

Quality of life issues:

The Kinnaird Street residents most opposed to this new curb cut live at 118 and 122. 118 is just across the street from the service and parking lot entrance to the Martin Luther King Jr. Schools. The new parking lot and driveway are right across from 122. If this curb cut is granted, we will be looking out our windows at two service areas. They are not pretty. As my neighbor Weiley Wing keeps asserting, they look like two airport runways. And they bring problems with them – traffic, delivery traffic, accidents. (My car was hit in the night last fall parked in front of 116 Kinnaird. Our fence in front of 118 has been hit, as has the street tree in front of my building. – all from traffic backing in or out of the MLK lot.) We already have more traffic than any typical side street would have!!

The process:

I am a taxpayer in Cambridge, my name is on the front door of my building, and my name is also in the telephone book. I'm pretty easy to locate. But never, ever, did I know about the petition to change the curb cut until the night before you were to vote on it in early December!! This is not right!! I deserve better consideration than this, if not from the developer then certainly from the City. Inspectional Services' procedures with regard to this curb cut application could not have been sloppier!! Taxpayers in Cambridge deserve better than this! You deserve better than this!!

Something needs to be done to ensure that a developer who puts in his or her petition to build in the City using one curb cut has to use that curb cut. The threshold for you to approve a change should be enormously high.

What should be done? The curb cut application should be denied.

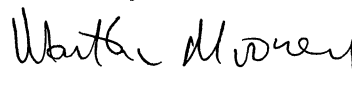
If, however, you approve the curb cut application, the following should be observed, please!!

1. Make sure that the slope of the new driveway to Kinnaird Street is as level as possible with the street. The Town of Brookline allows a 10% slope over 20 feet, for instance. Cambridge, as far as I've been able to determine, does not have any percentage recommendation with regard to the slope of a driveway as it meets the sidewalk. It is extremely important to us who might be living across from it that the new driveway is as safe as possible! Flattening its slope would also alleviate the problems of headlights coming out of the driveway at night, bothering those in 122 Kinnaird.

2. Allow the strip of green space in the King School parking lot to remain as is. There has been talk that the developer wants to level it so that there will be less of a hill between the two parking lots. We object strenuously to this. It would in effect give us one flat parking lot to look at, with some shrubbery in the middle. We want the shrubs already there to remain. They provide cover for small birds. And what is left of the hill gives us, who might have look at it all the time, some relief from the flatness of the parking lots.

Thank you for thinking about what I have written.

Sincerely,



Martha M. Mooney

Cambridge Chronicle

12/8/99

P. 8

1- Harvard Square on an 8,730-square-
g- foot site, the building will be a con-
of temporary interpretation of traditional
to: architecture and will consist of three
nen 2,500-square-foot attached condo-
ca- minium units in a three-story struc-
om- ture with basements. Interesting fea-
en- tures built into the design include
itate balconies, ornate cornice-work and
idual turrets reminiscent of the Victorian
excel- era. The turrets house private eleva-
spectful tors that service all floors. Each unit
l, prob- has an enclosed two-car garage that
making; helps alleviate on-street parking prob-
o that is lems in Cambridge — a critical fea-
ing and ture that is beneficial for the city and
network- the neighborhood. The design also
in Busi- provides a sense of privacy by means
e held on of secluded landscaped courtyards
45 a.m. at and independent entrances. Comple-
0 Holyoke tion is expected in the spring. For
is \$20. To more information, call Robert Brien,
more infor- director of business development, at
Business 923-1300.

Retailer

award

The Retailers Association of Mass-
achusetts announced the winners of
the 1999 RAMAE awards. The win-
ners were honored at the association's
annual meeting on Nov. 17 at the
Parker House in Boston. The purpose
of the RAMAE is to recognize excel-
lence within the industry. Winners in-
cluded Cambridge-based Calliope, at
33 Brattle St., which won in the dis-
play category.

Construction under way at Putnam Place

After a successful process of
neighborhood participation and the
securing of building permits from the
city, construction has begun on Put-
nam Place, a three-unit luxury town-
house development at the corner of
Putnam Avenue and Kinnaird Street
in Cambridge. Paone Development
Company of Newton, developer, Ar-
chitectural Partners Inc., architect of
Watertown and Kallstrom Landscape
Architects of Lexington comprise the
development team. Project financing
is by Danvers Savings Bank, Richard
Felteau, executive vice president for
lending.

Located near the Charles River and

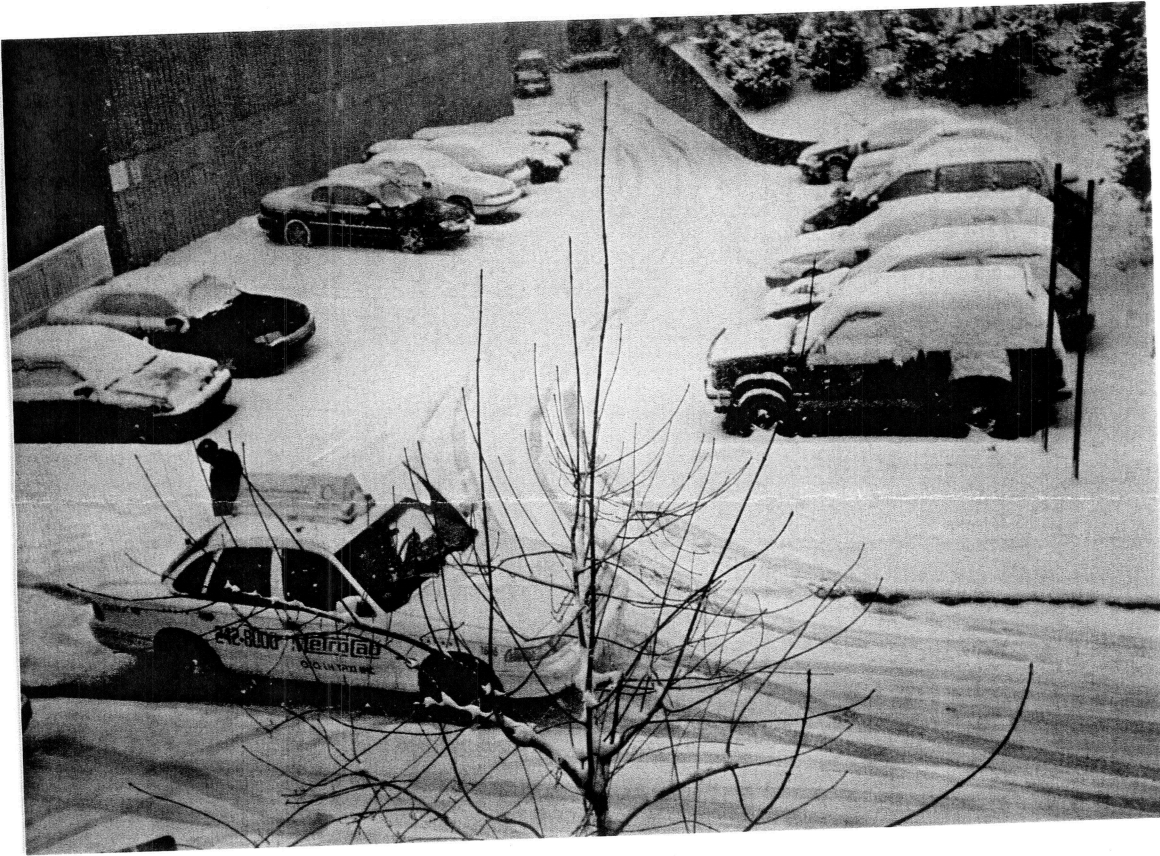
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Friday, January 14, 2000 9:30 A.M.

①



Kinnaird
Street
at the
MLK

← Parking
lot +
driveway

← driver
cannot
get up
the very
beginning
of the hill.

②



← driver
goes for
help

(3)

Shrubs



The proposed
curb cut
& driveway
are to the
right of this
utility pole

(4)



other
cars in line
retreat
down
Kinnear
street



Martha Mooney

118 Kinnaird Street, #2 Cambridge, Massachusetts 02139

617.547.4813

January 18, 2000

Cambridge City Council
City Hall
Cambridge, Massachusetts 02139

To the Members of the City Council:

As an abutter, I am writing again to object to the curb cut petition before you in connection with the new development at 74-76 Putnam Avenue. I hope you will bear with me through another letter. (I also sent you email on January 9th about this application.)

Safety issues:

All of us are concerned about safety. All of us were safer when the property was a vacant lot. But now three townhouses, with parking for up to 12 cars, are being built. (A description of the project is attached, for your information.) I am convinced that the original curb cut on Putnam Avenue may actually be safer than the proposed change to Kinnaird Street.

1. The snow of last Friday brought back to us how difficult the small hill on Kinnaird Street can be to drive up. Several cars had to back down and try again (see photographs attached).
2. The slope of the proposed driveway, which would intersect Kinnaird Street in the middle of the hill, is much too high. It appears to me to be about 20% (based on developer Michael Paone's information that the drop is about 3 - 3.5 feet and my calculation, based on the information supplied in the curb cut application, that the space between the sidewalk and the first garage door opening is about 15 feet.) We have received assurances from the City (Wayne Amerault in Parking and Traffic) that the final grade of the driveway would not be this high, but no actual figure about how much it can be lowered is available yet.
3. Traffic statistics obtained from the Crime Assessment Office at the Police Department indicate that the number of traffic accidents in 1999 on the nearby side streets, which will have to be traveled if the driveway is moved onto Kinnaird Street (see attached map), were

Kinnaird Street (Hancock to Putnam)	3
Callendar Street (Putnam to Howard)	1
Howard Street (Callendar to Kinnaird)	3
Franklin Street (Putnam to Hancock)	2
Total:	9
Putnam Avenue (Franklin to Callendar)	8

The side streets are not safer! They cannot handle the traffic from this new development; there is no good reason for them to have to do so. And given the relative volume of traffic between these side streets and Putnam Avenue, the numbers are even worse. These side streets are supposed to be safer because they are less traveled, yet there are more accidents on them. And we want to add more traffic to them?

Consent Communication #7

A communication was received from
Martha M. Mooney, transmitting
written opposition to the curb
cut located at the premises numbered
74-76 Putnam Avenue.

In City Council January 24, 2000

Refer to the Petition



ORIGINAL curb cut at
74-76 Putnam Ave.

2000 JAN 27 A 9:44
CITY CLERK
MASSACHUSETTS

The distance between the curb cut
& the stockade fence ~~is~~ is 6 feet.

3% grade over 30 feet per
Susan Clippinger's note on
the original building application

Subject: 74-76 Putnam - Kinnaird curb cut opposition

Date: Sun, 23 Jan 2000 21:45:45 -0500

From: "Jeffrey Snyder" <jsnyder@massed.net>

To: <jbraude@ci.cambridge.ma.us>

CC: <wwing21660@aol.com>, <mooney@deas.harvard.edu>, <kmarotta@att.net>

Sunday, January 23, 2000

JAN 27 A 9:44
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Dear Councilor Braude:

This e-mail is to inform you of our opposition to the requested curb-cut onto Kinnaird Street by the developers of 74-76 Putnam Avenue.

Throwing more traffic onto Kinnaird Street is a bad idea. Kinnaird Street already suffers heavy traffic because of the cars turning in and out of the Martin Luther King School parking areas, and also because drivers use Kinnaird Street as a shortcut route for moving between Western Avenue and Harvard Square. Because of this "shortcut phenomena," the traffic that moves up Kinnaird Street often moves at a high rate of speed which causes a dangerous situation as speeding cars approach the King School where cars are entering and exiting its parking lot, but even more importantly, where children are coming and going from the school. The situation with the children is particularly dangerous because, unlike on the Putnam Avenue side of the school which is always well monitored, Kinnaird Street never has crossing guards or traffic monitors.

Earlier in the process, when the developers presented their plans to the community at a meeting at the Martin Luther King School the developers presented a plan showing that their driveway would enter Putnam Avenue. The developers should stick to their original plan, it made more sense.

Sincerely,

Jeff Snyder, and Olga Pelensky
Owners and Residents of 108 Kinnaird Street

(We are directly across from the school, located between the school's two parking entrances.)

p.s. Congratulations on your victory in the last election. We both voted for you.

Attachment 2

Name: winmail.dat
Type: application/ms-tnef
Encoding: base64

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Subject: Proposed Kinnaird Street Curb Cuts

Date: Mon, 24 Jan 2000 16:47:17 -0500

From: Evelyn Bourne <ebourne@bbnplanet.com>

To: kathyborn@aol.com, jbraude@ci.cambridge.ma.us, henridavis@aol.com,
mdecker@ci.cambridge.ma.us, agalluccio@ci.cambridge.ma.us, dmaher@ci.cambridge.ma.us,
KER340@aol.com, msullivan@ci.cambridge.ma.us, timtoomey@aol.com

2000 JAN 27 A 9:44
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Dear Cambridge City Council,

I am writing to request that you vote NO on the request for a curb cut on the property on the corner of Kinnaird and Putnam Ave. (74-76 Putnam Ave)

I was born in Cambridge, and my family has owned property here for over seventy years. I have lived on Kinnaird Street for five years and have seen a steady increase in the volume of traffic and the speed of that traffic coming up our little one-way street. As you may or may not know, I was involved in the 'Save Putnam Park' movement that ultimately failed in trying to preserve a little greenspace in our otherwise congested neighborhood.

