



City of Cambridge

Comm. 3 & 31 & 32

IN CITY COUNCIL

September 14, 1987

ORDERED:

That the Commissioner of Public Works be authorized to construct driveways 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 the abutting estates.

Michael Martins	223-225 Broadway (back of Market St.)
Shawn Flanagan, Amy Natale, Lawrence Harvey & Eileen Harvey	253½, 255-255½ Broadway
David & Suzanne Smith	4 Blanchard Road

In City Council September 14, 1987.
Adopted by the affirmative vote of 9 members.
Attest:- Joseph E. Connarton, City Clerk.

A true copy;

ATTEST:-

Joseph E. Connarton
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RECEIVED BY
OFFICE OF CITY CLERK
14 Blanchard Rd.
Cambridge, MA 02138
1987 SEP 14

CAMBRIDGE MA.

September 13, 1987

To Whom It May Concern;

The purpose of this letter is to explain the hazardous situation on Blanchard Rd. that compels us to submit the attached application for a second curb cut.

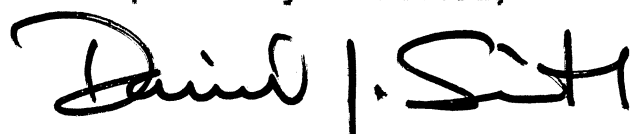
When we moved to Blanchard Rd. in April, it was clear from the beginning that we would have a hard time getting in and out of our driveway: the lot is located where the street curves, halfway between Grove St. and Concord Ave., and so our view is limited in both directions; in busy periods, traffic from both directions is constant, and in less busy times of day the road is used as a short-cut for various routes, and so, although the volume is lighter, the speed is noticeably faster. Last winter, our neighbor at number 3 lost his fence twice because of drivers skidding out of control as they rounded the corner; since April, one bad accident in front of our house and the constant squeal of tires rounding the corner have served to keep us aware of the risks we run every time we enter or exit our driveway.

To use our driveway, we have two choices -- to drive straight in, which requires us to back out into traffic, or to stop traffic and back in. Neither one is safe or sane. Blanchard Road, and our driveway in particular, is just an accident waiting to happen.

Thus, during the summer, I submitted an application for a second curb cut, so that we could build a small circular driveway, and thus never be obliged to back out into the street; three of the fourteen houses on the street already have two curb cuts (numbers 0, 1A, and 12), others have larger driveway/garage situations that allow owners to easily turn around on their own lots. Mr. Keating at DPW came out to inspect the situation, explained that a second curb cut in less than 100' frontage was in violation of the zoning regulations, but said he would approve our application anyway because of the obvious danger of our location; traffic and historical approvals were obtained easily, as well. At Inspectional Services, Mr. Ranjit explained to us that although he understood the safety situation perfectly well, he was required to disapprove our application because of the zoning laws; it was his suggestion, however, that before we apply for a zoning variance, we petition the city council to overrule his disapproval based on hardship and public safety issues.

Therefore, this letter. During the months it might take to obtain a zoning variance, we will continue to be obliged to back out into dense, high-speed traffic; abutters on both sides have been informed of our plans, and have expressed their encouragement. I hope the City Council will appreciate that nothing can be gained by a delay, and that public safety and convenience will both be best served by a vote to approve our petition.

Respectfully submitted,


David J. Smith

APPROVAL OR DISAPPROVAL OF CURB CUTS

PETITIONER DAVID + SUZANNE SMITH

ADDRESS OF CURB CUT REQUEST 4 BLANCHARD Rd

PUBLIC WORKS DEPARTMENT

(SIGNATURE)

Robert Kestry APPROVED ☒ DISAPPROVED ☐

TRAFFIC AND PARKING DEPARTMENT

County Engineer

(SIGNATURE)

[Signature] APPROVED ☐ DISAPPROVED ☐

HISTORICAL COMMISSION

[Signature]

(SIGNATURE)

[Signature] APPROVED ☐ DISAPPROVED ☐

INSPECTIONAL SERVICES

(SIGNATURE)

[Signature] APPROVED ☒ DISAPPROVED ☐

NO MORE THAN ONE CURB CUT PER LOT
A VARIANCE IS REQUIRED FROM BZA.

