

CITY OF CAMBRIDGE
TRAFFIC & PARKING
NOV 13 AM 1:19

#11012002

APPLICATION FOR DRIVEWAY CUTS AND OPENINGS

CITY OF CAMBRIDGE



2003 JAN 22 P 3:19

RECEIVED
CITY OF CAMBRIDGE
INSPECTIONAL SERVICES
JAN 22 2003

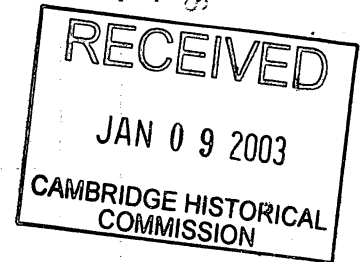
INSTRUCTIONS:

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 signed forms from abutters on the sides and rear of the property and from all property owners located across the street(s) from the property.

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:

11/05/02

PART I:

Address of proposed curb cut or off-street parking facility: 32 Vassar Street

Frontage: 420 feet (more or less) Block and Lot: Plat 52A, Lot 21

Setback (distance from building to sidewalk): 35 feet (average)

Distance from proposed driveway to surrounding structures and property line: See attached Drawing SK-1

Dimensions of proposed driveway: 36 feet wide, 16 feet inbound and 20 feet outbound

Location of any trees, sign posts, fire hydrants, utility poles, etc., in direct vicinity of proposed driveway: none

☒ Plot plan is included See attached Parcel Map and Context Plan

☒ Sketch of driveway with cost estimate is included See attached Drawing SK-2

☒ All abutter's forms are included

A copy of the "Amendment of the IPOP Special Permit to widen the driveway..." also is attached.

Control #6339

DRAWING 1:

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

See attached Parcel Map, Context Plan, and Drawing SK-1

CORNER LOT

INTERIOR LOT

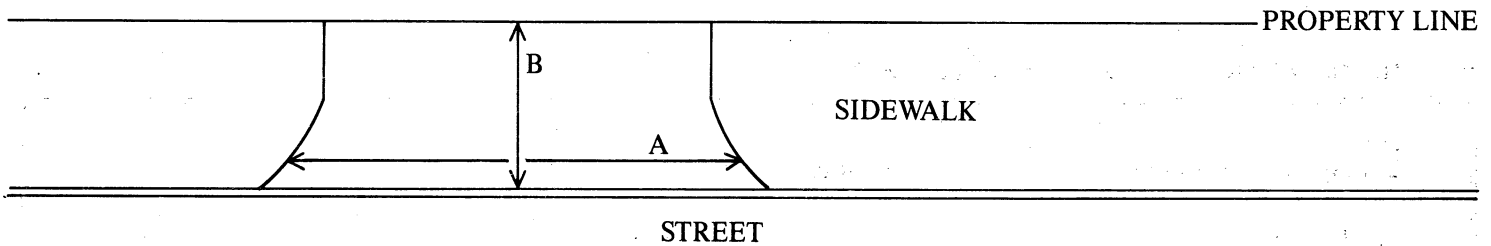
CORNER LOT

DRAWING 2:

SKETCH OF PROPOSED DRIVEWAY WITH COST ESTIMATE

CITY OF CAMBRIDGE

See attached Drawing SK-2



$$A = 40 \text{ FT.} \div 3 = 13.3 \text{ YARDS}$$

$$B = 14 \text{ FT.} \div 3 = 4.7 \text{ YARDS}$$

$$A \times B = 62 \text{ SQUARE YARDS}$$

COST ESTIMATE:

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

BRICK ON CONCRETE: 62 SQUARE YARDS $\times$ \$85/SQUARE YARD = \$ 5,270

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

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

MIT's contractor, Beacon/Skanska USA, will construct the curb cut at no cost to the City of Cambridge.

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: David T. Lewis, Senior Project Manager Construction Date: 5 Nov 02

Address: MIT 77 Massachusetts Avenue Cambridge, MA 02139

Funds Received: \$ _____

Check Number: _____

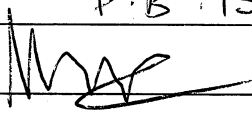
APPLICATION FOR DRIVEWAY CUTS AND OPENINGS

CITY OF CAMBRIDGE

PART II: INSPECTIONAL SERVICES DEPARTMENT

☒ Application approved ☐ Application denied

Reason: P.B. 158 #1

Signature: 

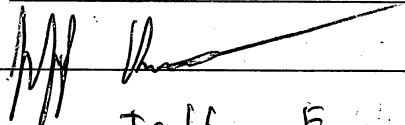
Date: 11/06/02

Title: ZONING

PART III: TRAFFIC AND PARKING DEPARTMENT

☒ Application approved ☐ Application denied

Reason:

Signature: 

Date: 1-8-03

Title: Traffic Engineer

PART IV: HISTORICAL COMMISSION

☒ Application approved ☐ Application denied

Reason: Not a designated historic property

Signature: Sarah A. Buerles

Date: 1/9/03

Title: Designated Property Admin.

PART V: PUBLIC WORKS DEPARTMENT

☒ Application approved ☐ Application denied

Reason:

Signature: William F. Dwyer

Date: 1/22/03

Title: Superintendent of Streets.

Control # 6339

November 5, 2002

RACKEMANN
STRATEGIC CONSULTING, INC.
One Financial Center
Boston, Massachusetts 02111
Telephone 617/951-1146 Fax 617/542-7437

Sean O'Grady, Zoning Officer
Inspectional Services
831 Massachusetts Avenue
Cambridge, Massachusetts 02139

Re: Curb Cut Application – MIT Stata Center, 32 Vassar Street

Dear Mr. O'Grady:

Attached is a completed and signed "Application for Driveway Cuts and Openings" for the Stata Center at MIT. In addition to the form, the following information is attached to this letter:

- Parcel Map 52A
- Context Plan
- Drawing SK-01
- Drawing SK-02
- Notice of Decision – PB#158, Major Amendment #1.