I ask that you tell the developers of the new property to use the space on 74-76 Putnam zoned for their driveway's curb cut, and not open Kinnaird Street up to a flood of additional cars.

Thanks for your consideration,

Evelyn Bourne

////////////////////////////////////

Evelyn Beatrice Bourne

77 Kinnaird Street

Cambridge, MA 02139

(617)547-2789

email:ebourne@bbnplanet.com

"Be the change you want to see in the world" -Mohandas K. Ghandi

////////////////////////////////////

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Martha Mooney

118 Kinnaird Street, #2 Cambridge, Massachusetts 02139

617.547.4813

January 9, 2000

Cambridge City Council
City Hall
Cambridge, Massachusetts 02139

2000 JAN 27 A 9:44
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

To the Members of the City Council:

I am writing to object to the curb cut petition before you in connection with the new development on 74-76 Putnam Avenue. I object to moving the existing curb cut for the new townhouse development at 74-76 Putnam Avenue to Kinnaird Street, diagonally across from where I live, because

1. It will put more traffic on Kinnaird and on already crowded surrounding side streets.
2. Because of the hill on Kinnaird Street, moving the curb cut will create a driveway that is less safe than the existing one need be.
3. Moving the curb cut to Kinnaird will not solve traffic safety problems on Putnam; it will only create safety problems on Kinnaird.
4. The developers have given us no new, understandable reason to explain why they need this curb cut.

Some of you are new to the Council and therefore may not know the background for this petition, so I am attaching a bit of history of the development and the curb cut application from my viewpoint, as a neighbor and an abutter. I'll try below to expand on the objections noted above.

What is wrong with moving the curb cut?

1. In order to reach the proposed new driveway off Kinnaird, people in the townhouses—and those visiting them or making deliveries to them—will need to travel through neighborhood streets. (One route to the new driveway would cover .4 miles; the other would be ½ mile.) The streets here are heavily used and narrow, in particular Callender and Howard, Franklin and Hancock. Use of the existing curb cut on Putnam Avenue would avoid increasing traffic on these streets. Adding a curb cut to Kinnaird will, in effect, add unnecessary traffic onto streets that now can barely handle the amount of traffic flowing in them, especially Callender and Howard.
2. Some drivers may decide not to go all the way around the neighborhood in order to get to the driveway on Kinnaird. They will instead drive down Kinnaird the wrong way in order to get to the lot, thereby endangering anyone on the street or sidewalk. Drivers entering the MLK school lot already do so.
3. Kinnaird Street becomes a hill as it climbs toward Putnam Avenue. The hill is slippery in snow or icy weather. Drivers sometimes need to back down the hill and then take another run to get to the top. The proposed new driveway also has a hill (having a slope of between 13-20%; we haven't yet been able to ascertain the actual number.) Drivers exiting from the

townhouses would need to drive up the first slope to the sidewalk, check the traffic, then drive over the sidewalk while taking a left onto the hill of Kinnaird Street. Given the location near an elementary school, adding this new driveway appears foolhardy!

4. Kinnaird Street at our end runs one way to Putnam Avenue. This end of Kinnaird also borders one side of the Martin Luther King, Jr., School. My building, 118 Kinnaird, is directly across from the school's parking lot, which also serves as the delivery entrance for the school. This parking lot is a very busy one. Delivery trucks, school staff parking there, children being walked to and from school all use the lot. During one random school morning recently, my neighbor counted 30 cars and trucks entering and exiting the MLK lot during one two-hour period. The parking lot is right next to the proposed curb cut on Kinnaird. At least at this end, Kinnaird is neither a safe nor empty-of-traffic side street.

Why is this application before you now?

Why would the developers use the Putnam Avenue curb cut in building plans submitted to the City for approval in July and then in October apply to move the curb cut onto Kinnaird Street? In our December 13th meeting with the developers, they talked about wanting to increase the amount of open space on the property and their concerns about traffic safety, given that Putnam Avenue is such a busy street. They also voiced their concern that a driver exiting from the Putnam Avenue driveway would be blocked to one side by the neighbor's stockade fence.

But Putnam did not get busy just over the past summer, and the developers certainly could have gained greater open or green space by choosing to erect a smaller building. The property was theirs to design! The neighbor's stockade fence preexisted their purchase of the property. I can only speculate that there is some benefit to them as developers in wanting the curb cut on Kinnaird. Their reasons may be financial, they may be aesthetic—I don't know. But none of the reasons they stated for seeking the change addressed any new, unforeseen problems.

How has the City responded?

Since December, we have had to learn a lot about how the City works. We learned, for instance, that the City procedures for curb cut applications are inadequate when the property involved is on a corner. Ordinarily, according to the City's publication "Step by Step Guide to Curb Cuts," the application form requires four signatures, those of the abutters "to the front, side, rear, and across the street from the property where the curb cut is to be made." Because the proposed curb cut is at the corner, four signatories could be obtained while abutters could also be entirely omitted—as we on Kinnaird were omitted. Signatories on Putnam were technically within the City's provision and were used instead. At the meeting on December 13th, Mr. Bersani of Inspectional Services said he would see to it that the City's curb cut application procedures are changed so that in the future affected abutters, such as my neighbor Weiley Wing and I, are notified.

In this time we also learned that one City office appears to have changed its mind about this matter. Susan Clippinger of Parking and Traffic approved the 74-76 Putnam Avenue building application when it came to her last July, containing the existing Putnam Avenue curb cut. Now she is leading the charge to move the curb cut to Kinnaird Street because of the high volume of traffic on Putnam. When I asked her on January 4th about her change of opinion, she replied that when a building permit comes to her office, "we are reactive rather than proactive." Apparently, a building permit is one thing and a curb cut application is another. To me, the logic behind one recommendation should hold for the other.

The City's passivity at the start of the building application process robbed us of any real opportunity to modify the developer's designs. It allowed the developers to put up a building according to their own lights, with no regard to what my neighbors or I might want.

What to do now?

The City must stand by its initial approval and let the building proceed using the existing curb cut. Mr. Bersani has assured us that all City requirements for building have been met using the Putnam Avenue curb cut. Advantages to the Putnam Avenue curb cut include the following:

- Access from the driveway onto Putnam Avenue is level with the sidewalk. (Susan Clippinger estimated the slope here at 3% over the initial 30' from the sidewalk.)
- Traffic on Putnam Avenue is more regulated than that on Kinnaird (there are traffic lights on Putnam and during hours when children are going to and from the school a crossing guard is on duty on Putnam).
- In snow storms, Putnam Avenue, as a main street, will be cleared sooner and more quickly than Kinnaird.
- Drivers (owners, deliveries, guests) entering the townhouses would have direct access to the driveway, rather than needing to travel half a mile through crowded neighborhood streets.

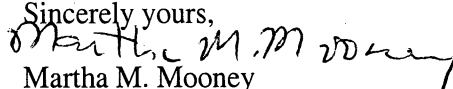
The City and the developers can work to improve access to the driveway on Putnam. The developers can work with their next door neighbor at 88 Putnam Avenue to improve visibility for the driveway, once they accept that the existing Putnam Avenue curb cut is what they have to use. There is no indication that this neighbor would be unwilling to cooperate.

Taking the stand that the driveway should remain on Putnam Avenue has not been easy. There are children on our street and in our neighborhood. Difficulties with traffic and pedestrian safety on Putnam Avenue are well known here. The problems on the side streets—Callender, Howard, Franklin, Hancock, and Kinnaird—that that moving the curb cut to Kinnaird would cause may be less apparent, but they are not less real.

What would help the situation on Putnam? More than changing one existing curb cut, what would help would be to slow the traffic on Putnam. Putting the curb cut on Kinnaird would make a neighborhood street that is already stressed in part by its proximity to the King schools even less safe—particularly for children coming from and going to the schools on Kinnaird, where no crossing guard is on duty.

Given the history of the existing Putnam Avenue curb cut and the problems liable to be incurred by the proposed Kinnaird Street curb cut, I request the City Council to stand by the City's original approval and let the building proceed using the existing curb cut and therefore deny the developers' application to move it to Kinnaird Street.

Thank you for reading this document and for considering what I have written. The only group that has been interested in hearing from us has been you, and we in the Kinnaird Street neighborhood are grateful for your attention and concern. I want in particular to thank former Mayor Duehay and several of you who have encouraged us to voice our objections. Thank you.

Sincerely yours,

Martha M. Mooney

Attachment

History

When I moved to 118 Kinnaird Street in 1990, the lot diagonally across the street on the corner of Kinnaird and Putnam was vacant. Sometime in the 1980s, a house on that property had burned down. The property, which was fenced, included an obvious curb cut from Putnam Avenue. The vacant lot was lovely in all seasons. We had a wonderful view of it, especially in the spring, when mature lilacs grew along an old stone wall. The only disconcerting and upsetting aspect of the vacant lot for me was that homeless people sometimes lived there. Otherwise, it was unused except for people walking dogs there and feeding the birds.

About four years ago, a neighbor on Putnam Avenue decided that the lot was overgrown and so began to clear out the growth. Once that work was started, more and more people came to the lot, which became a sort of people's park, complete with, among other features, a sign, benches, pond, and, of course, gardens.

One day in April 1999, I came home from work to discover a flier from Lisa Drapkin, a realtor (who is also a new owner on Kinnaird Street, though at a distance from the proposed curb cut which she supports), announcing that the vacant lot was for sale, by sealed bid, the very next day. My memory is that the minimum bid that would be accepted on the property was \$600,000. I did not bid on it.

Later that spring, many people in the neighborhood and those beyond who had used the park for gardening tried to have the City buy the property. These efforts came to nothing.

In late May, I met Lisa Drapkin on Kinnaird Street. I told her that I was worried about the lilac bushes and that I hoped the developers would be able to incorporate them into their plan, but I feared that they might want to put a driveway right through them. She assured me that the application to build the building was going forward using the Putnam Avenue curb cut and that she would herself convey my concerns about the lilacs to the developers. By the end of the summer the building was under way. The lilacs were gone. The old stone wall was gone. And we waited to see what the townhouses would look like.

On December 5, 1999, a neighbor told us her concerns about a curb cut application by one of the developers, John (Jack) W. Touloupoulos (whose name I learned from a copy of the application), to move the curb cut from Putnam Avenue to Kinnaird Street. The application was to be voted on by the City Council at its meeting on Monday, December 6th—the very next day! The curb cut applied for is directly across from 122 Kinnaird Street, a three-decker owned by my next door neighbor, Weiley Wing.

My roommate and I attended that City Council meeting and protested that the application and the process—whatever it had been—had omitted us (and other neighbors in my building, a three-decker of three condominiums.) Mayor Duehay asked us to meet with both City officials and the developers so that we could have an opportunity to voice our concerns and perhaps come to a mutual agreement about the application.

Since then we have had two meetings about the curb cut. The first was on Monday, December 13th, and the second, held at the site, on January 4th. The developers were present at the first meeting, held in Mr. Rossi's office in City Hall; at the meeting at the site only City officials met with us. (In a subsequent conversation with Mr. Touloupoulos, I learned that although we of the neighborhood had expected the developers to attend the second meeting and had a list of questions for them, they had not been invited—I do not know why.) Mr. Bersani of Inspectional Services attended both meetings.

Martha Mooney

118 Kinnaird Street, #2 Cambridge, Massachusetts 02139

617.547.4813

2000 JAN 27 A 9:44
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

January 26, 2000

Cambridge City Council
City Hall
Cambridge, Massachusetts 02139

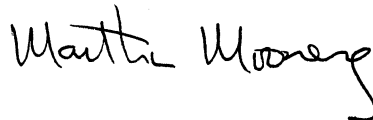
To the Members of the City Council:

Since the application for a change in curb cut at 74-76 Putnam Avenue is still before you, I am taking advantage of this opportunity to submit some documents on the matter in case you did not receive them or have not had a chance to look at your email:

1. An email dated January 23, 2000 from Jeff Snyder and Olga Pelensky of 108 Kinnaird Street opposing the proposed change in the curb cut.
2. An email dated January 24, 2000 from Ms. Evelyn B. Bourne of 77 Kinnaird Street also opposing the change in curb cut.
3. My first letter to you dated January 9, 2000, which I emailed to you at the time because I thought the matter had been put back on the table for the January 10th Council meeting.
4. A copy of a photograph of the original curb cut, which some of you may not have seen.

