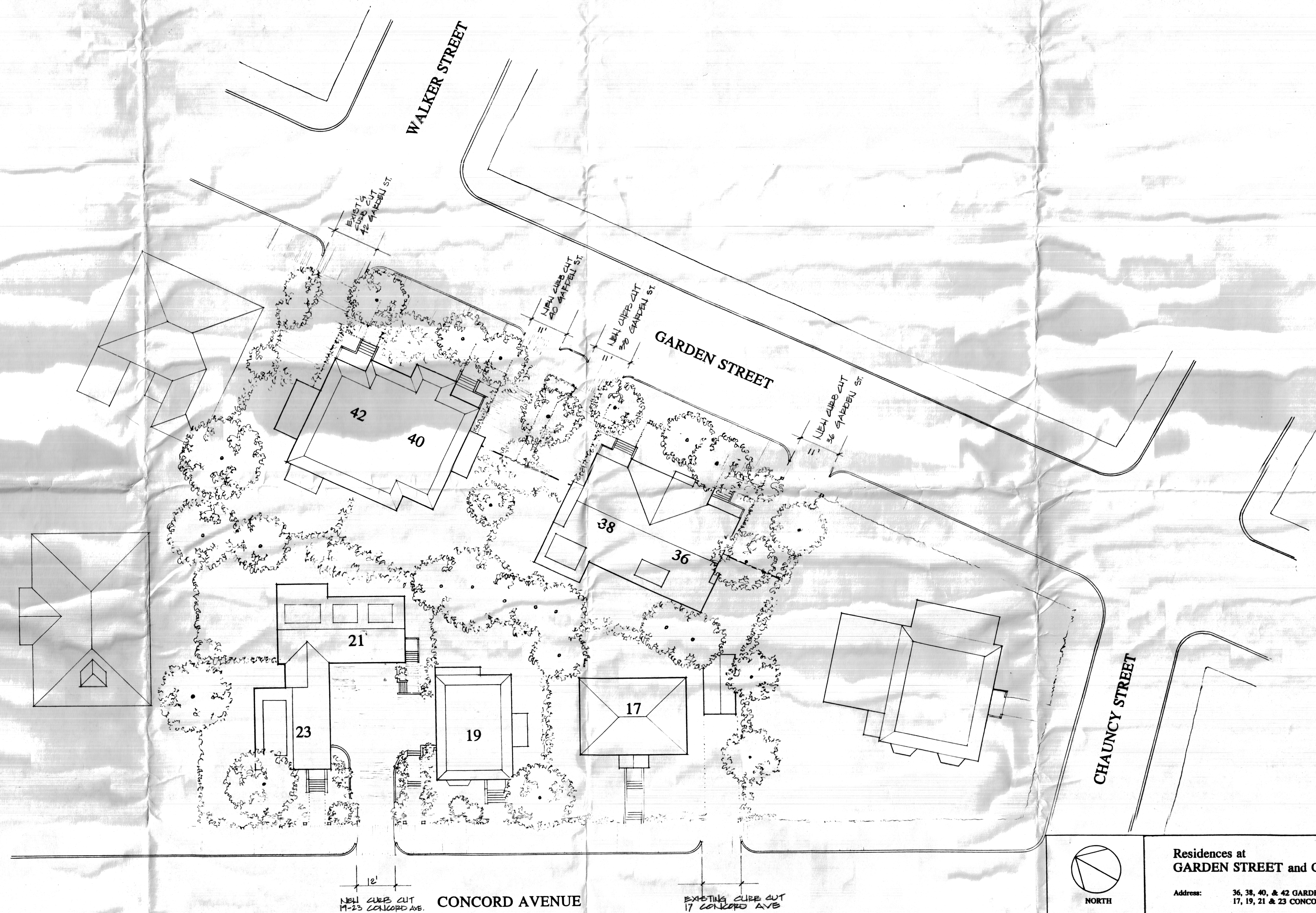
Address: 36, 38, 40, & 42 GARDEN STREET
17, 19, 21 & 23 CONCORD AVENUE

Applicant: CEA GROUP, INC.
1105 Massachusetts Ave. #2F
Cambridge, MA 02138
617-576-6300

Date: 10 March 1993 Revised: 15 APRIL 1993

Planning Board Special Permit No.:

Certification of Planning Board Representative:



**Residences at
GARDEN STREET and CONCORD AVE.**

Address: 36, 38, 40, & 42 GARDEN STREET
17, 19, 21 & 23 CONCORD AVENUE

Applicant: CEA GROUP, INC.
1105 Massachusetts Ave. #2F
Cambridge, MA 02138
617-576-6500

Date: 10 February 1993

Planning Board Special Permit No.:

Certification of Planning Board Representative:

Revised: 2 March 1993
20 APR '93



CITY OF CAMBRIDGE
Traffic and Parking
57 Inman Street,
Cambridge, Massachusetts 02139

RECEIVED
93 MAY -7 AM 10:10
OFFICE OF THE CITY MANAGER

George Teso
Director

Administration 349-4700
Parking Violations 349-4705
Resident Parking 349-4701

May 7, 1993

TO: Robert Healy, City Manager

FROM: George Teso, Traffic Director

SUBJECT: Driveway for 17-23 Concord Ave and 36-42 Garden Street
=====

On April 23, 1993, the Traffic Department recommended approval of four new driveways for 17-23 Concord Avenue and 36-42 Garden Street.

One driveway will serve the new residents at 19, 21 and 23 Concord Avenue. The design allows vehicles to drive into and out of the driveway and provides adequate sight clearance for the resident to enter or exit Concord Avenue safely.

The new driveways for 36, 38 and 40 Garden Street will each be 12 foot wide and will access two side by side parking spaces for each unit. Access to these spaces is no more hazardous than other residential driveway on similar streets.

As I stated in my answer to Council Order #37, (3-15-93), we are conducting a comprehensive traffic signal study of the Arsenal Square Area to determine the safest and best design for pedestrians, bicyclists and vehicles through the square. It is my opinion that these proposed residential driveways will have no negative effect on the traffic operation of Arsenal Square.



CITY OF CAMBRIDGE
COMMUNITY DEVELOPMENT DEPARTMENT

MICHAEL ROSENBERG,
Assistant City Manager for
Community Development

MARY FLYNN,
Deputy Director for
Community Development

May 4, 1993

To: Robert W. Healy, City Manger

From: Michael Rosenberg, Assistant City Manager, CDD *WAR*

SUBJECT: Communication #16, dated April 26, 1993

The above referenced communication refers to a townhouse development which received a Special Permit from the Planning Board on April 13, 1993.

That townhouse development, located at Concord Avenue and Garden Street, consists of eight single and townhouse homes on nearly three quarters of an acre of land; an additional three dwelling units which will not be built would be permitted on the lot under the density limits of the Residence B district, the applicable zoning district. Additional floor area was permitted by the Planning Board, to the extent described in the communication. In addition, minor variances were granted to permit gable and dormer elements on the top floor of some of the buildings and to permit the provision of a second parking space on each lot without increasing the amount of driveway paving excessively. The zoning ordinance permits the Planning Board to issue such variances as part of a Planning Board Special Permit, with the intent of reducing bureaucratic complications that might result from the review of a single project by two different Boards.

A great deal of public input was solicited at the project's public hearing and at subsequent discussions at regular Planning Board meetings. More than a score of interested citizens attended that hearing and gave a variety of testimony, ranging from all out support, through skepticism, to opposition. As always, the testimony was very valuable to the Planning Board, which encouraged further discussions between the applicants and concerned residents. Neighborhood Nine generously agreed to help coordinate such efforts. In addition, the Board received a communication from the

Traffic and Parking Department indicating that the proposal, as modified, met all Department concerns regarding traffic safety and on street parking preservation. Another communication from the staff of the Cambridge Historical Commission supported the specific site layout and building designs for their respect for, and enhancement of, the surrounding historic environment.

At the two subsequent meetings of the Planning Board, significant amounts of time were devoted to further discussion of the project; additional public testimony was taken, including a strong endorsement of the proposal from the Neighborhood 10 Association. Throughout this process additional neighbor-sponsored meetings with and without the applicant occurred and important changes to the proposal were agreed upon. Those changes were incorporated into the Planning Board's approval.

It is totally inaccurate to describe the Planning Board's actions as lawless. The Board was perfectly aware that the additional FAR request was a very serious matter; it was granted after careful deliberation and upon a finding that circumstances peculiar to this location and this lot justified the additional gross floor area, which could be granted without violating the intent of the ordinance, or the Residence B district specifically. Further, the variance would permit a development which provided substantial public benefits that might not have been achieved with a perfectly conforming development.

