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Board of Appeals

Applicant responses in red below. April 30, 2020

Paul C. Barry, Deputy Fire Chief

February 20, 2020

Comprehensive Permit Application

To: From: Date: RE: Cedar Crossing and Cedar Edge, (51-53-55 Summer
Street Walpole)

The Fire Department has reviewed the plans and application for the location noted above, we offer the following preliminary comments for the proposed 300 unit project;

1. We have concerns with the project names, Cedar Crossing and Cedar Edge, these present a potential for confusion with Cedar Street. We request alternative names be considered.

The Applicant will work with Police/Fire to ensure street names at the Cedars do not conflict with existing street names. For the revised Site Plans we have used Road A, B, C, D, E and F to avoid conflict.

2. All proposed streets name are to be submitted per Town of Walpole Regulatory By-Laws sec 505-1

The Applicant will submit street names as per the bylaw prior to final name selection.

3. Multiple proposed street names conflict with existing Walpole street names.

The Applicant will work with Police/Fire to ensure street names at the Cedars do not conflict with existing street names.

4. We have been most recently consistent with not supporting waiver requests to Walpole Planning Board's Rules and Regulations section IV-2 Dead-end Streets. While this site is not proposed as a subdivision, it will function as one.

The proposal calls for a private driveway not a subdivision road and is therefore not subject to subdivision regulations. There are only 4 homes beyond 750 feet on a cul-de-sac. The longest dead-end length is 912 feet from the intersection of Road E (originally Spruce) and Road A (originally Red Tail) to the end of the furthest cul-de-sac on Road F (originally Balsam). There are many residential projects within Walpole that have been approved and which have cul-de-sac lengths greater than the 750 feet the subdivision regulations allow. Some previously approved streets and their approximate lengths include:

Jason Path 1,273.49 feet
Pinnacle Drive 1,241.31 feet
Ponderosa Lane 1,066.70 feet
Morse Street 1,037.53 feet
Donnell Road 1,149.31 feet
Eleanor Road 1,202.27
Domenica Road 887.48 feet
Sandy Valley Drive 1,234.76 feet
Barbara Road 1,368.08 feet
Georgia Road 940.55 feet
Frontier Drive 1,592.06 feet
Industrial Road 2,266.13 feet
Production Road 1,582.44 feet

5. Proposed roadways are 24 feet wide. Roadways shall comply

with Massachusetts State Fire Code 527 CMR 1, including, but not limited to:

- a. We would prefer to see a typical rounded cul-de-sac at the end of the proposed Chestnut Lane and the proposed Beechnut Lane, for safety reasons, we try to minimize having our apparatus backing up.
 1. sec 18.2.3.4.4 Dead Ends. Dead-end fire department access roads in excess of 150 ft (46 m) in length shall be provided with approved provisions for the fire apparatus to turn around. All internal driveways meet NFPA standards.

Road D (Originally Beechnut) has been designed at just less than 150 ft in length and has been reduced to one, four- unit townhouse structure off of this roadway. Road B (Originally Chestnut) has been designed at 303 ft in total length with a turning area located at 150 ft. Three (3), four-unit townhome buildings have been proposed off of this internal roadway. These are the only two areas within the Site Plan that the emergency vehicle may have to use a reverse movement.
- b. We request parking restrictions for all roadways be mandated with signs posted and roadway markings.
 - i. sec 18.2.3.4.1.1 Fire department access roads shall have an unobstructed width of not less than 20 feet (6.1 m). Fire department access roads constructed in the boulevard-style shall be allowed where each lane is less than 20' but not less than 10' when they do not provide access to a building or structure.

The plans adhere to these requirements.
 - iii. sec 18.2.4.1.1 The required width of a fire department access road shall not be obstructed in any manner, including by the parking of vehicles.

The plans do not call for any obstructions or parked vehicles within the road. Various parking areas have been designed throughout the development to allow for off street parking.

iii. sec 18.2.4.1.2 Minimum required widths and clearances established under 18.2.3.4 shall be maintained at all times.

The plans adhere to these requirements.

- c. We request the applicant confirm the Turn Radius Analysis page 37 complies with 527 CMR 1, specifically 18.2.3.4.8 Travel in the Opposing Lane. The use of the opposite travel lane is prohibited in the design of all new fire apparatus access roads.

Fire turning plans have been added to the revised Site Plan set at 1" = 40' scale to show compliance with this requirement.

- d. The proposed bridge(s) shall comply with 527 CMR 1
- i. sec 18.2.3.4.5.1 When a bridge is required to be used as part of a fire department access road, it shall be constructed and maintained in accordance with nationally recognized standards.

Agreed

- ii. sec 18.2.3.4.5.2 The bridge shall be designed for a live load sufficient to carry the imposed loads of fire apparatus.

Agreed.

- iii. sec 18.2.3.4.5.3 Vehicle load limits shall be posted at both entrances to bridges where required by the AHJ.

Agreed

- j. We question if there is sufficient visitor parking made available.

The parking for the single-family homes and rental town homes meet the

town's parking requirements. The Applicant has agreed to provide additional visitor parking for the single-family homes at the request of the Fire Department. The parking ratio for the multifamily rental units have been developed and designed per industry standard or greater.

- k. All landscaping shall take into consideration overgrowth into the roadway to avoid future damage to fire apparatus.

The Applicant ensures future owners/ HOA/Condo association documents will include rules to maintain the vegetation to keep the roadways passable for emergency vehicles.

- l. We request the water mains be looped.

The proposed water system will be looped back to Summer Street and looped internally where practicable.

- m. We request a hydrant be located between apartment building 4 and the clubhouse as well as in the area of houses 13&14 or 32&33

Hydrants have been added to these locations to satisfy this request.

- n. We request the apartments utilize a master key system. Multiple key lockboxes will be required for each apartment building. Final locations and quantity to be approved by Walpole Fire.

The Applicant will work with Police and Fire officials toward mutually acceptable arrangements.

- o. Apartment numberings shall be consistent with similar structures in Town and be done in consultation with the Fire Department.

The Applicant will work with Police and Fire officials toward mutually acceptable arrangements regarding numbering of the buildings.

- p. Townhouse structures shall have exterior access, as shown on the submitted plans to the fire sprinkler room and fire alarm control panel. A key lock box shall be provided for each structure, location to be approved by Walpole Fire. Access shall be maintained year-round with a preferably paved or poured sidewalk.

See Plans.

- q. We request that it be predetermined who (**HOA**, COA, Maint. Co) will be responsible for coordinating annual fire alarm and fire sprinkler testing.

The rental units will be the only units sprinkled and the rental property manager will be responsible for coordinating annual fire alarm and sprinkler testing.

If there are any questions or concerns please let me know.