Thank you for thinking about what I have written. See you next Monday.

Sincerely,



Martha M. Mooney

attachments

Consent Communciation #4

**A communication was received from
Martha M. Mooney, transmitting
documents relative to the
74-76 Putnam Avenue curb cut
application.**

14

In City Council February 8, 2000

Referred to Petition

abutters had been informed. Vice Mayor Galluccio expressed the opinion that the conflict of interests might be resolved by mediation, and it was agreed that the City Manager's office would attempt such mediation. Thus the application was tabled on motion of Vice Mayor Galluccio.

7. At the 'mediation' meeting that took place in the office of Assistant City Manager Rossi, among the concerned parties who were present were, Michael Paone, Jack Touloupoulos, proponents, Kathleen Marotta, Martha Mooney, Weiley Wing, abutters, Elie Yarden, for CNI, Councillor Henrietta Davis, Assistant City Manager Richard Rossi, and Robert Bersani, Commissioner of Inspectional Services. Councillor Davis requested an opinion from the traffic department, but this was not available. Commissioner Bersani stated that ". . . in the future we would request sign-offs from all the people affected." In response to Councillor Davis's statement that it was her understanding that all abutters should be notified, Commissioner Bersani reiterated his commitment for the future. It was agreed to meet on the site to see what was at issue, before attempting to resolve matters.

8. On January 4, 2000, at 10 AM there was a site visit. The issues that came up at that time have yet to be resolved. Among them are:

a) The slope of the proposed driveway onto Kinnaird Street which slopes upward toward Putnam Avenue at the place where the new curb cut is proposed. At present, the slope of the exit onto Kinnaird Street from the below grade parking is more than 18%.

b) Is the owner willing to reduce the amount of parking space outside the parking garages, sufficient for an additional six cars according to the statement made by Mr. Paone at the meeting in Mr. Rossi's office, in order to create a slope in the exit that would not exceed 3% for 12-15 ft before the paved exit meets the sidewalk.

c) There is a utility pole at the edge of the proposed curb cut. Should this be moved? If so, where?

d) How does extreme narrowness of the pavement on Kinnaird Street at the edge of the curb cut affect the safety, and comfort of pedestrians?

e) Is the owner willing to limit the use of the central garage, 40 ft in length to two cars rather than the three which it could accommodate?

9. On January 10, Communication #3, a letter dated December 13, 1999 (received December 17, 1999) from Timothy Groves, principal of the King Open School, was made available to the City Council. He requests a response to his expressed concerns about the failure to include the school community in the issue of safety concerns.

II

The following observations may help in making people more aware of what goes on about them.

1. Design. If the intention had been to use the *existing* minimal curb-cut on Putnam Avenue, it might have been wiser to hold the number of parking spaces to 3 or 4 in the garages, and no more than 3 parking spaces in the open below grade lot. If the intention had been to provide the amount of parking which now exists, it might have been wiser to place the buildings differently, allow for a less narrow driveway from the below grade garages onto Putnam Avenue and apply for a widening of that curb cut. If the intention had been to obtain a wide curb cut on Kinnaird Street, the application for the curb cut should have been made a part of the building application permit as suggested by the published procedures. *The argument that it is not necessary to apply for a curb cut permit for a building project where a curb cut onto the property already exists, when there is no intention of using that curb cut, is a dishonest one. It should not be encouraged.*

2. Safety. Cambridge, Massachusetts has very low standards of pedestrian comfort and safety. These have not improved with the increase in motor vehicle traffic. Putnam Avenue is a street which carries an increasing amount of through traffic even though it is a residential street for most of its length. Property owners are not only allowed to construct fences which obscure the exiting of cars from their properties as well as from adjoining properties but are also permitted to obstruct the pedestrian space on the

sidewalks in front of their property. Children walking along Putnam Avenue to and from the main entrance to the King School must pass a number of blind curb cuts, and must learn to stop and look at a number of curb cuts, much as if they were crossing a street. They have to learn that there are places where an exiting driver might not be able to see them.

There are many undesirable curb cuts on Putnam Avenue, and more are about to be approved for projects which will produce even more traffic onto Putnam. The chief danger on Putnam Avenue is the average speed during non-peak hours and the congestion during peak hours. The only reason that King School children may be safer if the curb cut is kept on Putnam is the presence of crossing guards. There are none on Kinnaird Street.

A curb cut on Kinnaird Street before the intersection of Putnam is not safer for drivers because of the intersecting slopes of the street and the driveway.

3. Political Economy. The investment in the development of this property, approximately \$800,000 for the lot and approximately \$700,000 for the construction of 3 townhouses, is based on the assumption that people are willing to pay for a house in which more than 50% of the cost of building was for the land. The market is probably a small one, and is likely to consist of persons who are willing to make the experiment of attempting a suburban life style in a densely populated urban neighborhood. In this case, one does not leave home or arrive except via the garage. The same applies to guests. The imposition of this model in this area requires the *illusion* of maximum accessibility, if the houses are to be successfully marketed. Hence the interest of the principals and of Hunneman agents.

4. Planning. The best reason for disapproving the curb cut application, is that doing so may have the salutary effect of forcing greedy promoters to submit projects for scrutiny when they request large amounts of private parking space for few owners, on densely populated streets near schools. Good design review would limit "as of right" greed. This is but one of many instances where *zoning* is a poor substitute for *planning*. If you allow every instance of poor decision-making to create a window for greed, we will never get very far ahead of where we are now.

5. Political. The disagreement among abutters and neighbors to the project about where the curb cut should be placed might be represented as a conflict of interests between the residents and home-makers who live on Kinnaird Street and those who live on Putnam Avenue. Thus, the majority of those dwelling on Kinnaird would prefer to have the automobile traffic of 74-76 Putnam Avenue enter and exit via the existing curb-cut on Putnam Avenue. And the majority of people living on Putnam Avenue would prefer to have the curb cut for the increased amount of traffic exiting and entering on to the street shifted to Kinnaird Street. This approach, which divides neighbors by trivial greed, should play no role in the outcome. The only intelligent approach is to act in the interests of *all* the citizens. Influence peddling should be confined to the 'developer.'

6. Traffic and Safety. Speeds on Putnam Avenue must be reduced. Obstructions to comfort and safety of pedestrians should be dealt with by dialogue and negotiation with those whose behaviors threaten that safety, or by tightening laws to prevent owners from injuring the safety and comfort of pedestrians. Mr. Groves suggests in his December 13 letter, that the "members of the whole school community" should be involved in the discussion. If safety of school children is the main issue in the minds of the Councillors, be sure that you can trust the opinions of the school authorities far more than you can trust the opinions of those bureaucrats who have demonstrated the low standards which they apply to this issue.

To: The Honorable, the City Councillors
From: Elie Yarden
Date: January 20, 2000
Subject: Curb cut application for 74-76 Putnam Avenue

2000 JAN 20 P 12
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

The city is being asked to approve a curb cut application *occasioned by the issuance of building permit, #0699082*, applied for by Owner: Michael Paone, John Touloupoulos, Pamela Touloupoulos, on June 4, 1999, and approved by the Inspectional Services Department (ISD) July 13, 1999. The background history of the matter before you provides good examples of how desirable practices are circumvented and undermined.

Let's begin with an apposite quotation from Nicholas Freeling's mystery, *Sabine*:

"I am obliged to you," said Castang.

"I'm an experienced official," said Delalande mildly. "Where building permits are concerned, the skullduggery is a bottomless pit. I don't make a parade of my skill in detecting it."

The two men shook hands, with polite civil-service laughs.

I

1. A brief recent history of the site, 74-76 Putnam Avenue indicates that it was occupied by several units of low cost housing, burned down completely in a fire of undiscovered origin, and was then neglected by its owners. Neighbors concerned about the eyesore began to care for the property which became known as Putnam Park. In 1999, a concerted effort was made by citizens to preserve this park as open space and, perhaps more importantly, as a resource for the neighboring M. L. King school. As a member of the "Save Putnam Park" effort I have a good recall of the attempt to negotiate a settlement with the purchaser and current owner of the property. Attempts to contact the real estate interests involved in the building project through Ms. Lisa Drapkin of Hunneman - Coldwell Banker, and the new owners proved unproductive. The City Council became involved, and thanks to the efforts of Councillors Sullivan, Davis, Reeves, and others, the City Manager's office attempted, despite the excessively high price paid for the lot, to negotiate a purchase of the lot that would have left the new owners with a healthy profit. That effort failed.

2. On July 13, 1999, the ISD granted a building permit for the "construction of 3 wood frame townhouses" with "6 spaces" for parking. The total estimated cost of construction is given as \$700,000. The inspection of the foundations is signed, August 31, 1999.

3. The number of pre-existing parking spaces is not given on the building permit. An approval from the Traffic and Parking Dept. seemed indicated and was given. The Traffic, Parking and Transportation form signed by John W. Touloupoulos requests 2 parking spaces per unit for three residential units; a total of six. The approval signed on June 28, 1999 by Susan E. Clippinger, Traffic Director states, "The driveway slope is less than 3% in the first 30' from Putnam Ave." Apparently this was relevant to the approval in some way, perhaps safety.

4. On August 16, 1999, \$500.00 from Pamela J. Touloupoulos, of Arlington, MA, JVT Realty, one of the owners of 74-76 Putnam Ave., and \$100.00 from Pauline Touloupoulos, also of Arlington, were contributed to the Committee to Elect Anthony Galluccio.

5. On October 10, 1999, an application for a 20 ft curb cut on Kinnaird Street was submitted to Inspectional Services for 74-76 Putnam Avenue (now known and marketed as Putnam Gables).

6. At the City Council Meeting of Monday, December 6, 1999, the Communications included an application from Jack Touloupoulos, requesting approval of a curb cut at the premises numbered 74-76 Putnam Avenue. Several abutters objected, and spoke against it, asserting among other things that not all

Consent Communication #9

A communication was received
from Elie Yarden, relative to
the curb cut application for
74-76 Putnam Avenue.

In City Council January 24, 2000

Refer to the Petition

Yours respectfully,

A handwritten signature in cursive script, reading "Kathleen Marotta".

Kathleen Marotta
118 Kinnaird St #2
Cambridge MA 02139

cc: Timothy Groves
Principal
Dr Martiun Luther King, Jr. Open School
100 Putnam Ave
Cambridge 02139

Joseph McKeigue, Ph.D.
Principal
Dr Martiun Luther King, Jr. School
100 Putnam Ave
Cambridge 02139

Thursday January 20, 2000

Mayor Reeves, the Honourable City Council:

2000 JAN 20 A 11:35
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

In view of the statistics put before you in Martha Mooney's letter (dated 1/18), I do not see that you have any responsible course of action but to vote down the proposed curb cut at 74-76 Putnam.

change

City accident statistics establish that on the side streets to which this change would refer traffic, already in 1999 more accidents occurred than on the corresponding stretch of Putnam Ave.

These figures establish the counterintuitive fact that this stretch of Putnam is in fact SAFER than the two rectangles of side streets onto which the proposed change would re-route traffic.

The statistics show that in 1999 8 accidents occurred on Putnam, 9 on the side streets. It may seem that nine to eight is not a substantial margin. But when we consider the much greater volume of traffic on Putnam, that difference multiplies. If the volume of traffic on Putnam were TWICE that of the side streets, say, that would mean that for twice as many vehicles on one stretch of street, only 8 accidents occurred, while for half as many on the others, there were 9.

If there is THREE times the traffic on Putnam -- and probably the actual figure is much higher -- this would mean that for three times as many vehicles on one stretch of Putnam, only 8 accidents occurred, while for a third as many vehicles on the others, there were 9.

Thus these statistics are even more telling than they originally appear.

These figures discredit the claim that the proposal to change the curb cut from the well-regulated, three-sets-of-traffic-lights, zebra-striped, crossing-guarded Putnam, to Kinnaird, with its random foot traffic walking in the street, no lights, two Kings School driveways full of parents dropping off and picking up children, various deliveries to the school, and periodic ice adventures right at this location, is safer. They establish clearly that the change is more dangerous.

The real issue of the Putnam curb cut is visibility. Some of the visibility problem at the existing curb cut on Putnam is caused by the next-door neighbor. He has allowed his rhododendron illegally to overgrow the sidewalk. The rest comes from the same neighbor's stockade fence that runs right out to the sidewalk, obscuring visibility as the driver approaches Putnam on the existing driveway.

The rhododendron is already illegal. The fence might be considered illegal under the ordinance requiring that curb cuts have good visibility. The present curb cut already exists. It is entitled to be there and to have good visibility. The neighbor is not entitled to obscure the view of the residents of 74-76 Putnam of Putnam Ave, as they pull out onto it. He might be required to pull his fence back three feet. This would entirely solve the problem without the additional accidents and air pollution driving all around the world to get to 74-76 Putnam would cause.

