Professional Services Corporation, PC

Memorandum

Date	February 18, 2021
To	Sherborn Zoning Board of Appeals
From	Thomas C. Houston, PE
Project	The Pines Residences and Apple Hill Estates Comprehensive Permit Projects
Subject	Peer Review of Transportation Impact Assessments – Evaluation of Responses to Peer Review Comments

Professional Services Corporation, PC (PSC) reviewed the Transportation Impact Assessments (TIAs) for The Pines Residences and Apple Hill Estates Comprehensive Permit Projects (Proposed Projects) on behalf of the Sherborn Zoning Board of Appeals. We issued our peer review memorandum on January 11, 2021.

We are now in receipt of responses to comments as well as revised and supplemental information submitted by VAi – Vanasse and Associates and Allen & Major Associates, Inc.

In this memorandum, we have restated our January 11th comments, included the VAi responses and Allen & Major responses and provided our evaluation of the responses received.

BASIS

A. VAi – Vanasse & Associates Letter with attachments Re. Response to Peer Review of Transportation Impact Assessments, The Pines, 41 North Main Street (Route 27), Sherborn, Massachusetts, January 29, 2021.

B. VAi – Vanasse & Associates Letter with attachments Re. Response to Peer Review of Transportation Impact Assessments, Apple Hill Estates, 31 Hunting Lane, Sherborn, Massachusetts, January 29, 2021.

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C. Allen & Major Associates Memorandum Re Response to Peer Review of Transportation Impact Assessments, The Pines, 41 North Main Street (Route 27), Sherborn, Massachusetts dated February 1, 2021.

D. Allen & Major Associates Memorandum Re Response to Peer Review of Transportation Impact Assessments, Apple Hill Estates, 31 Hunting Lane, Sherborn, Massachusetts dated February 1, 2021.

E. The Pines, 41 North Main Street (Route 27), Sherborn, Massachusetts, Truck Turn Plan 1, dated October 23, 2020 prepared by Allen & Major Associates, Inc.

F. The Pines, 41 North Main Street (Route 27), Sherborn, Massachusetts, Truck Turn Plan 2, dated October 23, 2020 prepared by Allen & Major Associates, Inc.

G. Transportation Impact Assessment, The Pines Residences, 41 North Main Street (Route 27), Sherborn, Massachusetts prepared for Barsky Estate Realty Trust prepared by VAI-Vanasse & Associates, Inc. (VAI) dated October 2020 (The Pines TIA).

H. Transportation Impact Assessment, Apple Hill Estates, 31 Hunting Lane, Sherborn, Massachusetts prepared for Barsky Estate Realty Trust prepared by VAI-Vanasse & Associates, Inc. (VAI) dated October 2020 (Apple Hill TIA).

I. Site Development Plans for The Pines Residences, 41 North Main Street, Sherborn, MA 01770 prepared by Allen & Major Associates, Inc. (Allen & Major) as Issued for ZBA Application October 1, 2020.

J. Site Development Plans for Apple Hill Estates, 31 Hunting Lane, Sherborn, MA 01770 prepared by Allen & Major Associates, Inc. (Allen & Major) as Issued for ZBA Application October 1, 2020.

PART I – THE PINES TIA

1. Provide a copy of the 2016 ATR count on North Main Street north of Eliot St.

   VAi: The requested information is attached.

   PSC: The requested data is provided, resolved.

2. The 2020 Existing Traffic Volumes were adjusted upward from the volumes counted in 2016. Document the 2016 vs 2020 volume adjustment which are greater than 1.5% per year.

   VAi: As documented in the October 2020 TIA, the traffic volume data that was collected as a part of the automatic traffic recorder (ATR) count on Route 27 in 2020 (attached) were

compared to the December 2016 traffic volumes that were collected at the same location. The April and December traffic volumes were both adjusted to average month conditions and the 2016 traffic volumes were expanded to 2020 by applying a background traffic growth rate of 1.5 percent per year (documented in the October 2020 TIA) in order to allow for a comparison of the data. Based on this pre and post COVID-19 traffic count data comparison, the 2020 traffic volume data that was collected as a part of the October 2020 TIA was adjusted upward by 60 percent in order to account for the reduced traffic volumes resulting from the phased "Reopening Massachusetts" plan and the absence of school related traffic. The COVID-19 adjustment factor calculations and supporting data are attached.

The 2016 turning movement counts were not subject to the 60 percent adjustment as they were not impacted by the restrictions associated with the COVID-19 pandemic and were adjusted to 2020 traffic volume conditions by applying the 1.5 percent per year compounded annual background traffic growth rate (after being seasonally adjusted to average-month conditions).

PSC: Clarification provided, resolved.

3. Provide copies of any 2020 TMCs.

   VAi: Manual Turning Movement counts (TMCs) were not conducted in 2020.

   PSC: Clarification provided, resolved.