I hope that you find this application complete and can begin the review process. Please let me know of any questions that you may have on this filing or of any additional information that you may need. I can be reached by telephone at 617/951-1146 or by e-mail at scd@rackemann.com.

Thank you for your assistance.

Sincerely,

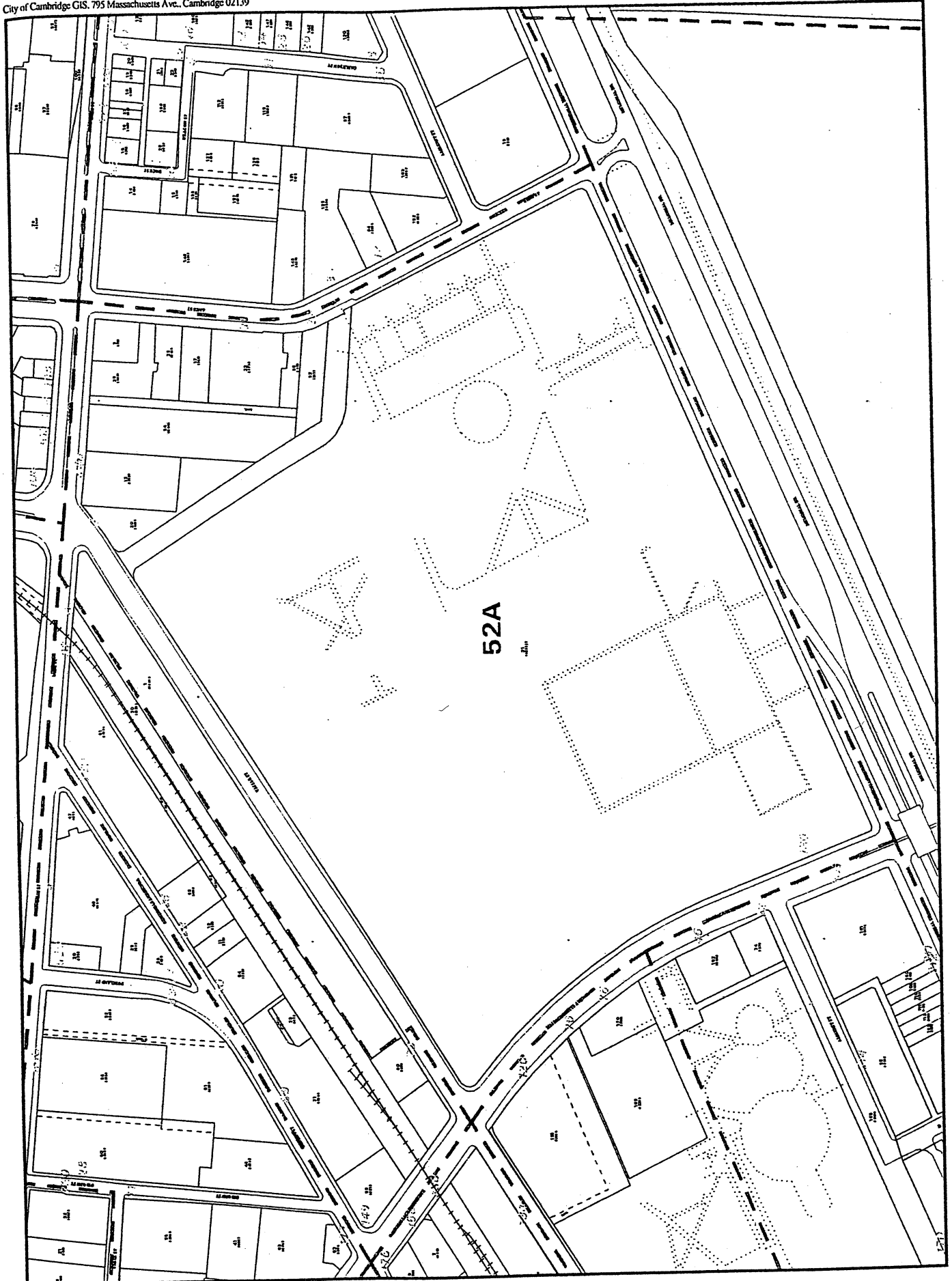