This is a serious issue. Real elementary school children attend the two King schools and travel on these streets every day. Older children go to the high school and come back on these streets. They and the rest of pedestrian traffic, many of us older people, are safer with the original curb cut, and in danger with the off-grade jury-rigged change proposed. We urge you to look closely at this situation while there is still time to keep the situation safe and prevent this fiasco from going through. Don't be like the Red King and go directly to the verdict. First, consider the evidence.

Consent Communication #8

A communication was received from Kathleen Marotta, relative to the proposed curb cut located at the premises numbered 74-76 Putnam Avenue.

In City Council January 24, 2000

Refer to the Petition

Tabled # 1

City of Cambridge

MASSACHUSETTS

In City Council Feb 14, 2000

JB On Tally

YEA	NAY	ABSENT	PRESENT	
✓				Ms. Kathleen L. Born
✓				Mr. James Braude
✓				Ms. Henrietta Davis
	✓			Ms. Marjorie C. Decker
	✓			Mr. Anthony Galluccio
	✓			Mr. David P. Maher
	✓			Mr. Kenneth E. Reeves
	✓			Mr. Michael A. Sullivan
	✓			Mr. Timothy J. Toomey, Jr.

6

6

3

City of Cambridge

MASSACHUSETTS

Tabled Item #1

In City Council Feb 14, 2000MS On Adoption of ~~the~~ *Moving the Cents Club*

YEA	NAY	ABSENT	PRESENT	
✓				Ms. Kathleen L. Born
	✓			Mr. James Braude
	✓			Ms. Henrietta Davis
	✓			Ms. Marjorie C. Decker
✓				Mr. Anthony Galluccio
✓				Mr. David P. Maher
✓				Mr. Kenneth E. Reeves
✓				Mr. Michael A. Sullivan
✓				Mr. Timothy J. Toomey, Jr.

6 3 0 0

Don Sharp & Diana Goldfarb
95 Kinnaird Street
Cambridge, MA 02139

Cambridge City Council Members
Cambridge City Hall
Massachusetts Avenue
Cambridge, MA 02139

December 15, 1999

Dear Members of the Cambridge City Council,

We are writing in reference to the request made by the developers of 74-76 Putnam Avenue for a new curb cut. The property has an existing curb cut accessing Putnam Avenue. On October 28, 1999, the developer submitted a request for a new curb cut accessing Kinnaird Street. As owners living near the property under development, we are opposed to this curb cut and ask you to deny the developer's request.

The curb cut being proposed is at the end of Kinnaird Street near Putnam Ave. Since Kinnaird is a one-way street, anyone using the proposed new driveway across from 118 Kinnaird Street will have to drive all the way up Kinnaird Street, increasing the regular traffic on an already heavily utilized, narrow side street. This impacts not only the Putnam Avenue end of the street, but the entire length of Kinnaird.

We are opposed to the curb cut on Kinnaird Street for safety reasons. We are neighbors of the Martin Luther King/King Open Schools. Each morning and each afternoon, numbers of children, some with their parents and some alone, walk to school from Franklin Street, Green Street, Mass. Ave, and the Mid-Cambridge area down Bay Street and Hancock Street. They have to cross Kinnaird to reach the school in the morning and on their ways home in the afternoon. A new driveway on Kinnaird will mean more traffic on the street, which will increase the risk to the children.

In addition to the children who are walking, parents are driving their children to school. Many drive, and stand or park on Kinnaird Street, usually parking on the section of Kinnaird Street from Bay Street to Putnam. This section of Kinnaird Street narrows, and, except for the first few yards, parking is limited to the even side of the street. It is often congested and difficult for residents, guests, parents and staff to find adequate parking.

Additionally, the new driveway is below street level, requiring drivers to exit on a steep uphill grade. There is a telephone pole directly at the mouth of the curb cut, which can obstruct visibility of oncoming cars, bicycles and pedestrians. Because of the narrowness of the street and the single parking across the street, drivers will be required to make a sharp left onto Kinnaird, turning onto another uphill grade. We believe this poses a significant traffic risk not only to oncoming traffic and pedestrians, but also for the new drivers exiting from the property.

The existing curb cut for 74-76 Putnam Ave. is on Putnam Ave. It is near two zebra crossings and a traffic light. During school morning and afternoon hours, there is a crossing guard present to ensure the safety of the school children. Putnam Ave. is a wide, main road. The original structure on the property was also a multi-family dwelling, so Putnam Ave. has a successful history of handling the traffic from that curb cut with no problem.

We strongly encourage you to deny the request for a new curb cut because of its safety risks to children walking to and from school, as well as to drivers on Kinnaird Street and the residents of the newly developed property who would be accessing Kinnaird Street at a dangerous angle.

Thank you for your consideration.

Diana Goldfarb Don Sharp

Consent Communicaiton #13

A communication was received from
Don Sharp and Diana Goldfarb, 95
Kinnaird Street, transmitting
opposition to the 74-76 Putnam
Avenue curb cut.

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

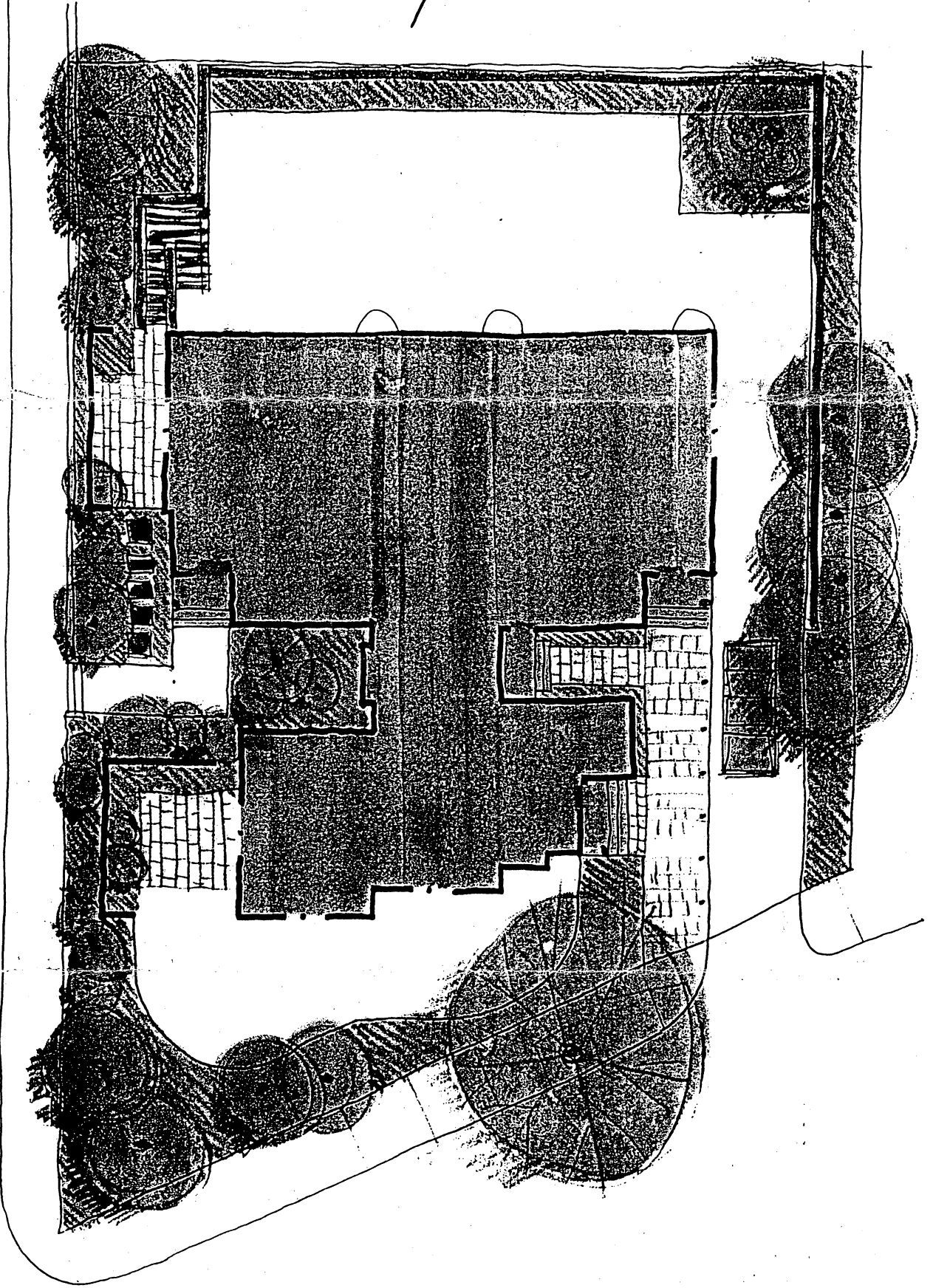
1999 DEC 16 P 1:32

In City Council December 20, 1999

Referred to

petition

Existing Curb Cut.



POTOMAC AVE 1"=10'

CAMBRIDGE PUBLIC SCHOOLS

DR. MARTIN LUTHER KING, JR. OPEN SCHOOL

100 Putnam Avenue
Cambridge, MA 02139
(617)349-6567

1999 DEC 17 A 10:37
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Timothy Groves
Principal

December 13, 1999

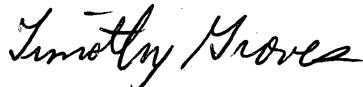
Margaret Drury
Cambridge City Council
Cambridge City Hall

To Members of the City Council,

As principal of the King Open School, I am concerned about the plan for a curb cut and driveway on Kinnard Street as part of the new condominiums being built on the corner of Putnam Ave. and Kinnard. This driveway will certainly have a big impact on the traffic on Kinnard Street at an area directly adjoining the two currently-existing driveways into the King School Building parking lots. Many students walk along Kinnard to come to school, and the increase in Kinnard Street traffic will make their coming and going potentially more hazardous. As I understand it, the original plan for a driveway and curb cut was approved for Putnam Avenue. I am unclear why I, as principal of King Open, was not informed or asked about this change. I have spoken to my colleague Dr. Joseph McKeigue of King School, who told me that he did see the plans for the change and decided to make no objection one way or the other. I am concerned that there was not more care taken to inform and involve members of this whole school community, since the addition of a driveway on Kinnard Street will impact us directly.

I ask for your response to my concerns and for any suggestions you may have about how this driveway change will impact the safety of Cambridge students.

Thank you,



Timothy Groves

cc: Dr. Joseph McKeigue

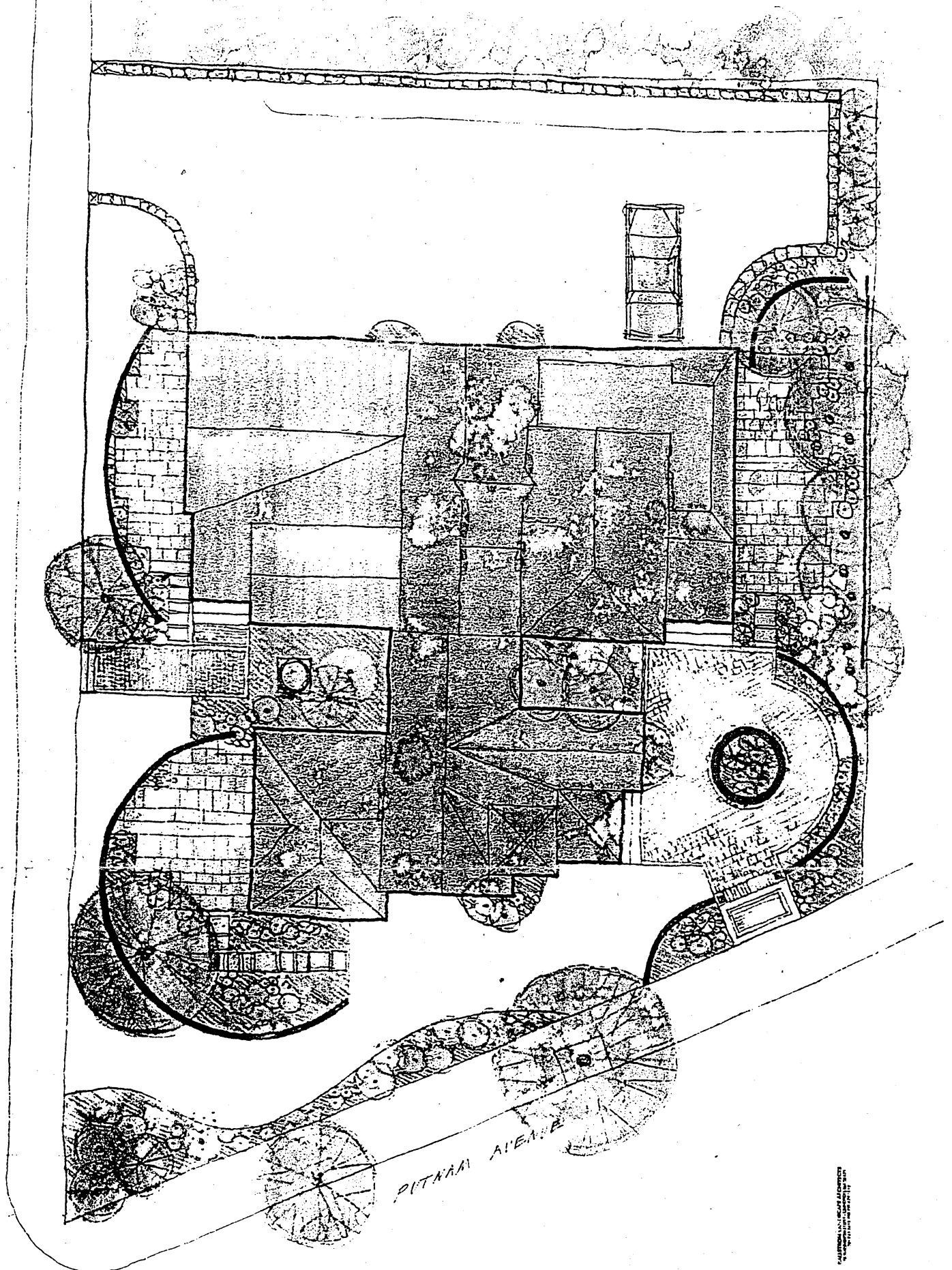
Consent Communciation #3

A communication was received from
Timothy Groves, Principal, Dr. Martin
Luther King., Jr. Open School,
transmittng concern regarding the plan
for a curb cut and driveway on Kinnaird
Street.