4. Verify that the 2020 ATR count of 17,375 (adjusted?) on North Main Street north of Eliot St. is 234% of the actual counted 2020 volume.

   VAi: In order to verify the average weekday traffic volumes on North Main Street (Route 27) that was presented in the October 2020 TIA, traffic volume data was obtained from a 2019 automatic traffic recorder count that was conducted by MassDOT on Route 27 south of Elliot Street. The subject data was collected on June 3rd (Monday) and 4th (Tuesday) in 2019 and reported an average daily traffic volume of 24,462 vehicles and 25,041 vehicles, respectively, over a 24-hour period. The December 2016 ATR that was conducted on Route 27 and was the basis of the average weekday traffic volume that was presented in the October 2020 TIA indicated weekday traffic volumes of approximately 15,155 vehicles per day on a weekday which, when seasonally adjusted and expanded to 2020 by applying the 1.5 percent per year compounded annual background traffic and the seasonal adjustment, would represent approximately 17,375 vehicles per day.

   PSC: PSC: Clarification provided, resolved.

5. The TIA should be revised to discuss delays for left turns exiting from Powderhouse Lane due to blockage of the intersection by vehicle queues from the Eliot Street (Rte. 16) /North Main Street (Rte. 27) Intersection.

   VAi: During the weekday morning peak-hour, both the average and 95th percentile vehicle queues on the Route 27 northbound approach to Route 16 will extend past Powderhouse Lane, which is located approximately 315 feet south of Route 16; the predicted vehicle queues do not block the roadway during the weekday evening peak hour. Table 9R (attached), which reflects the requested revisions to the traffic volume projections for the Apple Hill Estates project, indicates that all movements exiting from Powderhouse Lane to Route 27 currently operate at or over capacity (i.e., level-of service (LOS) "E" or "F") independent of the Project due to delays resulting from the volume of traffic on Route 27. During those distinct periods within the weekday morning peak-hour when vehicle queues from the Route 27/Route 16 intersection block Powderhouse Lane, motorist delays and the resulting residual vehicle queuing may be longer than predicted by the analysis model; however, the queue can be contained along Powderhouse Lane without impeding the movement of vehicles, pedestrians, and bicyclists along Route 27.

   In conjunction with the Project, the Applicant has committed to design and implement an optimal traffic signal timing and phasing plan for the intersection subject to receipt of all necessary rights, permits and approvals, with the goal of reducing motorist delays and vehicle queuing.

   As identified above, the traffic operations analysis for the Project has been revised to reflect the use of higher trips rates for the Apple Hills Estates project, which was included as a background development and included in both the 2027 No-Build and 2027 Build condition analyses. The revised 2027 No-Build and 2027 Build condition traffic volume networks are attached along with the associated traffic operations analyses, the results of which are summarized in Tables 9R and 10R. A review of operating conditions at the study area intersections in relation to those that were reported in Tables 9 and 10 of the October 2020 TIA indicates that the relative impact of the Project in relation to 2027 No-Build conditions did not change, with the most notable difference being that all movements from the Hunting Lane approach to Route 27 were shown to operate at LOS E during the weekday morning peak-hour under both 2027 No-Build and 2027 Build conditions.

   PSC: The concern persists that future project residents as well as customers of the businesses along Powderhouse Lane will experience substantial delay exiting Powderhouse Lane due to blockage of the intersection Powderhouse Lane/North Main Street Intersection.

6. The TIA should also estimate the duration queues long enough to block the intersection.

VAi: Vehicle queues from the Route 27/Route 16 intersection are predicted to extend past Powderhouse Lane during specific periods within the weekday morning peak period (7-9 AM) and are primarily related to traffic associated with the student drop-off period at the Pine Hill Elementary School. Outside of this distinct period, vehicle queues do not extend past Powderhouse Lane.

PSC: While the intersection blockage will be limited to the AM peak hour, the impact for eastbound vehicles on Powderhouse Lane will be significant.

7. The TIA should also address potential blockage of southbound vehicles by vehicles trapped in the intersection.

   VAi: Vehicles exiting Powderhouse Lane destined to the south on Route 27 and southbound vehicles on Route 27 destined to Powderhouse Lane will not be blocked by vehicle queues from the Route 27/Route 16 intersection. When a left-turning vehicle is exiting Powderhouse Lane and the vehicle queue on the Route 27 northbound approach to Route 16 extends past Powderhouse Lane, right-turning vehicles destined to Route 27 south of Powderhouse Lane will be delayed.

   PSC: We disagree. Once any eastbound vehicles on Powderhouse Lane are blocked, all the eastbound queued vehicles whether turning left or right will also be blocked.

8. Revise the TIA to provide a Construction Phase TDM Plan.

   VAi: A draft Construction Management Plan (CMP) is attached and will be refined in consultation with the Police Department and the Department of Public Works as the Site Plans are advanced.

   PSC: The attached draft Construction Management Plan is a reasonable basis for mitigation which can be refined through consultation with the Police Department and the Department of Public Works.

