



# *Walpole Fire Department*

## *Emergency Services*

**Timothy F. Bailey, Jr.**  
**Chief of Department**

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To: Patrick Deschenes, Director of Community & Economic Development  
From: Paul Barry, Deputy Fire Chief *PCB*  
Date: May 5, 2022  
RE: The Residences at Darwin Common, Comprehensive Permit 40B Darwin Lane

The following comments are provided by the Walpole Fire Department in regards to the proposed twenty-eight townhouse condominium development on Darwin Lane.

- 1) The proposed site must comply with 527CMR1, the Massachusetts State Fire Code.
- 2) The proposed road width is listed as 24 feet.
  - a) 527CMR1 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).
  - b) 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.
- 3) If the project is approved, on street parking restrictions will be required. These should be shown on the site plan.
  - a) 18.2.3.5.1 Where required by the AHJ, approved signs, approved roadway surface markings, or other approved notices shall be provided and maintained to identify fire department access roads or to prohibit the obstruction thereof or both.
- 4) The applicant is required to provide turn analysis per 527 CMR1 sec 18.1.1.4 The fire road access road plan must include an analysis and evaluation of fire apparatus maneuvers throughout the access roads created by swept path analysis and turn simulation software.

- 5) The grade of the proposed roadway must comply with 527CMR1 18.2.3.4.6
  - a) 8.2.3.4.6.1 The gradient for a fire department access road shall not exceed 10%, unless approved in writing by the AHJ.
  - b) 18.2.3.4.6.2\* The angle of approach and departure for any means of fire department access road shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m) or the design limitations of the fire apparatus of the fire department, and shall be subject to approval by the AHJ.
  
- 6) The fire department does not find the proposed hammerhead acceptable. We prefer and find a typical rounded cul-de-sac as a safer option. We question if there is sufficient visitor parking.
  
- 7) While this is not a subdivision it will function as such and we question if this project should be held to the Town's 750 feet maximum dead-end roadway length, our recent comments have been consistent to not support an applicant's request for a waiver to this requirement.

If there are any questions or concerns please do hesitate to contact me.