Much of the Residence B district within which this development is located is built out to densities approaching or exceeding those permitted in a Residence C-1 District. Considerable adjacent development is actually at a much higher density in the form of five to seven story apartment buildings. The floor area variance permits the new development to match, in scale, the prevailing, and admired, development pattern in the neighborhood; to duplicate the single family and two family character that also prevails; and to reflect in an elaborate and refined design, the historical styles from which the existing neighborhood derives so much of its appeal.



RECEIVED BY
OFFICE OF CITY CLERK

1993 MAY -6 AM 10:26

OFFICE OF THE CITY CLERK CAMBRIDGE MA.

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4260

FAX (617) 349-4307

D. MARGARET DRURY
CITY CLERK

JOHN E. FLYNN
DEPUTY CITY CLERK

April 26, 1993

Dear Neighborhood Representative:

Please be advised that this office is in receipt of a petition from Steven A. Cohen requesting curb cuts at the premises numbered 23 Concord Avenue, 36 Garden Street, 38 Garden Street and 40 Garden Street, Cambridge, Massachusetts.

The City Council has directed that all curb cut petitions be submitted to the appropriate Neighborhood Associations where said curb cut would be made for their approval, prior to action by the City Council. Please indicate by return mail your approval or disapproval of said petition within ten days from the receipt of this letter. I have enclosed a self-addressed stamped envelope to facilitate your reply.

Your kind cooperation in this matter will be greatly appreciated by the members of the City Council.

Sincerely yours,

D. Margaret Drury

D. Margaret Drury
City Clerk

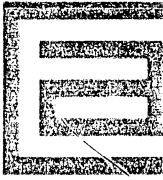
Name of Neighborhood Association: Bellis Circle Association

hereby _____ approve ☒ disapprove of said driveway petition.

Comments: The plan seriously impacts on on-street
parking in the area. Plan also ~~seems~~ does not
discourage cars needing to back out onto Garden St
from the above addresses.

TERRELL COURTNEY H: 661-1767

Ken Courtney, President
Bellis Circle Neighborhood Assoc.



May 6, 1993

The Honorable City Council
City of Cambridge
City Hall
Cambridge, Massachusetts

Re: Curb Cut Petitions
36-40 Garden Street
23 Concord Avenue

RECEIVED BY
OFFICE OF CITY CLERK
1993 MAY - 6 PM 3:50
CAMBRIDGE MA.

To the City Councillors:

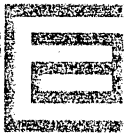
I am writing with regard to four curb-cut petitions which were presented to the City Council last Monday, May 3, 1993, as Consent Communications Nos. 11-14. These petitions were Charter Righted by Councillor Toomey.

The curb cuts are associated with the construction of seven new homes at this location. We have designed these new homes to be compatible with the existing streetscape and with the traditional architectural styles which characterize the homes in the neighborhood. Though the Zoning Ordinance would permit ten new units on this site, we have proposed to build only seven new homes. We have worked hard to respond to the concerns and desires for this site as expressed by neighbors, local activists, city agencies and other interested parties.

The curb cuts, as well as the new homes, have been reviewed by many interested parties over the past four months. There have been four hearings before the Planning Board, as well as numerous meetings with neighbors and neighborhood associations. Ultimately, the Planning Board and the neighborhood associations all approved the new homes and parking design. The purpose of this letter is to outline for the Councillors the various parties that have reviewed and approved the curb cuts, and to summarize for the Councillors some of the parking-related comments made during the public review process.

The curb cut petitions have been reviewed, approved and signed by the following parties:

1. Inspectional Services Department;
2. Traffic and Parking Department;
3. Historical Commission;
4. Department of Public Works;
5. Neighborhood 10 Association;



6. Neighborhood 9 Association; and
7. Abutters to the property.

By letter of April 12, 1993, the City Manager forwarded a status report prepared by George Teso, the Director of Traffic and Parking, which addressed the traffic at the Arsenal Square intersections. Mr. Teso concluded that the proposed curb cuts "will not have any effect on the operation of the intersections."

Lauren M. Preston, Deputy Traffic Director, previously reviewed the proposed parking and curb cuts for these seven new homes. His report dated March 2, 1993, concluded that "this is a reasonable project for this site and should receive the required approvals."