NEIGHBORHOOD ASSOCIATION

(SIGNATURE)

 APPROVED ☐ DISAPPROVED ☐

INFORMATION PERTAINING TO CURB CUT APPLICATION

PLEASE SEE ATTACHED PLOT PLAN FOR SCHEMATIC.

1) Address of proposed curb cut:

4 Blanchard Rd.

Cambridge 02138

2) Frontage:

84'

3) Setback (house to street):

31' at front corner nearest to street

4) Block and Lot:

Block 266, Lot 22

5) Dimensions of proposed driveway:

A curve running from present bit. conc. driveway, across present front lawn, back to street.

Width of proposed new driveway -- 11'

Inside diameter of curve at street -- 31'

Length of additional bit. conc. driveway to be added -- 60'

6) Distance from proposed driveway to surrounding structures and property lines:

Distance to property line -- lot 23 -- unaffected

Distance to property line -- lot 21 -- 6' at street

Minimum distance from front corner of house -- 6'

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

See plot plan. Utility pole on property line with lot 23 unaffected; storm drain on property line with lot 21 will be cleared by 6'.

Respectfully submitted,

date: Aug 19, 1987

owner:

Daniel L. Smith
Amyanne L. Smith

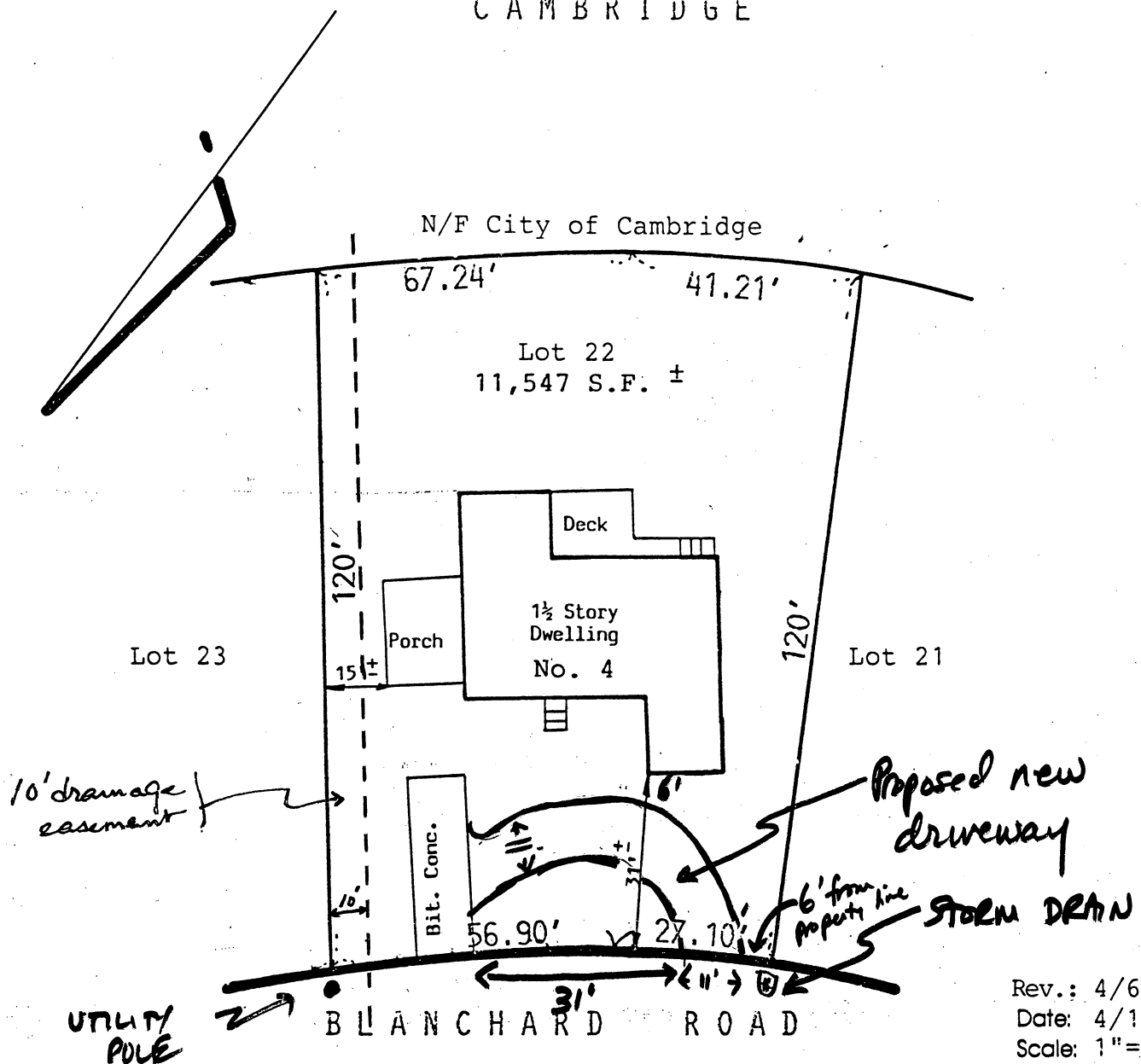
Client: Peabody & BrownDeed Book: 12812 Page: 305Owner: Richard S. & Risha EckausPlan Book: 8019 Page: End Lot(s): 22Applicant: David & Susanne Smith