In City Council January 10, 2000

Referred to Petition

Proposed Curb Cut.

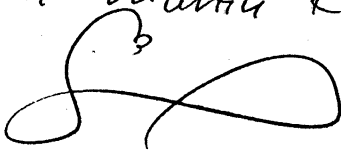


9 Dec 98

To whom it may concern:

I am in favor of a curb cut on Kinnaird Street as related to the new construction at the corner of Putnam Ave and Kinnaird. As owners of a condo at 70 Putnam Ave, on the opposite corner, my wife, Elizabeth Sarks, and I believe the Kinnaird Street curb cut will be of the best advantage to all the neighbors and will create the fewest problems for traffic.

Sincerely,

Scott-Martin Kosofsky


December 9, 1999

To Whom It May Concern:

We have no problem with locating the
curb cut for the new construction located at
the corner of Putnam Ave. and Kennard Street on
Kennard Street.

Barbara Hastings, Trustee
126 Kennard Street
Realty Trust

To: Whom It May Concern

From: Samuel BLANK

of: 67 Putnam Ave.

Date: December 1999

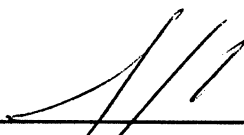
Re: Curbcut for Putnam Gables (74-76 Putnam Avenue)

I would like to go on record in **support of a new curbcut on Kinnaird Street** for the development on the corner of Putnam Avenue and Kinnaird Street.

I believe the curbcut on Putnam Avenue will be disruptive to the traffic flow and dangerous to pedestrians walking along Putnam Avenue.

The curbcut on Kinnaird Street will be a minor addition to traffic on that one way street. There is also a stop sign already in place at the end of Kinnaird Street. Exiting vehicles from Kinnaird Street will have complete visibility on both the left and right when exiting.

Finally, the curbcut on Kinnaird Street will preserve eight mature maple trees that would have to be cut down to make room for the 80 foot driveway which would need to be built to use the existing Putnam Avenue curbcut.



Telephone: 617 491-2412

To: Whom It May Concern

From: Kristin Folber

of: 79 Putnam Ave

Date: December 1999

Re: Curbcut for Putnam Gables (74-76 Putnam Avenue)

I would like to go on record in **support of a new curbcut on Kinnaird Street** for the development on the corner of Putnam Avenue and Kinnaird Street.

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Kristin J. Folber

Telephone: 617-441-8961

To: Whom It May Concern

From: Chris Brooks

of: 66 Putnam Ave

Date: December 1999

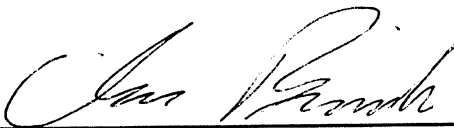
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Telephone: 617 497-4430

To: Whom It May Concern

From:

Jean L. Garland

of:

62 Putnam Ave.

Date: December 1999

Re: Curbcut for Putnam Gables (74-76 Putnam Avenue)

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Jean L. Garland

Telephone: 617 844-5276

To: Whom It May Concern

From: Fred O'Connor

of: 58 Putnam Ave

Date: December 1999

Re: Curbcut for Putnam Gables (74-76 Putnam Avenue)

I would like to go on record in **support of a new curbcut on Kinnaird Street** for the development on the corner of Putnam Avenue and Kinnaird Street.

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Louis M. O'Connor
Fred O'Connor

Telephone: 617-864-2844

To: Whom It May Concern

From: KAREN LEWIS

of: 47 PUTNAM AVE.

Date: December 1999

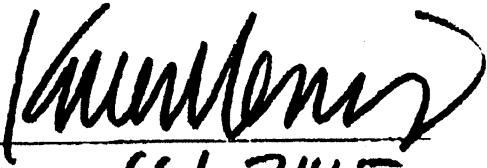
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Telephone: 661-7145

To: Whom It May Concern

From: Mary C. Cove

of: 21 Putnam Ave

Date: December ^{12th} 1999

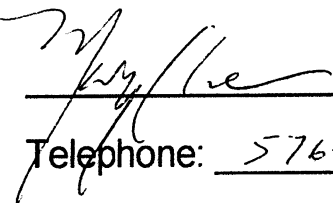
Re: Curbcut for Putnam Gables (74-76 Putnam Avenue)

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Telephone: 576-0182

To: Whom It May Concern

From: Christine McDonough

of: 37 Putnam Ave #2

Date: December 1999

Re: Curbcut for Putnam Gables (74-76 Putnam Avenue)

I would like to go on record in **support of a new curbcut on Kinnaird Street** for the development on the corner of Putnam Avenue and Kinnaird Street.

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Christine McDonough

Telephone: 617 868 0308

To: Whom It May Concern

From: ROBERTA M. BROOKS

of: 38 PUTNAM AVE CAMB. 02139

Date: December 1999

Re: Curbcut for Putnam Gables (74-76 Putnam Avenue)

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Roberta M. Brooks
Telephone: 576-3176

To: Whom It May Concern

From: Joshua Breslau

of: 68 Putnam Ave

Date: December 1999

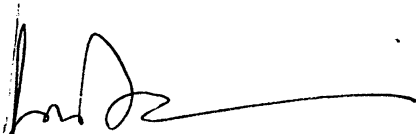
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Telephone: 617-576-7962

To: Whom It May Concern

From: Lisa Drapkin

of: 80 Kinnaird Street

Date: December 1999

Re: Curbcut for Putnam Gables (74-76 Putnam Avenue)

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Telephone: 497-5707

To: Whom It May Concern

From: Alvin de Dillalla

of: 83 Kinnaird St

Date: December 1999

Re: Curbcut for Putnam Gables (74-76 Putnam Avenue)

I would like to go on record in **support of a new curbcut on Kinnaird Street** for the development on the corner of Putnam Avenue and Kinnaird Street.

I believe the curbcut on Putnam Avenue will be disruptive to the traffic flow and dangerous to pedestrians walking along Putnam Avenue.

The curbcut on Kinnaird Street will be a minor addition to traffic on that one way street. There is also a stop sign already in place at the end of Kinnaird Street. Exiting vehicles from Kinnaird Street will have complete visibility on both the left and right when exiting.

Finally, the curbcut on Kinnaird Street will preserve eight mature maple trees that would have to be cut down to make room for the 80 foot driveway which would need to be built to use the existing Putnam Avenue curbcut.

Alvin de Dillalla

Telephone: 354-1941

To: Whom It May Concern

From: Patricia Dowd

of: 91 Kinnaird Street

Date: December 1999

Re: Curbcut for Putnam Gables (74-76 Putnam Avenue)

I would like to go on record **in support of a new curbcut on Kinnaird Street** for the development on the corner of Putnam Avenue and Kinnaird Street.

I believe the curbcut on Putnam Avenue will be disruptive to the traffic flow and dangerous to pedestrians walking along Putnam Avenue.

The curbcut on Kinnaird Street will be a minor addition to traffic on that one way street. There is also a stop sign already in place at the end of Kinnaird Street. Exiting vehicles from Kinnaird Street will have complete visibility on both the left and right when exiting.

Finally, the curbcut on Kinnaird Street will preserve eight mature maple trees that would have to be cut down to make room for the 80 foot driveway which would need to be built to use the existing Putnam Avenue curbcut.



Telephone: 617-688 6998

To: Whom It May Concern

From: Janet & Lee Williams

of: 48 Jay St. Camb

Date: December 1999

Re: Curbcut for Putnam Gables (74-76 Putnam Avenue)

I would like to go on record **in support of a new curbcut on Kinnaird Street** for the development on the corner of Putnam Avenue and Kinnaird Street.

I believe the curbcut on Putnam Avenue will be disruptive to the traffic flow and dangerous to pedestrians walking along Putnam Avenue.

The curbcut on Kinnaird Street will be a minor addition to traffic on that one way street. There is also a stop sign already in place at the end of Kinnaird Street. Exiting vehicles from Kinnaird Street will have complete visibility on both the left and right when exiting.

Finally, the curbcut on Kinnaird Street will preserve eight mature maple trees that would have to be cut down to make room for the 80 foot driveway which would need to be built to use the existing Putnam Avenue curbcut.

Janet Williams / Lee Williams
Telephone: 617-864-3330

74-76 PUTNAM AVENUE CURB CUT PROPOSAL

2000 JAN -6 A 10: 24
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Dear Cambridge City Councilors,

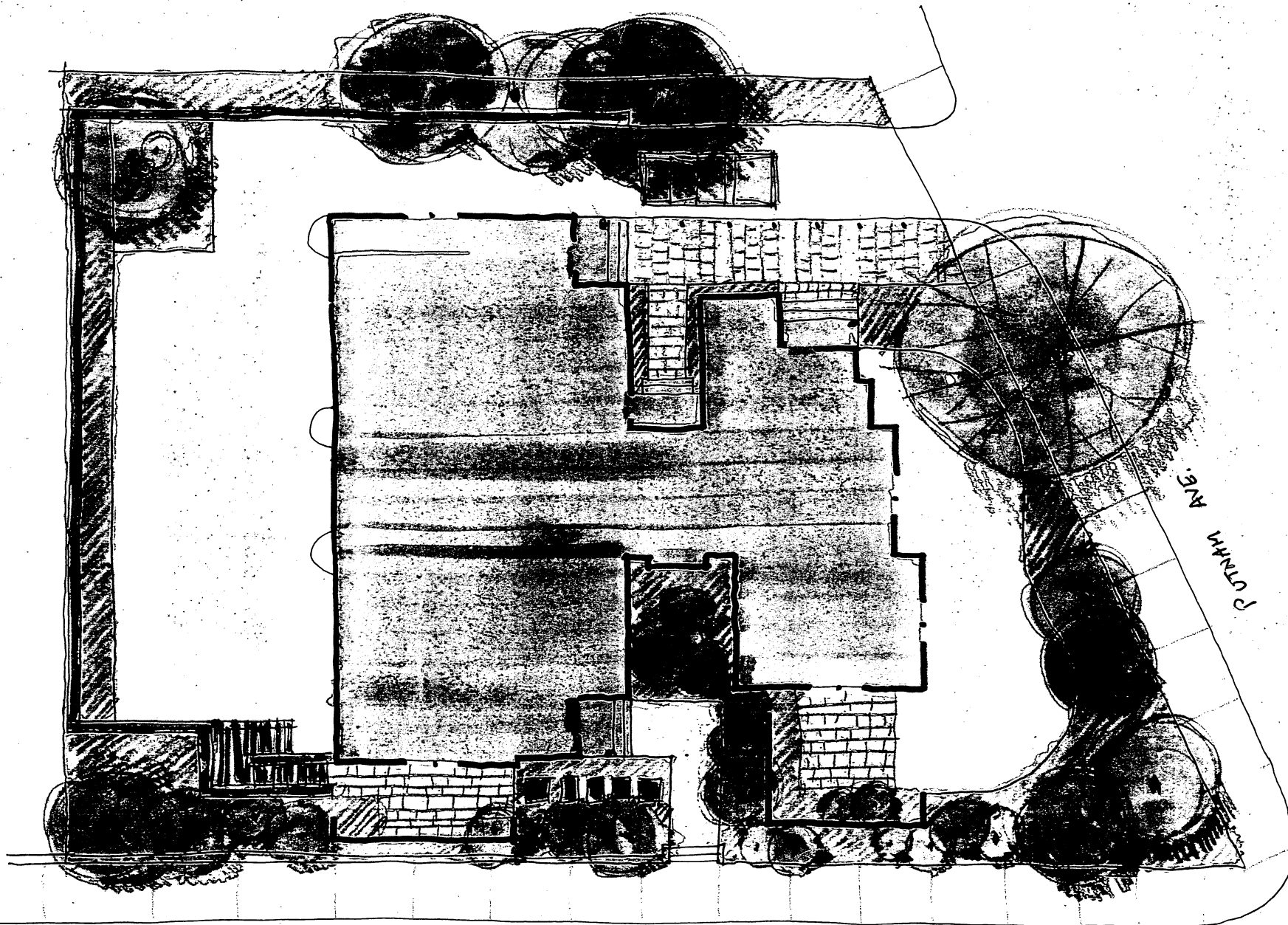
Below we have highlighted certain items that we feel are important as to why the proposed curb cut on Kinnaird Street is a better method of entry/exit than the existing curb cut on Putnam Avenue.