Steven C. Davis, President

Enclosure

cc (w/Enclosure): Kelley Brown, MIT
Dave Lewis, MIT

SCD/sd



City of Cambridge, Massachusetts
Assessing Department



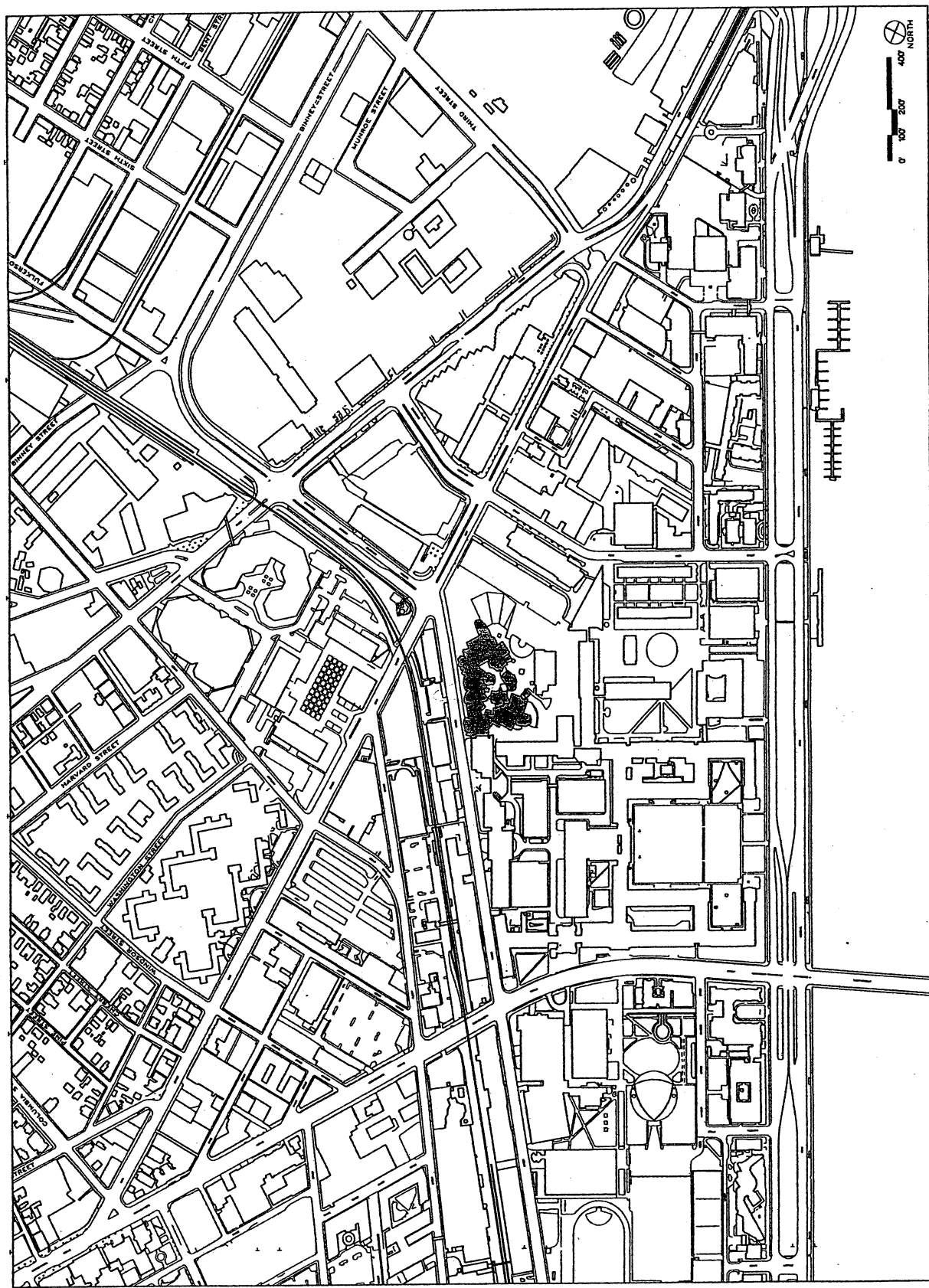
0 Feet 295
Approximate Scale

Parcel Map
Map: 52A

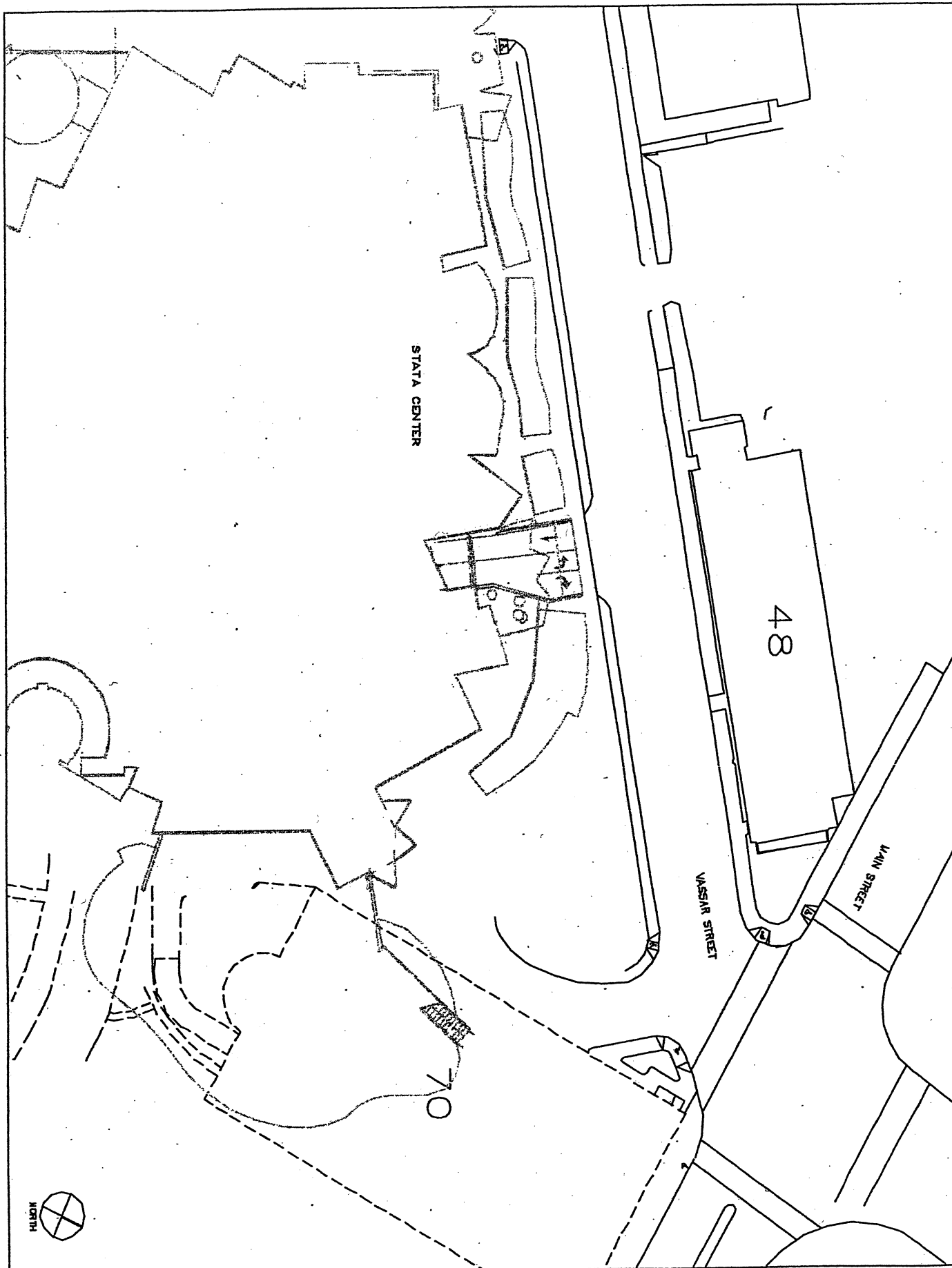


AD-13
AUGUST 1, 1989
MASSACHUSETTS INSTITUTE OF TECHNOLOGY
PLANNING BOARD
SPECIAL PERMIT NO.