The design and location of the curb cuts were approved by the Planning Board as part of the Special Permit granted for the seven new homes. Parking was a central issue of the Planning Board process and has been discussed, analyzed, and negotiated with the Planning Board, the Community and Development staff, and three neighborhood associations since January 1993. The parking areas and curb cuts were redesigned in several respects in order to accommodate the concerns expressed by the Board and the neighborhood associations. A few parking-related excerpts from the Planning Board's decision follow:

The modest number of units to be developed on the site (three less than permitted in the Residence B District) and the limited number of curb cuts proposed are reasonable responses to the concerns expressed regarding the safety concerns ... The number of vehicle trips generated by this development will be modest and can be accommodated without detriment to the public safety. ... [O]nly two on street parking spaces will be lost.

The parking areas will be landscaped, will be completely paved in precast, brick pavers, and will be provided, variously, with trellises, screening fences, and/or gates that will minimize the visual impact of the parked cars from the public streets and sidewalks; in any case cars will be located behind the facades of the new buildings.

Charles M. Sullivan, Executive Director of the Cambridge Historical Commission, wrote the following about the proposed homes:

It seems to me that the CEA Group's proposal comes as close to reweaving the fabric of the neighborhood as is possible under current zoning. I feel that CEA's designs are highly sensitive to their context, and that the seven proposed units will not overload the site.



Another highly supportive letter was written by William Lyman Porter, FAIA, Professor of Architecture and Planning at MIT and formerly the dean of the School of Architecture and Planning. Mr. Porter praised the proposed homes for their "conscientious planning and design." He had this to say about the issue of traffic on Garden Street:

Traffic, indeed, may be a problem. If so it will not be significantly exacerbated by cars entering at the very modest rate that will result from Mr. Cohen's new units. The problem can neither be noticeably worsened nor improved by what is done on Mr. Cohen's site. The development proposal and the exceptions requested should, therefore, not be held hostage for a problem that they neither caused nor can solve.

I simply wish the Councillors to know that these curb cuts have been extensively reviewed and approved by a great variety of interested parties over the course of many meetings and many public hearings over the past four months. The process has resulted in a number of revisions to and improvements of the project. The process has worked. The level of support which we have received from the City and the neighbors has been gratifying.

Accordingly, I respectfully request that the City Council grant these curb cut petitions at its May 10, 1993 meeting. Thank you for your consideration of this matter.

Sincerely,

Steven A. Cohen



City of Cambridge

CALENDAR ITEMS # 3-6

IN CITY COUNCIL

MAY 10, 1993

ORDERED: That the Commissioner of Public Works be authorized to construct curb cuts over sidewalks in front of estates upon the streets as hereinafter named, the expense thereof to be charged to the appropriation for Public Works Department, Paving (Edgestones and Sidewalks). The entire cost of material and labor furnished to be repaid to the City by the owners of abutting estates.

Steven A. Cohen	36 Garden Street
Steven A. Cohen	38 Garden Street
Steven A. Cohen	40 Garden Street
Steven A. Cohen	23 Concord Avenue

In City Council May 10, 1993.
Adopted by a yea and nay vote:-
Yeas 7; Nays 0; Absent 0; Present 2.
Attest:- D. Margaret Drury, City Clerk.

A true copy; *D. Margaret Drury*

ATTEST:-

D. Margaret Drury
City Clerk

City of Cambridge

C. Duehay moved adoption
of order

MASSACHUSETTS

CR 3-6

In City Council

5/10

1993

	YEA	NAY	ABSENT	PRESENT	
Mr. Ed Cyr				✓	
Mr. Francis H. Duehay	✓				
Mr. Jonathan S. Myers	✓				
Mrs. Sheila T. Russell	✓				
Mr. Walter J. Sullivan	✓				
Mr. Timothy J. Toomey, Jr.	✓				
Mr. William H. Walsh				✓	
Ms. Alice K. Wolf	✓				
Mayor Kenneth E. Reeves	✓				

7

0

0

2



RECEIVED BY
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1993 APR 29 PM 1:56

OFFICE OF THE CITY CLERK

CAMBRIDGE MA.

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4260

FAX (617) 349-4307

D. MARGARET DRURY
CITY CLERK

JOHN E. FLYNN
DEPUTY CITY CLERK

April 26, 1993

Dear Neighborhood Representative:

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The City Council has directed that all curb cut petitions be submitted to the appropriate Neighborhood Associations where said curb cut would be made for their approval, prior to action by the City Council. Please indicate by return mail your approval or disapproval of said petition within ten days from the receipt of this letter. I have enclosed a self-addressed stamped envelope to facilitate your reply.