- Traffic flow and vehicle speed is significantly lower on Kinnaird St.
- Kinnaird Street ends with a stop sign less than 100 feet from proposed curb cut
- Using existing curb cut would entail having a completely blind exit onto a very busy Putnam Avenue
- By using existing curb cut, 8 mature maple trees would have to be eliminated due to the construction of an 80 foot asphalt driveway
- Open (green) space would increase from 31% to 44% by using the proposed curb cut.
- With proposed curb cut on Kinnaird Street, existing vehicle has 100% visibility as to pedestrians and vehicles

Thank you,

Michael A. Paone
Pamela J. Touloupoulos
Jack W. Touloupoulos

EXISTING



PUTNAM AVE 1" = 10'

KINNAIRD ST.

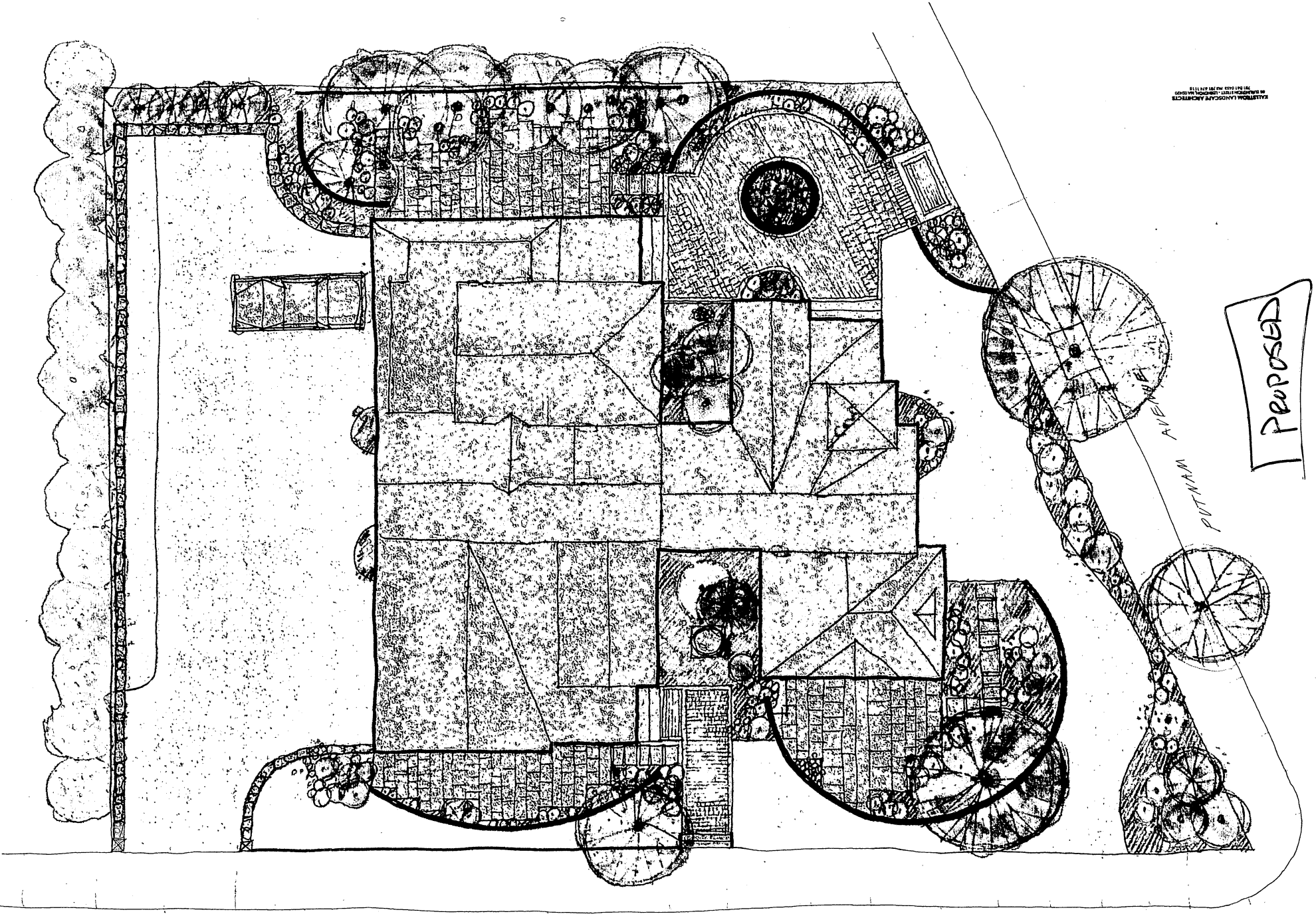
PUTNAM AVE.

STATEMENT OF WORK
FOR THE
RECONSTRUCTION OF THE
PUTNAM AVENUE
AND
KINNARD STREET
INTERSECTION

PROPOSED

PUTNAM AVENUE

KINNARD STREET



Consnet Communication #10

A communication was received from Michael A. Paone, Pamela J. Touloupoulos, Jack W. Touloupoulos, highlighting items that they feel are important as to why the proposed curb cut on Kinnaird Street is a better method of entry/exit than the existing curb cut on Putnam Avenue.

In City Council January 10, 2000

Referred to

Petition



City of Cambridge

Reconsideration #1

IN CITY COUNCIL

March 6, 2000

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.

Jack Touloupoulos

**74-76 Putnam Avenue
(curb cut relocated to Kinnaird Street)**

In City Council February 14, 2000.

Adopted by the ye and nay vote:-

Yeas 6; Nays 3; Absent 0.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

A handwritten signature in cursive script, reading "D. Margaret Drury".

D. Margaret Drury
City Clerk

2/14/00 Reconsideration filed.

3/06/00 No Action Taken on Reconsideration – Action taken on 2/14/00 Adopting Order Stands.



City of Cambridge

Application & Petition #5

IN CITY COUNCIL

December 6, 1999

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.

Jack Touloupoulos

74-76 Putnam Avenue

TABLED ON MOTION OF VICE MAYOR GALLUCCIO.



City of Cambridge

Application & Petition #5

IN CITY COUNCIL

December 6, 1999

MAYOR DUEHAY

ORDERED: That the City Manager be and hereby is requested to set up a meeting with Traffic, Parking and Transportation Department, Inspectional Services Department and the Principal of the King School to meet with the neighbors and ensure that all abutters on Kinnaird Street are notified of the meeting; and be it further

ORDERED: That the City Manager be and hereby is requested to report on why abutters on Kinnaird Street were not notified of the curb cut at 74-76 Putnam Avenue; and be it further

ORDERED: That the report state why the development occurred prior to the curb cut being granted.

In City Council December 6, 1999.

Adopted by the affirmative vote of eight members.

Attest:- D. Margaret Drury, City Clerk.

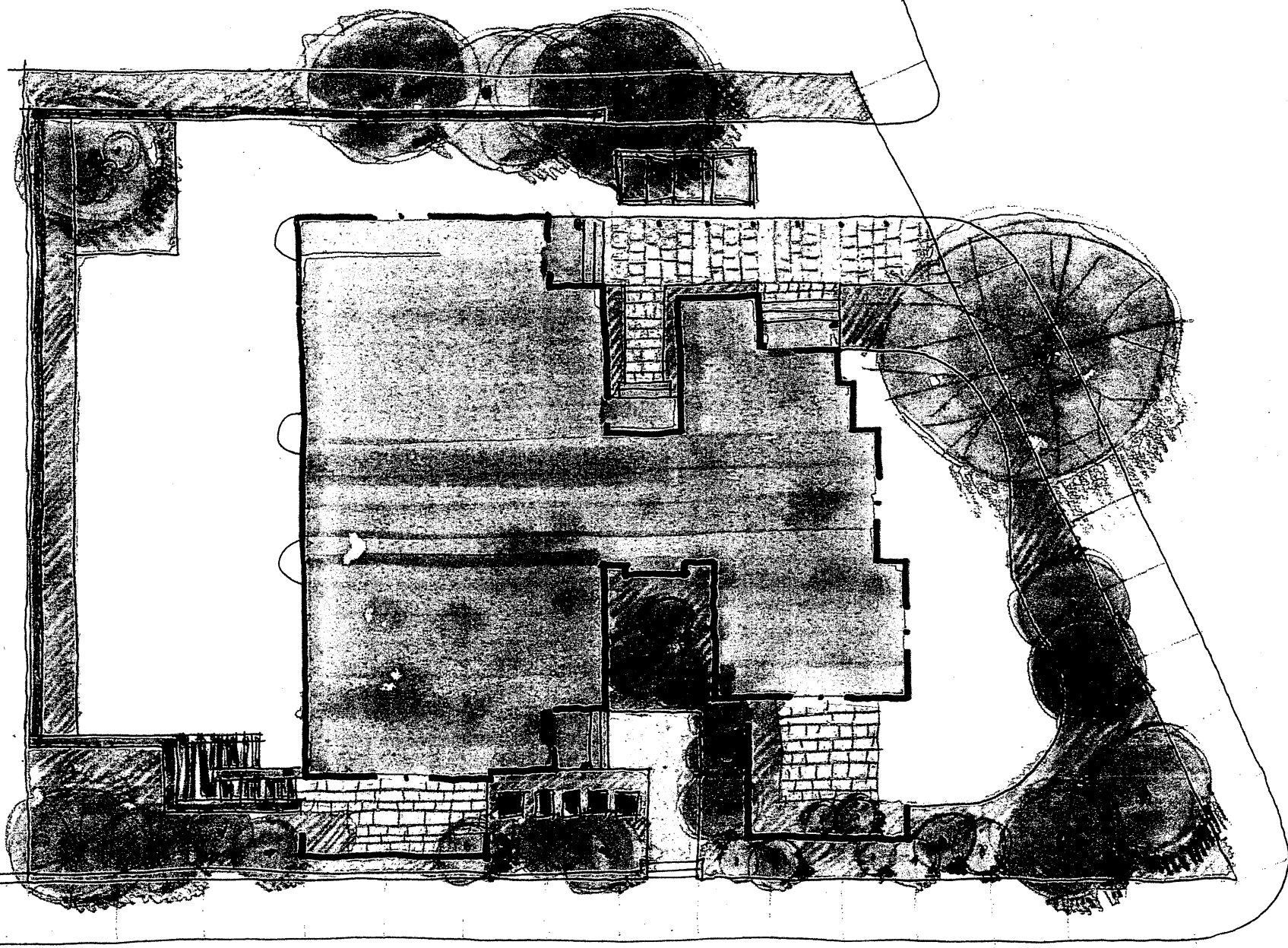
A true copy;

ATTEST:-

D. Margaret Drury
D. Margaret Drury
City Clerk

Existing Curb Cut.