CONTEXT PLAN



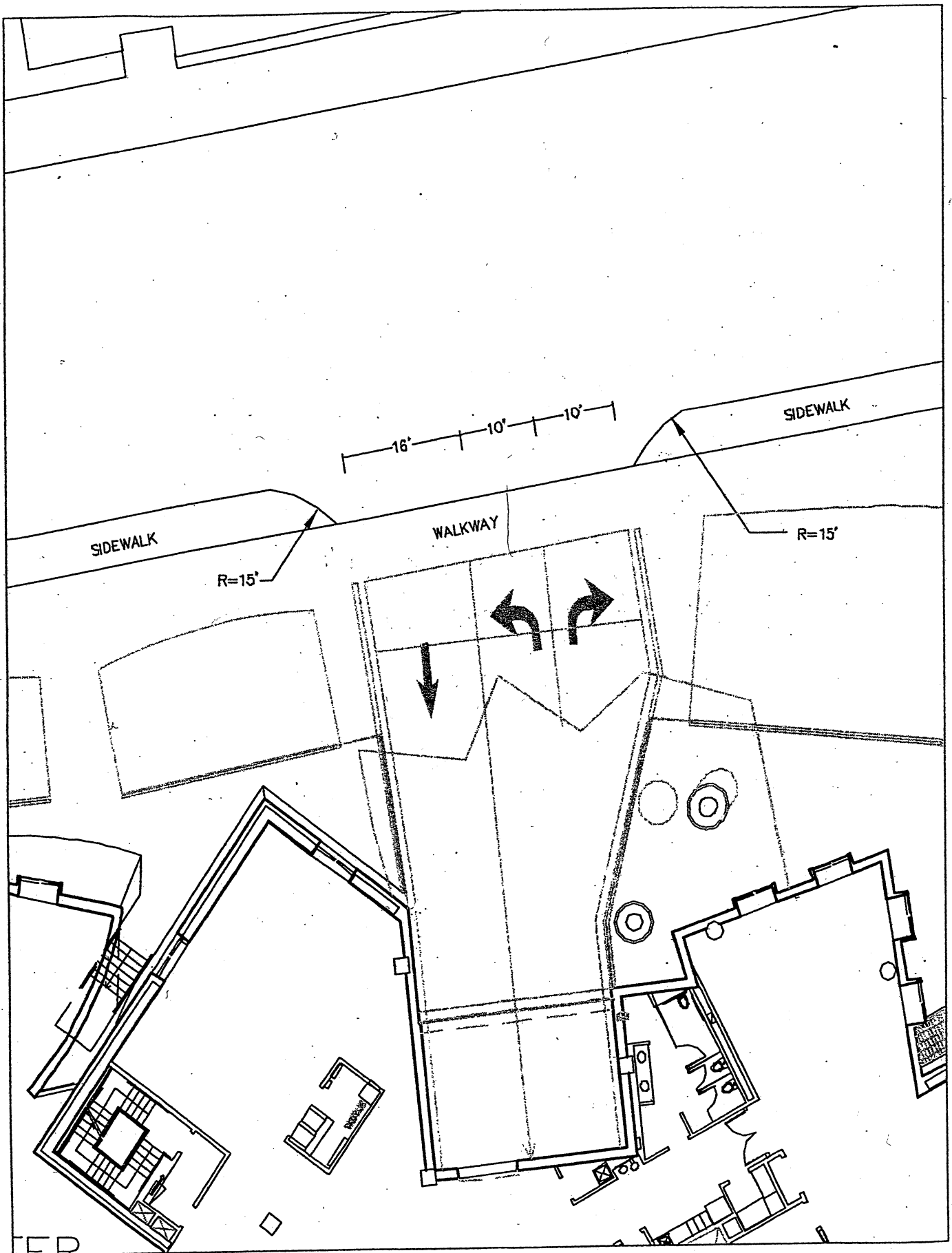
THE RAY AND MARIA STATA CENTER
FRANK O. GEHRY & ASSOCIATES, INC.
MASSACHUSETTS INSTITUTE OF TECHNOLOGY
PLANNING BOARD
SPECIAL PERMIT NO.
REPRESENTATIVE
CERTIFICATION OF PLANNING BOARD



EXISTING AND PROPOSED CONDITIONS
36' CURB CUT TO EXISTING VASSAR STREET

SK-01

Date: 12/28/01
Scale: 1/64" = 1'-0"
Project: 1639.12
Ref. Dwg: A2-1.5



MIT STATA CENTER
RAMP & 36' CURB CUT TO EXISTING VASSAR ST.

SK-02

Date: 12/28/01
Scale: 1/16"=1'-0"
Project: 1639.12
Ref.Dwg: A2-1.05



CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD
CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

NOTICE OF DECISION

Case No: PB#158, Major Amendment #1

Address: 10-40 Vassar Street

Zoning: Industry B District

Owners/Applicants: Massachusetts Institute of Technology, 77
Massachusetts Avenue, Cambridge, Mass. 02139

Application Date: September 15, 1999

Public Hearing: December 7, 1999

Planning Board Decision: December 7, 1999

Date of Filing Decision: January 27, 2000

Date of Major Amendment #1 Application: February 22, 2002

Date of Public Hearing Major Amendment #1: March 19, 2002, continued
successively with permission of the applicant to September 3, 2002

Date of Major Amendment #1 Decision: September 3, 2002

Date of Filing Major Amendment #1 Decision: October 10, 2002

Application: Amendment of the IPOP Special Permit to widen the driveway as
permitted in Section 6.43.5 of the Zoning Ordinance.