Plan No.: _____ of _____ Lot(s): _____

Census Tract No: 3543

Assessor's Plan: _____ Lot(s): _____

MORTGAGE INSPECTION PLOT PLAN IN CAMBRIDGE



I CERTIFY TO PEABODY & BROWN AND THE TITLE INSURANCE COMPANY THAT THERE ARE NO VISIBLE EASEMENTS OR ENCROACHMENTS EXCEPT AS SHOWN AND THAT THIS PLAN WAS PREPARED UNDER MY IMMEDIATE SUPERVISION.

THE LOCATION OF THE DWELLING AS SHOWN HEREON IS IN COMPLIANCE WITH THE LOCAL APPLICABLE ZONING BY-LAWS IN EFFECT WHEN CONSTRUCTED WITH RESPECT TO HORIZONTAL DIMENSIONAL REQUIREMENTS.

THE DWELLING SHOWN HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD ZONE AS SHOWN ON A MAP OF COMMUNITY NUMBER 250185 DATED 7/5/82 BY THE F.E.M.A.



DES LAURIERS & ASSOCIATES, INC.

1256 Park Street, Suite 202, Stoughton, MA 02072
1-800-553-6555 / (617) 559-8028



Mario D. Mandanici

GENERAL NOTES: (1) The declarations made above are on the basis of my knowledge, information, and belief as the result of a mortgage plot plan tape survey inspection made to the normal standard of care of registered land surveyors practicing in Massachusetts. (2) Declarations are made to the above named client only as of this date. (3) This plan was not made for recording purposes, for use in preparing deed descriptions or for constructions. (4) Verifications of property line dimensions, building offsets, fences, or lot configuration may be accomplished only by an accurate instrument survey.

Cambridge, Aug 19 1987

To the Honorable, the City Council of the
City of Cambridge:

The undersigned respectfully pray that a driveway for residential use may be constructed and agrees to deposit with the City Treasurer the sum of seventy five (\$75.00) dollars, subject to the following conditions, to wit: In case the amount so deposited is in excess of the cost of the driveway, the difference shall be refunded by the City Treasurer, but in case the cost of the driveway exceeds that deposit, said deposit shall be applied as a credit to the bill and the balance shall be paid to the City Treasurer within thirty days from the receipt of the bill.

Location of proposed driveway 4 BLANCHARD RD ~~Street~~

Owner or Owners Name DAN J + SUZANNE S SMITH

Address 4 BLANCHARD RD
CTMB 02138

Telephone Number 868 5960

O R
R Keating

Blanchard Rd is very hard to get out
into traffic, especially backing out
that is why request for second driveway

PETITION

of David & Suzanne Smith

for Driveway at premises

No. 4 Blanchard Road

September 11, 19⁸⁷

Location of driveway approved by

.....
Commissioner of Public Works

In City Council, September 14 19⁸⁷

Referred to the Committee on Roads and
Bridges

Attest:

Order Adopted City Clerk
v/v