Your kind cooperation in this matter will be greatly appreciated by the members of the City Council.

Sincerely yours,

D. Margaret Drury

D. Margaret Drury
City Clerk

Name of Neighborhood Association: Jack Joseph - Neighborhood 9

hereby ☒ approve ☐ disapprove of said driveway petition.

Comments: 3 - 11' cuts on Garden + one Existing

1 - 12' cut on Concord + one Existing



RECEIVED BY
OFFICE OF CITY CLERK
1993 APR 29 PM 1:56

OFFICE OF THE CITY CLERK CAMBRIDGE MA.

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

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D. Margaret Drury

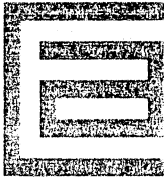
D. Margaret Drury
City Clerk

Name of Neighborhood Association: Stuart Lesser - Neighborhood 10 Association

hereby ☒ approve ☐ disapprove of said driveway petition.

Comments: _____

Stuart Lesser
4-28-93

RECEIVED BY
OFFICE OF CITY CLERK

1993 APR 29 PM 1:56

CAMBRIDGE MA.

29 April 1993

D. Margaret Drury
Office of the City Clerk
City of Cambridge
City Hall
Cambridge, Massachusetts 02139

Re: Petition for Curb Cuts
New Residences at Garden Street and Concord Avenue

Dear Ms. Drury,

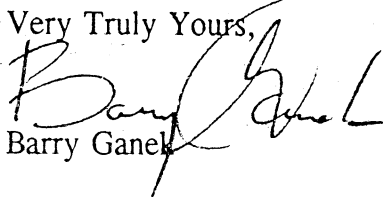
This is to inform you that on 28 April 1993 I spoke with Dan Geer of the Bellis Circle Association regarding the petitions for curb cuts on Garden Street and Concord Avenue. Mr. Geer stated that he is on the Board of the Neighborhood 9 Association and is fully informed of the proposed residences and curb cuts. He further stated to me that he does not intend to sign or return the notice which your office has forwarded to him.

Jack Joseph, president of the Neighborhood 9 Association, has informed me as follows. The Bellis Circle Association is a sub-group of the Neighborhood 9 Association which felt that its area was not adequately represented in the past. Mr. Joseph states that the area of this group's concern is not near the location of the proposed curb cuts and he cannot understand why their approval would be required. Furthermore, he told me that Dan Geer is no longer on the Board of the Neighborhood 9 Association and, in fact, he no longer lives in Neighborhood 9.

Finally, Liza Malenfant of the Community Development Department does not understand why the Bellis Circle Association would be interested in or involved with this petition for curb cuts. She confirms that the area of this group's concern is not near the location of the proposed curb cuts.

Accordingly, we ask that you place these petitions on the agenda for the City Council's May 2 meeting. Thank you for your consideration.

Very Truly Yours,


Barry Ganey

CITY OF CAMBRIDGE

APPLICATION FOR DRIVEWAY CUTS AND OPENINGS
ABUTTOR'S FORM

To Whom It May Concern:

As owner or agent of M. I. I. V. S.

☒ approval

Cambridge, Massachusetts, I do hereby declare

☐ disapproval

of the installment of:

Off-Street Parking Facility located at 40 Garden St.

Signed: [Signature]

Date: 4/9/93

Address: 33 Garden St. Cambridge

To Whom It May Concern:

As owner or agent of 39 Garden / 1 Walker St.

☒ approval

Cambridge, Massachusetts, I do hereby declare

☐ disapproval

of the installment of:

Off-Street Parking Facility located at 40 Garden St.

Signed: [Signature]

Date: 4-14-93

Address: 39 Garden / 1 Walker St.

To Whom It May Concern:

As owner or agent of 44 Garden St.

☒ approval

Cambridge, Massachusetts, I do hereby declare

☐ disapproval

of the installment of:

Off-Street Parking Facility located at 40 Garden St.

Signed: [Signature]

Date: April 15, 1993

Address: 44 Garden St.

CITY OF CAMBRIDGE

APPLICATION FOR DRIVEWAY CUTS AND OPENINGS
ABUTTOR'S FORM

To Whom It May Concern:

As owner or agent of 15 Concord St,

☒ approval

Cambridge, Massachusetts, I do hereby declare ☐ disapproval

of the installment of:

Off-Street Parking Facility located at 40 Garden St.