Decision: **GRANTED** with conditions

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts
General Laws, Chapter 40A, and shall be filed within twenty (20) days after the
filing of the above referenced decision with the City Clerk. Copies of the
complete decision and final plans, if applicable, are on file with the Office of the
Community Development Department and the City Clerk.

Authorized Representative to the Planning Board: *Liza M. Faden*
For further information concerning this decision, please call Liza Faden at 617-
349-4647, TTY: 617-349-4621, email lpaden@ci.cambridge.ma.us.

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

2002 OCT 10 P 2:21

COMMUNITY DEVELOPMENT
2002 OCT 11 AM 10:35
CITY OF CAMBRIDGE

Case No: PB#158, Major Amendment #1

Address: 10-40 Vassar Street

Zoning: Industry B District

Owners/Applicants: Massachusetts Institute of Technology, 77
Massachusetts Avenue, Cambridge, Massachusetts 02139

Application Date: September 15, 1999

Public Hearing: December 7, 1999

Planning Board Decision: December 7, 1999

Date of Filing Decision: January 27, 2000

Date of Major Amendment #1 Decision: September 3, 2002

Documents Submitted

1. Special Permit Major Amendment Application certified complete and submitted to the City Clerk's Office, on February 22, 2002, containing the amendment description, supporting statement, and Special Permit #158
2. Letter to Susan E. Clippinger, Director of Traffic, Parking and Transportation, from Richard S. Bryant, PE, Vice President, Associate, Rizzo Associates, dated 1/4/02.
3. Figures 1 and 2, existing conditions and proposed conditions.
4. Memo to Liza Paden, CDD, from Jason Schrieber, Traffic, Parking and Transportation, dated 3/19/02.
5. Letter to the Planning Board from Stephen H. Kaiser, 191 Hamilton Street, dated 3/31/02, objecting to the major amendment.
6. Letter to Tom Anninger, Chair of the Planning Board, from Kelley Brown, dated 4/30/02, extending the date for the public hearing.
7. Memo to Liza Paden, from Jason Schrieber, dated 5/16/02, with the agreement draft between MIT and the City.

8. Letter to Liza Paden, CDD, from Kelley Brown, MIT, dated 5/24/02, extending the date for the public hearing.
9. Letter to Liza Paden, CDD, from Kelley Brown, MIT, dated 7/31/02, extending the date for the public hearing.
10. Memo to Les Barber, from Jason Schrieber, dated 8/28/02, with the agreement with MIT regarding the curb cut.

Findings

After review of the application documents and other documents submitted to the Board, testimony taken at the public hearing, and review and consideration of the Major Amendment to the Planning Overlay Special Permit and the general special permit criteria, the Board makes the following findings:

1. Conformance to the requirements of the Planning Overlay Special Permit, Section 11.500 of the zoning ordinance.

a. submittal of required documents

The requirements of Section 11.511 were met with the original submission and with the documentation provided for this Major Amendment, including a proposed set of conditions recommended by the Cambridge Traffic, Parking and Transportation Department dated 8/28/02.

b. finding of no substantial adverse impact on city traffic

The proposed changes relate to the width of the access drive. The location of the access drive and capacity of the parking facility remains the same.

c. conformance with Enumerated Growth Policies

Policy 13: Pace of development, maintenance of the tax base, adjustment to changing conditions, consistent with urban design plans, disruption of neighborhoods overburden infrastructure.

The Board finds that the previous findings in Decision #158 filed on 1/27/00 have not been affected by the Major Amendment.

Policy 27: affordable housing and neighborhood character

This major amendment does not propose a change to the use of the building from institutional research and office. The abutting uses are institutional.

Policy 39: minimize impacts on abutting neighborhoods

The site is almost 1,000 feet away from the nearest low density residential neighborhood.

Policy 66: open space facilities

There are no changes to the open space as proposed in the original special permit filed on January 27, 2000.

2. Conformance to required determination set forth in Section 6.43.5 (b)

The Planning Board determines that an additional exit lane from the garage, which the widened curb cut would allow, may be needed to adequately accommodate exiting cars at peak evening hours while allowing for the provision of an extra-wide lane to accommodate the turning movements of entering service vehicles. With the conditions imposed in the granting of the requested permit, the Board determines that the additional curb width will have positive traffic management benefits without sacrificing pedestrian safety.

3. Conformance to the general criteria for the issuance of special permits contained in Section 10.40 of the Zoning Ordinance

A special permit will normally be granted where specific provisions of this Ordinance are met, except where the particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting such permit to be to the detriment of the public interest because of the following.

- a. The requirements of the Ordinance cannot be met.

With the issuance of this Major Amendment the requirements of the Ordinance are met. The building, access drives and uses meet the regulations and standards of the ordinance.

- b. Traffic generated or patterns of access and egress will cause congestion, hazard, or substantial change in established neighborhood character.

The widening of the access drive will not change the use of the garage. The changes to the entry will permit reduced waiting times and queue lengths within in the garage at peak exiting times. Adequate measures will be taken to ensure the safety of pedestrians crossing in front of the garage entrance.

- c. The continued operation of or development of adjacent uses as permitted in the Zoning Ordinance will be adversely affected by the nature of the proposed uses.

The development continues to be consistent with the adjacent educational uses. The widening of the access will not adversely affect adjacent development or future development patterns.

- d. Nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City.

No nuisance or hazard will be created. Pedestrian safety concerns will be adequately addressed.

- e. For other reasons the proposed use would impair the integrity of the district or the adjoining district or otherwise derogate from the intent and purpose of this Ordinance.

There are no use changes proposed in this Major Amendment application so that the project as a whole is fully consistent with the intent and purpose of the district within which it is located.

