

16

Thomas A. Dewire, Jr.  
James Michael Dewire  
Trustees, Dewire Family Trust

BY HAND AND VIA ELECTRONIC MAIL

Mayor Henrietta Davis  
Vice Mayor E. Denise Simmons  
Councillor Leland Cheung  
Councillor Marjorie C. Decker  
Councillor Craig A. Kelley  
Councillor David P. Maher  
Councillor Kenneth E. Reeves  
Councillor Timothy J. Toomey, Jr.  
Councillor Minka vanBeuzekom

May 16, 2013

Re: Curb Cut Application, 93 Kirkland Street (the "Application").

Dear Mayor Davis and Members of the Cambridge City Council,

We strongly urge the City Council to exercise its authority to deny or, in the alternative, delay the Application. We are the Trustees of the Dewire Family Trust (DFT) and own the abutting properties at 2-4 and 6-8 Holden Street. The DFT will be the most directly affected party were the Application granted and, ultimately, the 9-unit, 11 parking space, two-building complex come to replace the historic structure now at the site.

As a preliminary matter, please note that the Application fails to include any mention of the comments of the DFT on the Application. We provided no statement of support or opposition because, at the time, we did not have enough information to evaluate the Application despite requests for information.

After careful review it is clear that the Application fails to conform to either the letter or the spirit of Article 6 of the Cambridge Zoning Ordinance ("CZO") governing off-street parking for several reasons:

1. The proposal includes a single ingress/egress driveway which has a width of 10.5' to 13.1' wide. This not only poses a substantial safety issue, but also violates section **6.42** of the CZO which mandates a minimum aisle width of 22 feet. With 11 proposed parking spaces the traffic circulation will be completely unmanageable, particularly during winter months where there is no room for snow storage. For this reason alone, the Application must be denied.

2. For the same reasons, the proposal also violates section **6.43** which calls for "maneuvering areas and appropriate means of vehicle access to a street." The 13.1' wide maneuvering area for 11 parking spaces is too small and patently unsafe. The 10.5' width of the driveway at the street will clearly create an unsafe condition the moment one car tries to

enter the property while another vehicle is leaving the property. With the already horrific traffic conditions in this neighborhood additional congestion and unsafe conditions should not be allowed.

3. The proposal also violates the 25' offset between the proposed driveway and any intersections (**6.43.4(b)**). Specifically, the proposed curb cut lies within 25' of (a) the intersection of Kirkland Street and Washington Street, Somerville (b) the intersection of Kirkland, Washington, and Line Streets (Cambridge, Somerville) and (c) Levy Road (**6.43.4(b)**). This is already a highly congested intersection which will only see worse days as commuters to and from the millions of square feet of office, lab, educational, and retail space in East Cambridge seek alternate routes.

4. *"To encourage public transit, bicycle usage and walking in lieu of automobiles where a choice of travel mode exists"* (**6.11**). While the proposal includes off-street parking facilities, it is less than 250' from the intersection of two major MBTA cross-town bus routes: 83, which intersects the Red Line subway, and 86, which intersects the Orange, Red, and Green lines. This area is also served by the Zipcar automobile sharing program and the Hubway bicycle sharing program.

5. *"To reduce hazard to pedestrians on public sidewalks"* (**6.11**) (**6.43.4(c)**). There is zero visibility from this proposed driveway towards Somerville to both pedestrians and oncoming traffic due to a 6' wooden fence resting on top of 0.9' wide concrete strip wall (Due North Land Surveying, February 28, 2003). DPW specifications call for "minimum 20-foot visibility in both directions for motorists entering the roadway or crossing a public sidewalk" (TP&T Building Permit Review Guidelines, 2007.) The proposal violates the Guidelines.

6. *"To avoid potential adverse impacts on adjacent land uses"* (**6.11**). Light, noise, and other pollution directed toward our living quarters will disrupt our quality of life. Based on previous experience, we believe the extensive nature of demolition, excavation, and paving required to support the proposed project will harm our trees (damage to root systems) and over time cause damage to our property (redirecting water flow towards our property and other drainage issues).

After patient consideration, we have come to the conclusion that the Application is fatally flawed in its current form due to significant traffic flow and safety concerns. We urge the City Council to deny the curb cut application and thank you in advance for your careful consideration of this application.

Respectfully yours,

*Thomas A. Dewire Jr.*

*James Michael Dewire*

Thomas A. Dewire, Jr.  
James Michael Dewire  
Trustees, Dewire Family Trust



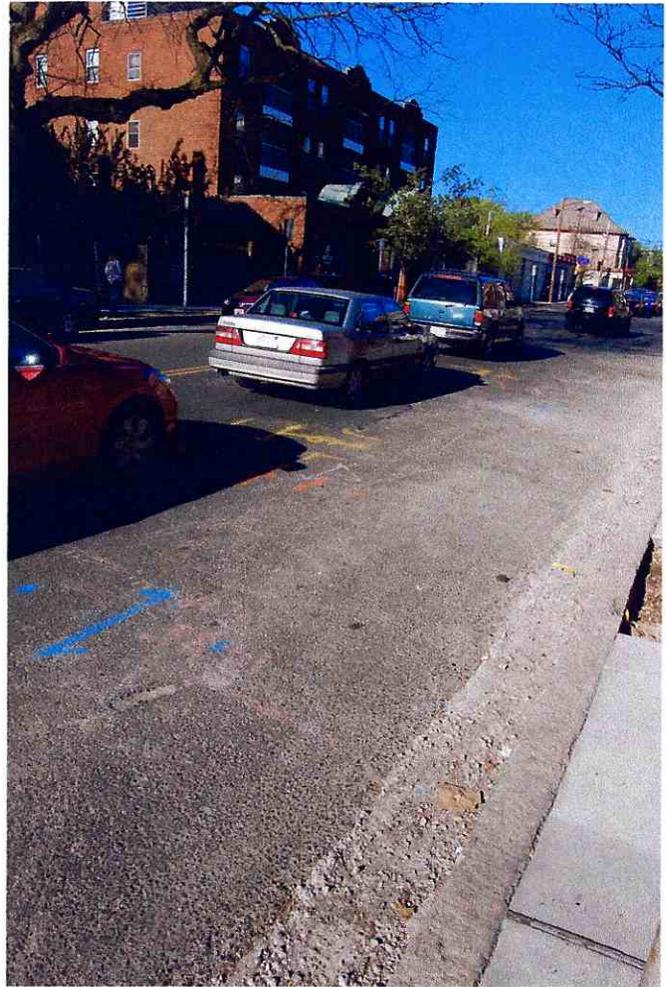
A view of traffic along Washington Street, Somerville (foreground) and Kirkland Street, Cambridge (background) in the direction of Harvard Yard. 93 Kirkland is in the dark area at the upper right corner of the image.



A view of the same street in the direction of Union Square, Somerville. The cyclist and motorist are exiting Line Street into heavy traffic in an area across the street from the proposed driveway at 93 Kirkland.



The view from Line Street. 93 Kirkland is the stucco building in the background, with the vehicles in traffic in the vicinity of the proposed driveway.



Note the pedestrians in heavy shadow in the upper left corner, directly at the location for the proposed driveway at 93 Kirkland .