Signed: Barbara L. Zee Date: 4/14/93

Address: _____

To Whom It May Concern:

As owner or agent of _____,

☐ approval

Cambridge, Massachusetts, I do hereby declare ☐ disapproval

of the installment of:

Off-Street Parking Facility located at _____

Signed: _____ Date: _____

Address: _____

To Whom It May Concern:

As owner or agent of _____,

☐ approval

Cambridge, Massachusetts, I do hereby declare ☐ disapproval

of the installment of:

Off-Street Parking Facility located at _____

Signed: _____ Date: _____

Address: _____



OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4260

FAX (617) 349-4307

D. MARGARET DRURY
CITY CLERK

JOHN E. FLYNN
DEPUTY CITY CLERK

April 26, 1993

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Your kind cooperation in this matter will be greatly appreciated by the members of the City Council.

Sincerely yours,

D. Margaret Drury
City Clerk

Name of Neighborhood Association: Neighborhood 9 Association

hereby _____ approve _____ disapprove of said driveway petition.

Comments: _____



OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4260

D. MARGARET DRURY
CITY CLERK

FAX (617) 349-4307

JOHNE. FLYNN
DEPUTY CITY CLERK

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Your kind cooperation in this matter will be greatly appreciated by the members of the City Council.

Sincerely yours,

A handwritten signature in cursive script that reads "D. Margaret Drury".

D. Margaret Drury
City Clerk

Name of Neighborhood Association: Howard Medwed - Neighborhood 9 & 10

hereby _____ approve _____ disapprove of said driveway petition.

Comments: _____



OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4260

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Sincerely yours,

D. Margaret Drury

D. Margaret Drury
City Clerk

Name of Neighborhood Association: Jack Joseph - Neighborhood 9

hereby _____ approve _____ disapprove of said driveway petition.

Comments: _____



OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

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Sincerely yours,

D. Margaret Drury

D. Margaret Drury
City Clerk

Name of Neighborhood Association: Bellis Circle Association

hereby _____ approve _____ disapprove of said driveway petition.

Comments: _____



OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

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Sincerely yours,

D. Margaret Drury
City Clerk

Name of Neighborhood Association: Stuart Lesser - Neighborhood 10 Association

hereby _____ approve _____ disapprove of said driveway petition.

Comments: _____

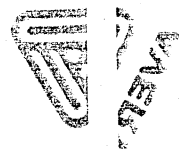
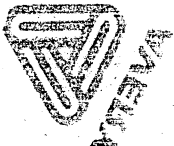
Neighborhood 9 Association
Kathleen Born
3 Walnut Avenue
Cambridge, MA 02140

Howard Medwed
58 Washington Ave.
Cambridge, MA 02140

Jack Joseph
32 Linnaean Street
Cambridge, MA 02138

Bellis Circle Association
Dan Geer
40 Bellis Circle
Cambridge, MA 02140

Neighborhood 10 Association
Stuart Lesser
115 Lexington Ave.
Cambridge, MA 02138



20 9210

OFFICE OF THE CITY CLERK
JAN 26 PM 3:45
CAMBRIDGE MA.

APPLICATION FOR DRIVEWAY CUTS AND OPENINGS

CITY OF CAMBRIDGE



INSTRUCTIONS:

In order to obtain permission for a driveway cut or opening you must first get approval from the Department of Inspectional Services on the zoning requirements for off-street parking, including the cooperation of your immediate abutters.

To receive a review from Inspectional Services you must fill out Part I of the application. Be sure to draw your plot plan on Drawing 1, choosing the lot that represents your lot's position, i.e. corner or interior. You must also include a sketch of the proposed driveway, including dimensions, on Drawing 2. You may then calculate the cost of the driveway by using the formula based on your choice of surfaces. You must also include a signed abuttor sheet for each of your abutters: back yard, one on either side and the abuttor directly across the street.

Once you have gathered this information on the application, it should be submitted to:

**Zoning Officer
Inspectional Services
831 Massachusetts Avenue
Cambridge, MA 02139**

If the application is approved by Inspectional Services, it will then be sent on to Traffic and Parking, the Historical Commission and the Department of Public Works. If approved by Public Works, the application and backup will be sent to the City Council for their approval. Once the City Council approves, the driveway curb cut can be installed. However, the full cost of the cut must be paid to Public Works before the work will start.