Decision

Based on a review of the major amendment application documents, comments made at the public hearing and other comments received by the Board, and based on the above findings, the Planning Board **GRANTS** the requested Major Amendment to the original Planning Overlay Special Permit subject to the following conditions and limitations:

1. As required in the granting of the original permit, all use, building construction, and site plan development shall be in general conformance with the plans and application documents submitted to the Planning Board as referenced above and dated August 9, 1999 and as revised November 23, 1999, except as they are modified by this Major Amendment. Appendix I summarizes the dimensional features of the project as approved.

2. As required in the granting of the original permit, the project shall continue to undergo design review with the staff of the Community Development Department (CDD).

3. As required in the conditions of the original permit, the permittee shall bear the full cost of the improvements at the Galileo Way/Main Street/Vassar Street intersection in order to improve pedestrian and vehicle safety, subject to any modifications approved in this Decision.

4. The permittee shall continue to implement the Parking and Transportation Demand Management Program elements outlined in Section 4.3 of the original project review special permit application.

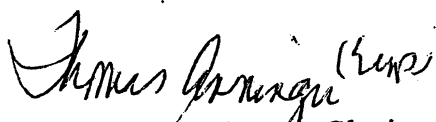
5. The permittee shall construct and operate the parking garage access in accordance with the plans submitted and the provisions contained in the attachment to the Memo dated August 28, 2002 from Jason Schrieber, City of Cambridge Traffic, Parking and Transportation Department, to Les Barber, which attachment is entitled *Condition for Special Permit (PB #158) regarding the Stata Driveway*. The attachment is attached to this Decision.

6. The permittee shall monitor in a manner approved by the Traffic, Parking and Transportation Department the operation of the parking garage and the use of the widened access, for a period of two years beginning no later than March 31, 2003. At the end of those two years of use, the permittee shall submit to the Planning Board a monitoring report, specifying the number of times the additional egress lane has been opened and used and including any other relevant details of the operation of the garage and its impact on the abutting sidewalk and street. If, at the end of these two years and after consultation with City staff and the permittee, the Planning Board finds that the information provided in the monitoring report does not support the need for the additional driveway width, or that the operation of the additional exit lane constitutes a significant hazard to pedestrians on the public sidewalk, the Planning Board may require modification of the design or

operation of the driveway entrance including if appropriate the elimination of any driveway width in excess of thirty feet, or it may extend the effective term of the special permit as appropriate.

Voting in the affirmative to GRANT the Special Permit were K. Benjamin, associate member appointed by the Chair to act in the place of an absent member, T. Anninger, H. Russell, W. Tibbs, F. Darwin, L. Brown, B. Shaw, and K. Benjamin Associate Member, appointed to replace an absent Planning Board member, constituting more than the two thirds of the members of the Board necessary to grant a special permit.

For the Planning Board,

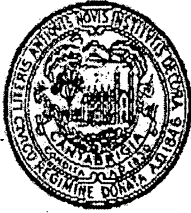

Thomas Anninger, Chair

A copy of this major amendment decision #158 shall be filed with the Office of the City clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on October 10, 2002, by Elizabeth M. Paden, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have likewise been filed with the City Clerk on such date.

Twenty (20) days have elapsed since the filing of the decision.
No appeal has been filed.

DATE:
City Clerk
City of Cambridge



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
238 Broadway
Cambridge, Massachusetts 02139

Susan E. Clippinger
Director
(617) 349-4700

MEMORANDUM

To: Les Barber, Community Development Department
From: Jason Schrieber, Cambridge Traffic, Parking and Transportation Department *JS*
Date: August 28, 2002

RE: Stata Center Curb Cut

The Traffic, Parking & Transportation Department has reached an agreement with MIT regarding the Stata Center curb cut since our May 16th memo. We will recommend to the Planning Board that the terms of that agreement (attached) become a condition of their Special Permit #158. With Planning Board approval, our Department will approve the curb-cut application for the construction of a 36-foot curb cut at 20 Vassar Street.

If you have any questions, please contact me.

Cc: Sue Clippinger, TP&T
Liza Paden, CDD
Kelley Brown, MIT
Nancy Joyce, MIT

Condition for Special Permit (PB # 158) regarding the Stata Center Driveway

Goals

The City and MIT are committed to minimizing the conflict between vehicles exiting the Stata garage and the operation of vehicles, pedestrians and bicycles along Vassar Street, both before and after the scheduled reconstruction of Vassar Street by MIT.

Background

In connection with an amendment to the Planning Overlay Special Permit for the Stata Center (PB #158), MIT is seeking a Driveway Special Permit from the City of Cambridge to construct a 36-foot wide driveway and curb cut to access the 676-space parking garage and materials handling facility located under the Stata Center at 10-40 Vassar Street. The 36-foot wide driveway will include a 16-foot wide entering lane. The 16-foot is the minimum necessary to accommodate incoming truck movements. The remaining 20-feet is provided to accommodate exiting traffic. The use, operation and control of this 20-foot area, as outlined below, will be recommended to the Planning Board as a condition of the special permit by City Traffic, Parking and Transportation staff, with the endorsement of MIT. In view of the lack of experience by all parties with the operational characteristics of the Stata garage and the expected duration of this garage operation, the Planning Board will be asked to permit Traffic, Parking and Transportation, with the consent of MIT, to modify the operational details associated with this condition, without further amendment to the Special Permit condition.

Driveway Construction

MIT will construct a 36-foot wide driveway and curb cut at Vassar Street substantially as shown on the plans submitted with its application. The driveway will be striped with a double-yellow line to define a 16-foot wide entering lane separate from the 20-foot wide exiting lanes. The exiting portion of the driveway will use a white lane line to define two 10-foot wide exiting lanes. Contrasting pavement treatment will be used to define the right exiting lane as an auxiliary lane. Anchors will be installed in the auxiliary lane, offset 12-feet from the double-yellow line to support installation of a removable barrier (stanchions, bollards or some other barrier) that can be removed to open access to this lane at certain times. The contrasting pavement treatment and the removable barrier are to be approved by the Cambridge TP&T Department.