PITMAN AVE 1"=10'

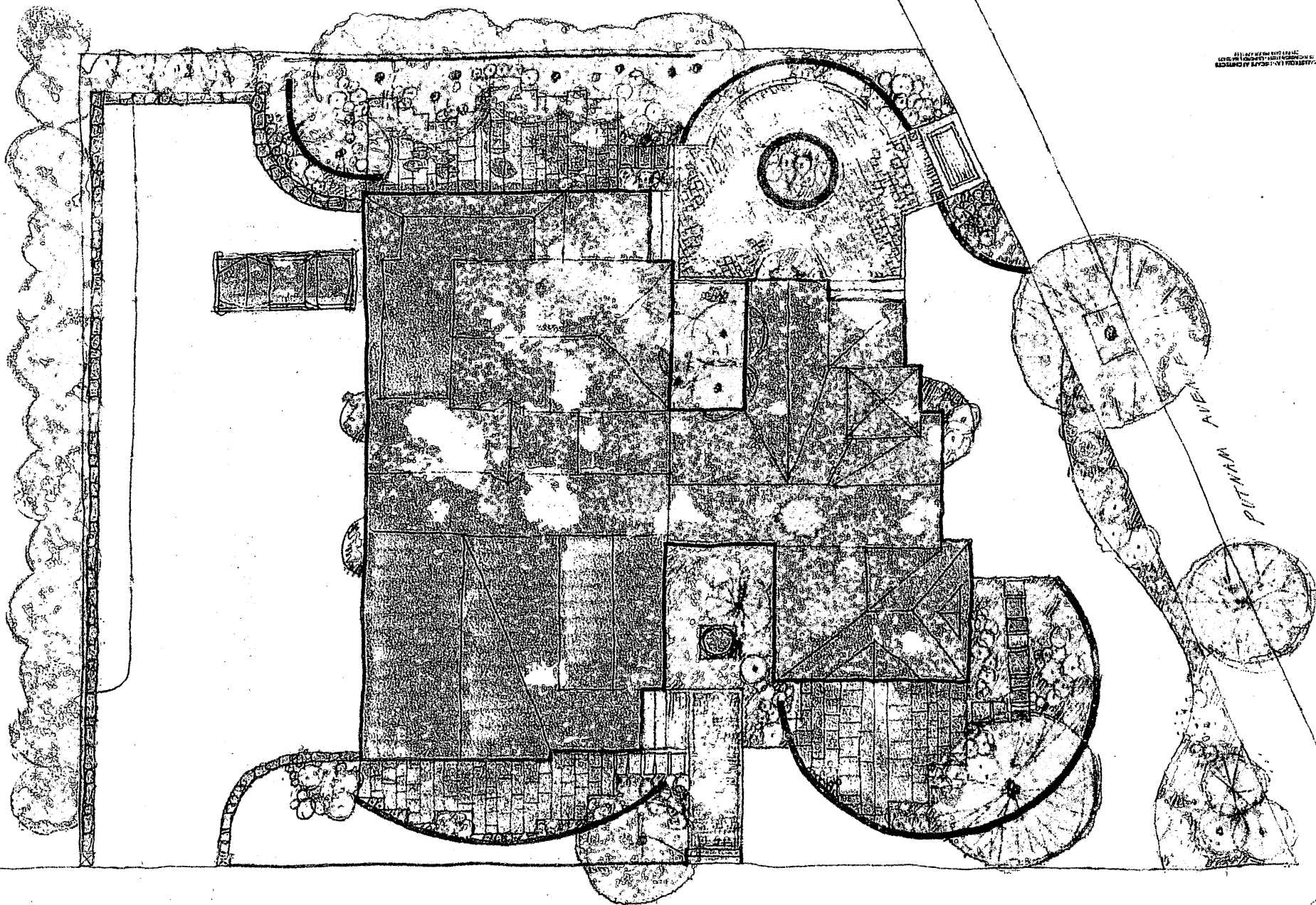


Proposed Curb Cut.

ALL RIGHTS RESERVED BY THE
LANDS DEPARTMENT AND THE
RECORDS DEPARTMENT

ANNARD STREET

PUTNAM





City of Cambridge

1999 NOV -4 A 10:01

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

October 29, 1999

Dear Neighborhood Representative:

This office is in receipt of a copy of an application from Jack Touloupoulos, requesting a curb cut *at the premises numbered 74-76 Putnam Avenue, Cambridge, Massachusetts*. The City Council has directed that all curb cut petitions be submitted to the appropriate Neighborhood Associations for the locality where the curb cut would be made, so that the association may have an opportunity for review, prior to action by the City Council.

Please indicate by return mail your approval or disapproval of the petition within twenty one days from the date of this letter. If the response is "disapproval" please state reasons. Be sure to sign the form and include a daytime phone number. I have enclosed a self-addressed stamped envelope to facilitate your reply.

As soon as this office has received both the completed application and your neighborhood association response, I will place the petition on the agenda for the next City Council meeting. If I do not receive a response from your neighborhood organization by twenty one days from the date of this letter, I will place the petition on the agenda for the next City Council meeting.

If your neighborhood association cannot complete its review by twenty one days from today, you may extend the reply time another seven days by requesting an extension by letter to me with a copy to the petitioner. However, I urge you to make every effort to complete your review as soon as possible.

Thank you for your cooperation.

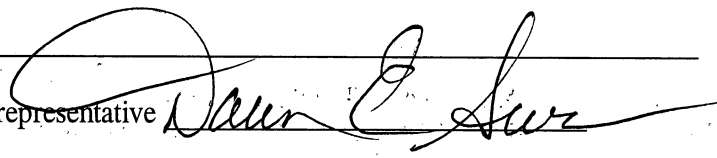
Sincerely yours,


D. Margaret Drury
City Clerk

Name of Neighborhood Association: Cambridge Community Center - Dawn Swan

hereby ☒ approve ☐ disapprove of said driveway petition.

Comments: _____

Signature of authorized association representative Daytime telephone no. 547-6811

cc: Petitioner



OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

(617) 349-4260

FAX (617) 349-4307

tty/TDD (617) 492-0235

D. MARGARET DRURY
CITY CLERK

DONNA P. LOPEZ
DEPUTY CITY CLERK

October 29, 1999

Dear Neighborhood Representative:

This office is in receipt of a copy of an application from Jack Touloupoulos, requesting a curb cut at the premises numbered *74-76 Putnam Avenue, Cambridge, Massachusetts*. The City Council has directed that all curb cut petitions be submitted to the appropriate Neighborhood Associations for the locality where the curb cut would be made, so that the association may have an opportunity for review, prior to action by the City Council.

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Thank you for your cooperation.

Sincerely yours,

D. Margaret Drury
City Clerk

Name of Neighborhood Association: Riverside Leadership Council - Vicki Boulrice

hereby _____ approve _____ disapprove of said driveway petition.

Comments: _____

Signature of authorized association representative _____

Daytime telephone no. _____

cc: Petitioner

City of Cambridge

October 29, 1999

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This office is in receipt of a copy of an application from Jack Touloupoulos, requesting a curb cut *at the premises numbered 74-76 Putnam Avenue, Cambridge, Massachusetts*. The City Council has directed that all curb cut petitions be submitted to the appropriate Neighborhood Associations for the locality where the curb cut would be made, so that the association may have an opportunity for review, prior to action by the City Council.

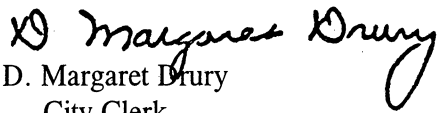
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Thank you for your cooperation.

Sincerely yours,


D. Margaret Drury
City Clerk

Name of Neighborhood Association: Riverside Community Network – Mary Nichols

hereby _____ approve _____ disapprove of said driveway petition.

Comments: _____

Signature of authorized association representative _____

Daytime telephone no. _____

cc: Petitioner

City of Cambridge

October 29, 1999

Dear Neighborhood Representative:

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Thank you for your cooperation.

Sincerely yours,


D. Margaret Drury
City Clerk

Name of Neighborhood Association: Putnam Gardens Tenant Council - Louis Jones

hereby _____ approve _____ disapprove of said driveway petition.

Comments: _____

Signature of authorized association representative _____

Daytime telephone no. _____

cc: Petitioner

City of Cambridge

October 29, 1999

Dear Neighborhood Representative:

This office is in receipt of a copy of an application from Jack Touloupoulos, requesting a curb cut *at the premises numbered 74-76 Putnam Avenue, Cambridge, Massachusetts*. The City Council has directed that all curb cut petitions be submitted to the appropriate Neighborhood Associations for the locality where the curb cut would be made, so that the association may have an opportunity for review, prior to action by the City Council.

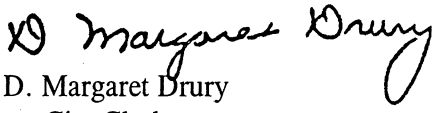
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Thank you for your cooperation.

Sincerely yours,


D. Margaret Drury
City Clerk

Name of Neighborhood Association: River-Howard Tenant Council – Rosa Haynes

hereby _____ approve _____ disapprove of said driveway petition.

Comments: _____

Signature of authorized association representative _____

Daytime telephone no. _____

cc: Petitioner

City of Cambridge

October 29, 1999

Dear Neighborhood Representative:

This office is in receipt of a copy of an application from Jack Touloupoulos, requesting a curb cut *at the premises numbered 74-76 Putnam Avenue, Cambridge, Massachusetts*. The City Council has directed that all curb cut petitions be submitted to the appropriate Neighborhood Associations for the locality where the curb cut would be made, so that the association may have an opportunity for review, prior to action by the City Council.

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If your neighborhood association cannot complete its review by twenty one days from today, you may extend the reply time another seven days by requesting an extension by letter to me with a copy to the petitioner. However, I urge you to make every effort to complete your review as soon as possible.

Thank you for your cooperation.

Sincerely yours,


D. Margaret Drury
City Clerk

Name of Neighborhood Association: King Community School - Carol Hill

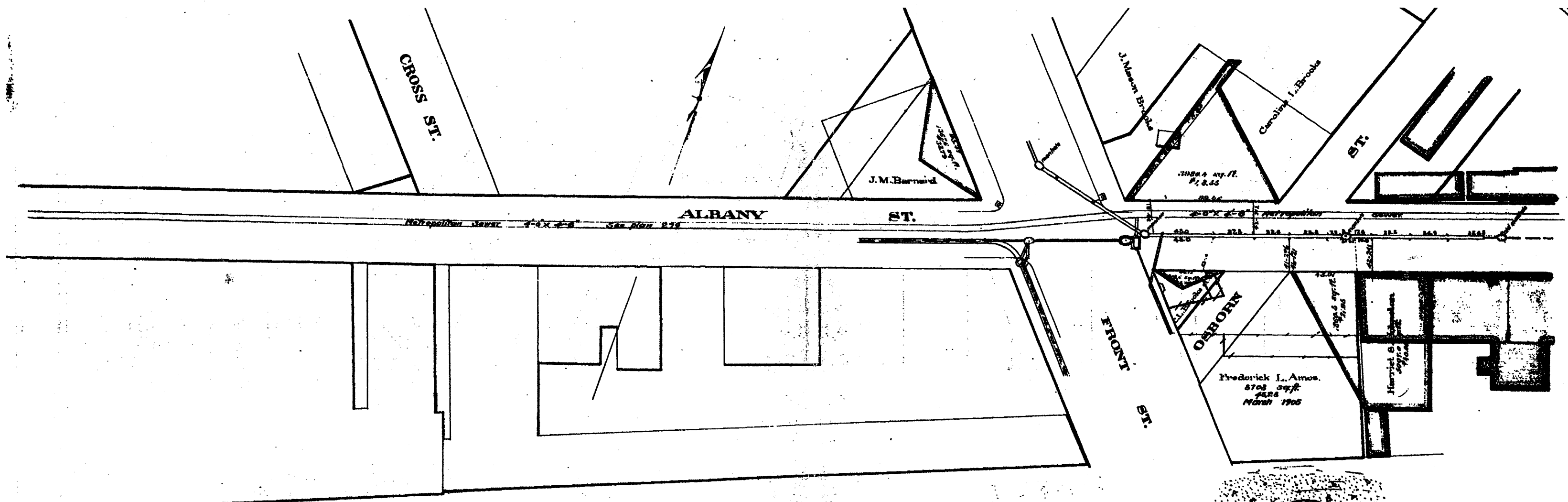
hereby _____ approve _____ disapprove of said driveway petition.

Comments: _____

Signature of authorized association representative _____

Daytime telephone no. _____

cc: Petitioner



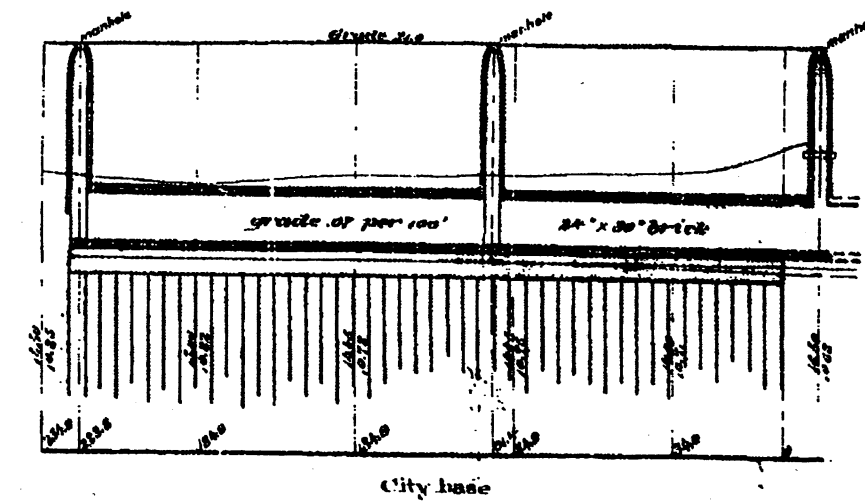
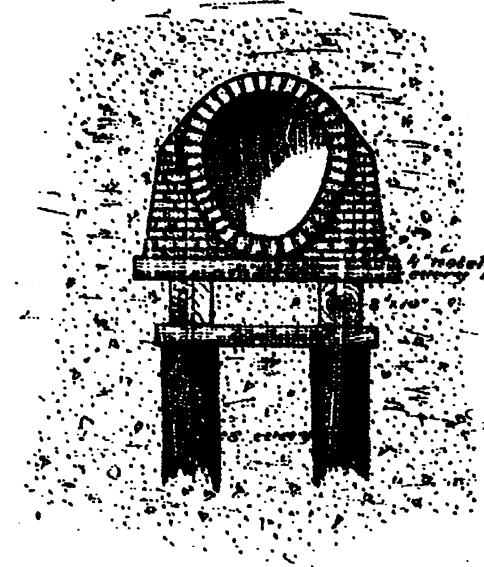
PLAN OF ALBANY STREET

SEWER FOR ASSESSMENT

Scales 40 and 6 ft. to an inch.