If, however, Inspectional Services denies your application you may then appeal to the Zoning Board of Appeals.

DATE:

4 / 20 / 93

PART I:

Address of proposed curb cut or off-street parking facility: 40 Garden Street

Frontage: 181 FEET

Block and Lot: LOTS 36A, 36B, 36C

Setback (distance from building to sidewalk): 15 FEET

Distance from proposed driveway to surrounding structures and property line: SEE PLAN & SPECIAL PERMIT

Dimensions of proposed driveway: SEE PLAN

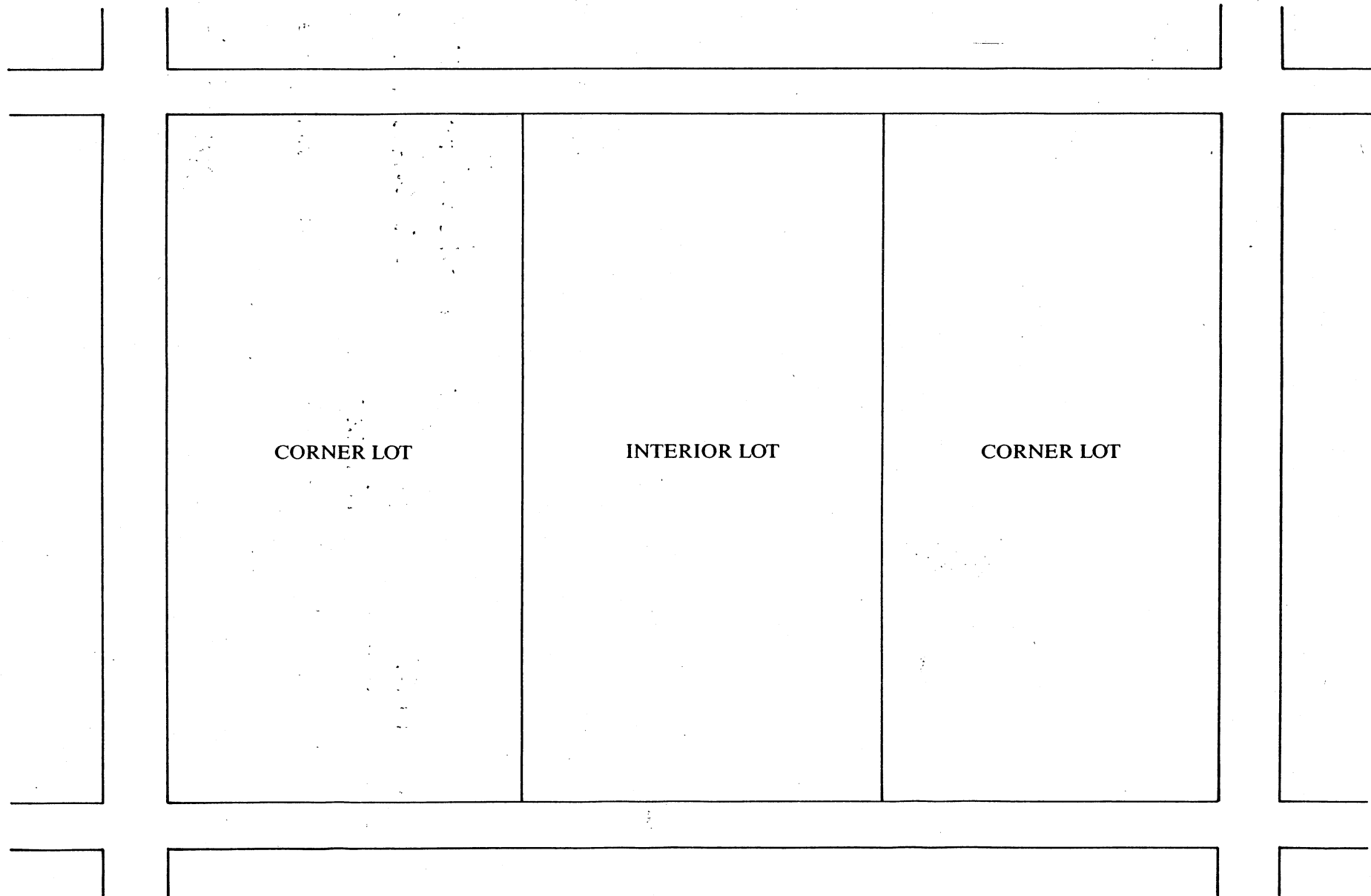
Location of any trees, sign posts, fire hydrants, utility poles, etc., in direct vicinity of proposed driveway: SEE PLAN

- ☒ Plot plan is included
- ☒ Sketch of driveway with cost estimate is included
- ☒ All abuttor's forms are included

DRAWING 1:

PLEASE INDICATE LOCATION OF HOUSE AND DRIVEWAY.
BE SURE TO GIVE DIMENSIONS OF LOT.