Driveway Operations

If Stata garage operators, Campus Police or MIT Parking and Transportation management personnel observe that a queue of ten or more cars waiting to exit the garage (the queue that would result from a delay of at least two minutes, which is double the delay associated with a Level-of-Service of F at unsignalized intersections) exists for more than 60 consecutive seconds, Stata garage operators, Campus Police or MIT Parking and Transportation management personnel will notify MIT Campus Police Headquarters and request a detail to assist the safe movement of pedestrians, bicycles, exiting traffic, and on-street vehicular traffic. The police detail may elect to open the auxiliary lane for up to one-hour per day. The police detail may elect to open the auxiliary lane for an additional non-consecutive one-hour period per day for special events only. In the event that a police detail cannot be made available during either one-hour period, a garage attendant wearing a safety vest must be made available to assist with safe pedestrian operations across the driveway, and the attendant also may operate the auxiliary lane only as specified above.

Recommended Police Detail Operations

When in place, the police detail should be encouraged to coordinate his/her actions with the signal at Vassar and Main. One likely way to achieve this would be to hold up all garage exits until the nearby signal at Vassar and Main gives a red indication, which stops traffic on Vassar. The detail could then hold up all Vassar Street pedestrian, bicycle & vehicular traffic and allow the garage to exit in both directions until the signal provides a green indication; at which point all garage exits could be held, and all pedestrian, bicycle & vehicular traffic on Vassar Street could resume.

CITY OF CAMBRIDGE

APPLICATION FOR DRIVEWAY CUTS AND OPENINGS
ABUTTOR'S FORM

To Whom It May Concern:

As owner or agent of all parcels abutting 10-40 Vassar Street,

☒ approval

Cambridge, Massachusetts, I do hereby declare

☐ disapproval

of the installment of:

Off-Street Parking Facility located at 32 Vassar Street

Signed: Kelley Brown, Senior Project Manager Date: 11/8/02

Address: MIT 45 Vassar Street Cambridge, MA 02139

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: _____

CITY OF CAMBRIDGE

APPLICATION FOR DRIVEWAY CUTS AND OPENINGS
ABUTTOR'S FORM

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: _____

City of Cambridge

PROCEDURE WITH RESPECT TO DRIVEWAY CUTS, OPENINGS AND OFF-STREET PARKING SPACES OR FACILITIES

1. An applicant may obtain an Application for Driveway Cuts and Openings at the Department of Public Works or Inspectional Services Department.
2. In addition to the application itself, (and the sketch required on the application form), the applicant must include a plot plan to scale which illustrates the driveway cut and the layout of the proposed on grade, off-street parking space, spaces or facility.
3. The applicant must also include signed forms from abutters on the sides and rear of the property and from all property owners located across the street(s) from the property. If the applicant is unable to obtain these signatures, he/she must include a statement with the application that an attempt was made to secure the required signatures and that it was not possible to obtain them and indicate the reasons why it was not possible to obtain the signatures.
4. The applicant shall submit the application, together with the plot plan and the abutter's forms, shall be first submitted to the Inspectional Services Department, located at 831 Massachusetts Avenue. The Inspectional Services Department will (1) immediately send a copy of the application to the City Clerk's Office to start the neighborhood association notification process, and (2) review the application for completeness of application, inclusion of abutter's forms and compliance with the City of Cambridge Zoning Ordinance.

Curb cut requirements are detailed in Section 6.40 of the Zoning Ordinance. Following are some of the more significant requirements that must be met to comply with zoning:

- a. A curb cut cannot be located closer than twenty five (25) feet to a street intersection or within fifteen (15) feet of a crosswalk.
- b. The driveway must be at least ten (10) feet wide.
- c. For lots having less than 100 feet of frontage, a maximum of only one curb cut is allowed.
- d. The required size of the parking space is 8 1/2 feet by 18 feet. The parking space cannot be located within the front yard setback.

If the Inspectional Services Department makes a determination that the curb cut is not in compliance with the Zoning Ordinance, the applicant has the following options: discontinuing the application process; modifying the application to bring it into compliance with the Zoning Ordinance; appealing the Inspectional Services determination to the Board of Zoning Appeals (BZA); or requesting from the BZA a variance from the Zoning Ordinance. If the applicant is not successful with the appeal or variance request before the BZA, recourse is through the courts.

5. The City Clerk will notify neighborhood associations in the area of the petitioner and will send a copy of this notification to the applicant. Notification will include a copy of the plot plan or drawing submitted with the