1889.

Office of City Engineer, Cambridge.



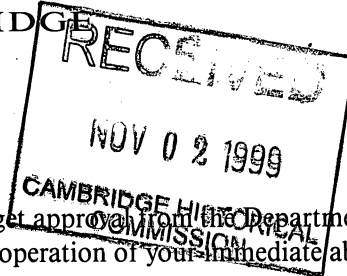
CITY OF CAMBRIDGE
TRAFFIC & PARKING

99 OCT 32 PM 12:26

1999/005

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 abuttors: 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:

10/28/99

PART I:

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

74-76 Putnam Ave Cambridge

Frontage:

120' 09" Ft.

Block and Lot:

Setback (distance from building to sidewalk):

11' Ft.

Distance from proposed driveway to surrounding structures and property line:

(7) 20+ FEET

Dimensions of proposed driveway:

22' X 60'

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

(NONE) NONE

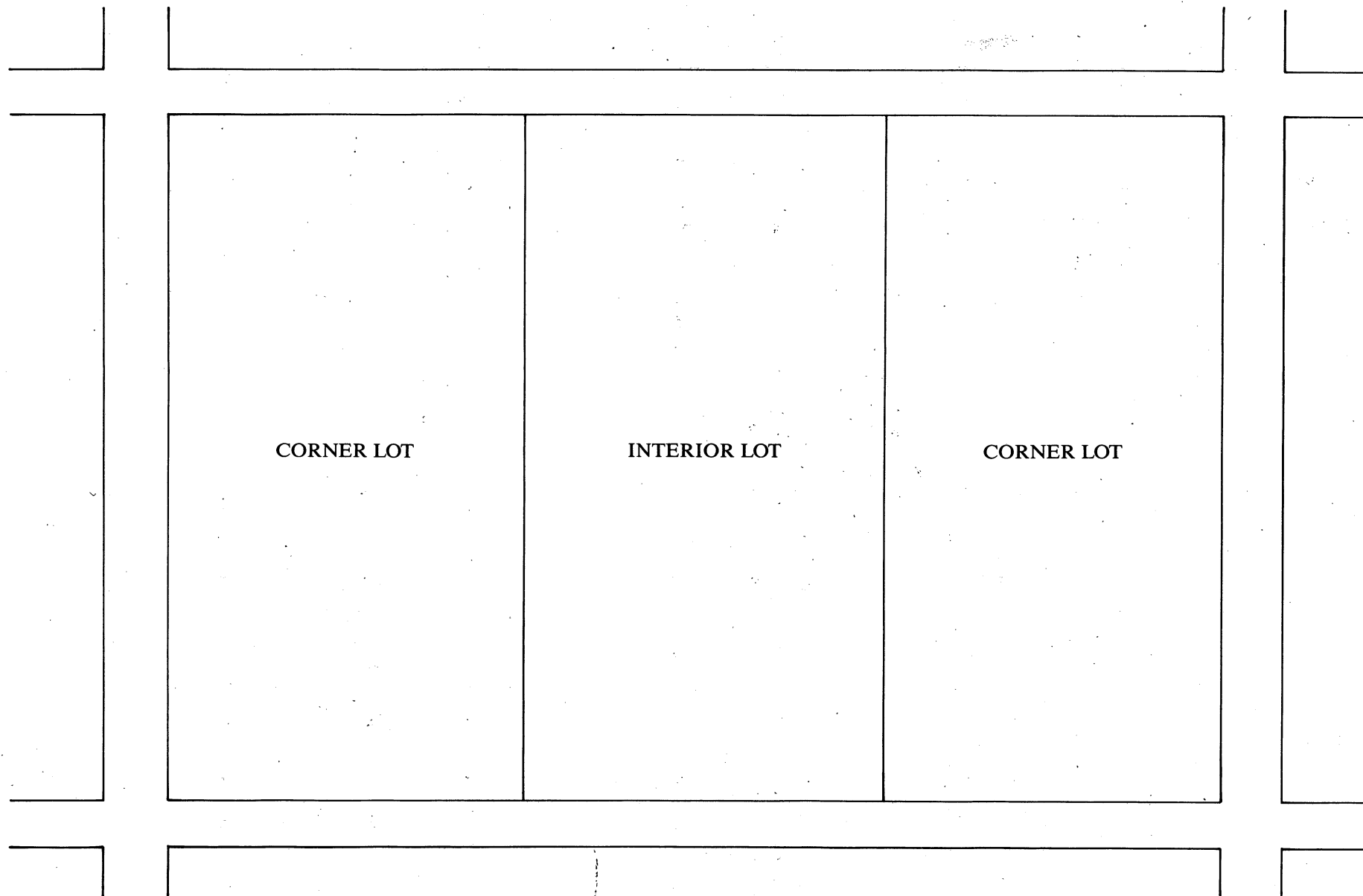
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

1999 NOV 24 A 9:58

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

DRAWING 1:

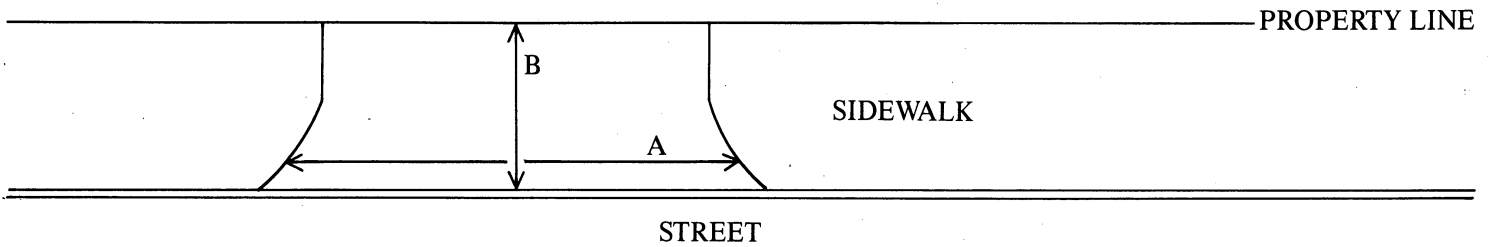
**PLEASE INDICATE LOCATION OF HOUSE AND DRIVEWAY.
BE SURE TO GIVE DIMENSIONS OF LOT.**



DRAWING 2:

SKETCH OF PROPOSED DRIVEWAY WITH COST ESTIMATE

CITY OF CAMBRIDGE



$$A = 20 \text{ FT.} \div 3 = 6.6 \text{ YARDS}$$

$$B = 6 \text{ FT.} \div 3 = 2 \text{ YARDS}$$

$$A \times B = 8.6 \text{ SQUARE YARDS}$$

COST ESTIMATE:

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

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

CONCRETE: 8.6 SQUARE YARDS $\times$ \$40/SQUARE YARD = \$ 347-

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: _____

Address: 931 Mass Ave, Arlington, MA (781-648-6771)

Date: 10/28/99

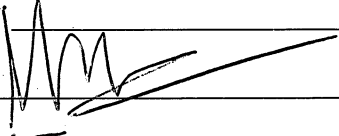
Funds Received: \$ _____

Check Number: _____

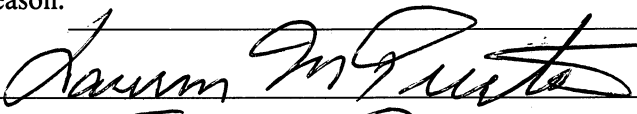
APPLICATION FOR DRIVEWAY CUTS AND OPENINGS

CITY OF CAMBRIDGE

PART II: INSPECTIONAL SERVICES DEPARTMENT

☒ Application approved	☐ Application denied
Reason:	
Signature: 	Date: 10/29/99
Title: ZONING	

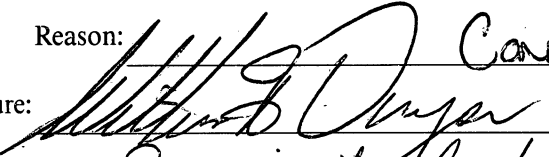
PART III: TRAFFIC AND PARKING DEPARTMENT

☒ Application approved	☐ Application denied
Reason:	
Signature: 	Date: 11/1/99
Title: DOT TRAFFIC DIR	

PART IV: HISTORICAL COMMISSION

☒ Application approved	☐ Application denied
Reason: Not a designated property.	
Signature: Sarah L. Bourles	Date: 11-2-99
Title: Designated Property Administrator	

PART V: PUBLIC WORKS DEPARTMENT

☒ Application approved	☐ Application denied
Reason: Contractor will install.	
Signature: 	Date: 11/8/99
Title: Superintendent of STREETS	

CITY OF CAMBRIDGE

APPLICATION FOR DRIVEWAY CUTS AND OPENINGS
ABUTTOR'S FORM

To Whom It May Concern:

As owner or agent of _____,

Cambridge, Massachusetts, I do hereby declare
of the installment of:

☐ approval
☐ disapproval

Off-Street Parking Facility located at _____

*To whom It May Concern:
I have discussed the curb
cut issue with Michael Paone.
James M. Kelly
Permit 10/20/99*

Signed: _____ Date: _____

Address: _____

To Whom It May Concern:

As owner or agent of 68 Putnam Ave,

Cambridge, Massachusetts, I do hereby declare
of the installment of:

☒ approval
☐ disapproval

Off-Street Parking Facility located at _____

Signed: E. Shull Date: 10/20/99

Address: 68 Putnam Ave

To Whom It May Concern:

As owner or agent of 70 Putnam Ave,

Cambridge, Massachusetts, I do hereby declare
of the installment of:

☒ approval
☐ disapproval

Off-Street Parking Facility located at _____

Signed: [Signature] Date: 20 Oct 99

Address: 70 Putnam Ave

CITY OF CAMBRIDGE

APPLICATION FOR DRIVEWAY CUTS AND OPENINGS
ABUTTOR'S FORM

To Whom It May Concern:

As owner or agent of

77 Potnam Ave Cambridge, Ma 02139

☒ approval

Cambridge, Massachusetts, I do hereby declare

☐ disapproval

of the installment of:

Off-Street Parking Facility located at

Signed:

Date:

Address:

77 Potnam Ave Cambridge Ma 02139

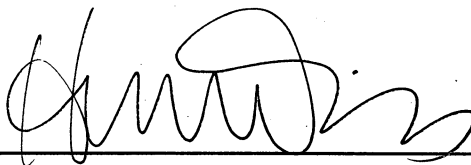
received at Putnam 10:05 pm. 2/14/2000

MOTION FOR RECONSIDERATION

SUBMITTED BY COUNCILLOR Davis

DATE: 2/14/00

filed reconsideration on the adoption
of the curb cut for 74-76 Putnam Ave



Signature

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

2000 FEB 15 A 7:43

Reconsideration #1

22 M^{rec}
#1

Filed by Councillor Davis on an application received from Jack Touloupoulos, requesting a curb cut at the premises numbered 74-76 Putnam Avenue.

In City Council March 6, 2000

No Action Taken

PLACED ON FILE

2/14/2000

ORDER ADOPTED 6-3-0

*Reconsideration filed by
Councillor Davis*

2214
Applications and Petitions Rec. 1
#5

An appliation was recieved
from Jack Touloupoulos, requesting
a curb cut at the premises
74-76 Putnam Avenue.

2/14/2000

ORDER ADOPTED

6-3-0.

Reconsideration filed by
Coun. Davis
12/20/99

PLACED ON FILE

Pursuant to Order #,

In City Council December 6, 1999

Tabled on motion of
Vice Mayor Gallicchio.

12/6/99

ORDER ADOPTED

3/6/00

Reconsideration - NO Action Taken