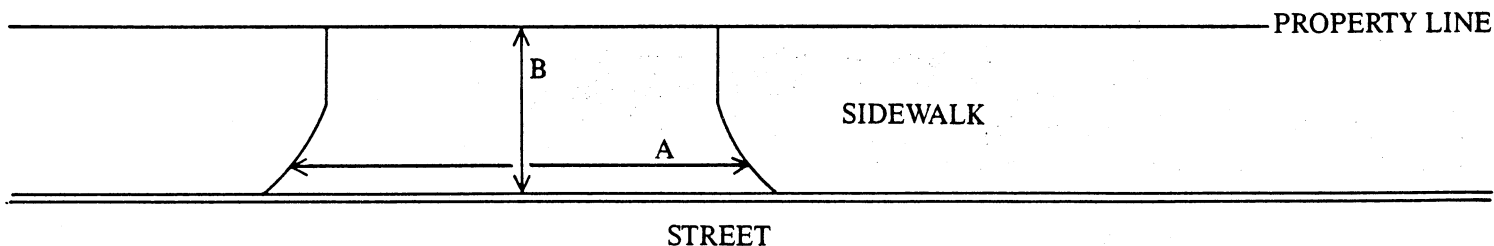
SEE ATTACHED PLAN



DRAWING 2:

SKETCH OF PROPOSED DRIVEWAY WITH COST ESTIMATE

CITY OF CAMBRIDGE



$$A = \underline{11} \text{ FT.} \div 3 = \underline{3.7} \text{ YARDS}$$

$$B = \underline{10} \text{ FT.} \div 3 = \underline{3.3} \text{ YARDS}$$

$$A \times B = \underline{12} \text{ SQUARE YARDS}$$

COST ESTIMATE:

BRICK: _____ SQUARE YARDS $\times$ \$70/SQUARE YARD = \$ _____

BRICK ON CONCRETE: 12 SQUARE YARDS $\times$ \$85/SQUARE YARD = \$ 1020

CONCRETE: _____ SQUARE YARDS $\times$ \$40/SQUARE YARD = \$ _____

ASPHALT: _____ SQUARE FEET $\times$ 1 TON/40 SQUARE FEET $\times$ \$125/TON = \$ _____

DEPARTMENT OF PUBLIC WORKS SCHEDULED DATE FOR CONSTRUCTION:

/ /

DEPARTMENT OF PUBLIC WORKS STATED FEE: \$ _____

The undersigned agrees to pay the stated fee for the driveway installation in full within two (2) weeks of the estimated starting date of construction before the Department of Public Works shall proceed with construction:

Owner's signature: *Steven A. Cohen* Date: 4-23-93

Address: 1105 MASS. AVE SUITE 2F CAMBRIDGE, MA 02139

Funds Received: \$ _____

Check Number: _____

APPLICATION FOR DRIVEWAY CUTS AND OPENINGS

CITY OF CAMBRIDGE

PART II: INSPECTIONAL SERVICES DEPARTMENT

☒ Application approved

☐ Application denied

Reason:

Signature:

Date:

Title:

DRP A/C/C LCM FOR TOWN HOUSES CONST. ONLY

PART III: TRAFFIC AND PARKING DEPARTMENT

☒ Application approved

☐ Application denied

Reason:

Signature:

Date:

Title:

Dep. Traffic Dir.

PART IV: HISTORICAL COMMISSION

☒ Application approved

☐ Application denied

Reason:

Signature:

Date:

Title:

EXD CH

PART V: PUBLIC WORKS DEPARTMENT

☒ Application approved

☐ Application denied

Reason:

Signature:

Date:

Title:

Supt of Streets

Consent Comm. # 13

H-53

Curb cut - 40 Garden Street - Steven A.
Cohen.

InCCityCCouncil,

May 3, 1993

*Charter Right
exercised by Councilor
Jorney*

5/10/93 order adopted

7-0-0-2