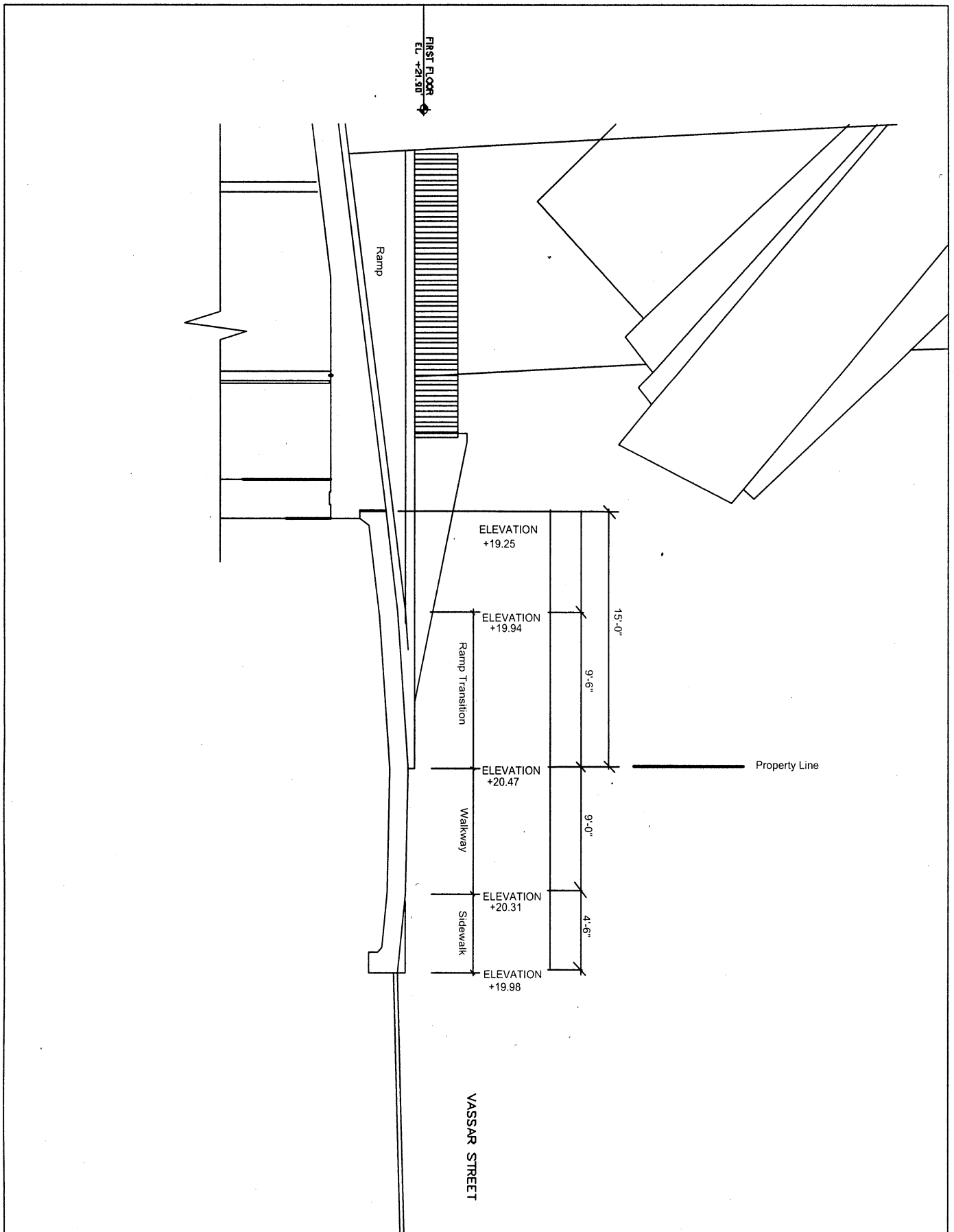
application and will request that the neighborhood association inform the City Clerk whether it approves or disapproves of the application. Petitioners are urged to contact their neighborhood association early to avoid delay.

6. If the Inspectional Service Department (or the Board of Zoning Appeal) approves the application, Inspectional Services will then send it to the Department of Traffic, Parking and Transportation. If Traffic and Parking refuses to approve the application, it will so inform the applicant.
7. If the application is approved by Traffic and Parking, that department will then send the application to the Historical Commission. If the Commission approves, the Commission will send the application to the Department of Public Works. If the Commission disapproves the application, the applicant may appeal under statutes and ordinances governing the administration of historically designated properties, information about which may be obtained from the Commission.
8. If the Department of Public Works (DPW) approves the application, DPW will send the application to the City Clerk's Office. If DPW disapproves the application, it will notify the applicant.
9. When the City Clerk receives a response from the neighborhood association(s), or, if no response is received, then no sooner than 21 days after the initial notification of the neighborhood associations (see no. 5 above) the Clerk will place the application on the next City Council agenda. If the City Council approves the application, the City Clerk will notify the applicant and will send the application back to the Department of Public Works. The cost of the driveway construction will be calculated and the driveway will be put on the schedule and a date assigned for construction. The applicant must pay in full for the construction cost, based on the cost indicated, within two weeks before the estimated start of construction. No construction will begin unless the full cost of the driveway has been paid for in advance.

In certain cases, the Department may arrange with the applicant to have the driveway done by a private contractor; however, the contractor will have to post a bond, obtain a permit from the DPW and have his work inspected as to city standards before the bond is released. In this case the contractor will have a direct relationship with the applicant and the city will not intervene unless the contractor does not meet city requirements for driveway construction.

10. APPLICANTS ARE CAUTIONED AGAINST EXPENDING ANY MONEY ON MODIFICATIONS TO THEIR PROPERTY IN ANTICIPATION OF THEIR APPLICATION BEING APPROVED BY THE COUNCIL.

If a curb cut is required in connection with a project for which a building permit from the Inspectional Service Department is required, the building permit will not be issued until approval for the curb cut is first obtained from the Council. In extraordinary cases, an incremental (foundation, site work, etc) building permit may be issued if the following conditions, as a minimum, are met; the application has been initiated with the Inspectional Services Department, approvals from abutters have been obtained, a hardship is demonstrated, and the applicant states that he/she is proceeding at his/her own risk.



MIT STATA CENTER
RAMP SECTION AT EXISTING VASSAR STREET

SK-03

Date: 11/26/02
Scale: 1/8"=1'-0"
Project: 1639.12
Ref.Dwg: A3-5.16



City of Cambridge

Applications and Petitions #3

IN CITY COUNCIL

January 27, 2003

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, and authorization is conditioned upon use of materials specified by the Department of Public Works and the Department of Traffic, Parking and Transportation.

MIT Stata Center

32 Vassar Street

In City Council January 27, 2003.

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

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

ATTEST:-

D. Margaret Drury
City Clerk

N-15

Applications and Petitions #3

An application was received from MIT Stata Center, requesting a curb cut at the premises numbered 32 Vassar Street; said petition has received approval from Inspectional Services, Traffic, Parking and Transportation, Historical and Public Works. No association for Neighborhood Two.

In City Council January 27, 2003

ORDER ADOPTED.