9. Provide an order of magnitude estimate of heavy vehicle trips required to complete earthwork shown on the current site plan grading.

   A&M: Since full earthwork quantity takeoffs have not been completed, nor typically warranted during the permitting process, A&M on behalf of the applicant and the development team, respectfully request that this item be made a condition of approval and included in the final Construction Management Plan (CMP).

   PSC: An estimate of truck trips would assist the Zoning Board of Appeals in the Decision process.

10. Develop alternative parking layouts for 5 and 31 Powderhouse Lane and seek the cooperation of the impacted property owners in modifying the parking layouts. Upon review, the Zoning Board of Appeals will determine, the Applicant's specific responsibilities to implement these parking changes.

    A&M: The Applicant does not have the right to change the parking layout for the subject properties for 5 and 31 Powderhouse Lane as they are not controlled by the applicant nor included in the current zoning board application. It should be noted that the subject parking spaces have functioned satisfactorily with the use of Powderhouse Lane by traffic associated with the existing landscaping business and doggy day care that operates within the Project site today.

    PSC: Existing businesses will be impacted by increased traffic and may welcome parking modifications to address the measurable increase in traffic. Any alternation of parking would depend on the consent to property owners and should be provided without cost.

11. Provide a swept vehicle path plan showing Fire Department apparatus access including the ability of the hammerhead turning areas to accommodate turns at the terminus or each parking field. The plan should also show maneuvers by vehicles servicing the dumpster.

    A&M: A swept path turning, and maneuvering plan has been prepared utilizing the largest standard fire apparatus currently in service by the Sherborn Fire Department. The plan illustrates that a fire apparatus can enter & exit along the east side of the proposed building. As fire access along the west side includes a gated access to Hunting Lane, a hammerhead turning area is not warranted along this side of the building. Additionally, a separate turning and maneuvering plan has been prepared to simulate the operations of a garbage hauler servicing the proposed dumpster/compactor.

    PSC: The swept path turning and maneuvering plan shows reasonable access; however, this plan should be reviewed with the Fire Department and written comments should be solicited.

12. Adjust the site plan as required to accommodate designated Fire Lanes in compliance with Fire Department requirements.

    A&M: As 360° access is provided around the building; specific demarcation of fire lanes was not illustrated. The Site Plans have been submitted and are currently being reviewed by the Fire Department as part of the on-going review process under. Since, no comments have been received to date, the plans have not been updated at this time. Should the Fire Department have specific comments regarding appropriate access for fire equipment or

circulation which impede the proper placement of fire apparatus and personnel in case of fire, the plans will be updated, as necessary.

PSC: Resolved.

13. Obtain a letter of concurrence from the Fire Department.

    A&M: The Site Plans have been submitted and are currently being reviewed by the Fire Department as part of the on-going review process under. Since, no comments have been received to date, the plans have not been updated at this time. Should the Fire Department have specific comments regarding appropriate access for fire equipment or circulation which impede the proper placement of fire apparatus and personnel in case of fire, the plans will be updated, as necessary**.**

    PSC: Written concurrence of the Fire Department should be obtained prior to Decision.

PART II – THE APPLE HILL TIA

14. Determine whether use of Butler Street minimizes travel time, particularly for westbound traffic during the PM peak hour by conducting timed vehicle runs along both Eliot Street and Butler Street.

    VAi: A review of operating conditions at the Route 27/Route 16 intersection indicates that the Route 27 southbound approach operates with limited delay which, when combined with the complexity of the turning maneuvers required to access Butler Street from Hunting Lane and the need to cross both Route 27 and Route 16 at unsignalized intersections would limit the utility of the use of Butler Street by Project-related traffic. Any associated use of Butler Street by project-related traffic would likely be limited to vehicles entering the site that originated from Route 16, or less than five (5) vehicles per hour during the peak hours (based on the higher traffic volumes associated with the revised trip-generation calculations (discussion follows)

    PSC: Traffic will minimize travel time and are likely to use Butler Street due to peak hour queues on Eliot Street westbound. We acknowledge that the vehicles potentially using Butler Street during the peak period would be a maximum of approximately 5 vehicles.

15. If warranted, expand the TSA to include the Butler Street/North Main Street (Rte. 27) Intersection.

    VAi: As indicated above, the Project is not expected to result in an increase in traffic along Butler Street (less than five (5) vehicles per hour) that would warrant including the Route 27/Butler Street intersection in the study area that was assessed in the October 2020 TIA.

PSC: We concur.

16. Provide a copy of the 2016 ATR count on North Main Street north of Eliot Street.

    VAi: The requested information is attached.

    PSC: The ATR data is provided. Resolved.

17. The 2020 Existing Traffic Volumes were adjusted upward from the volumes counted in 2016. Document the 2016 vs 2020 volume adjustment which are greater than the stated 1.5% per year.

    VAi: As documented in the October 2020 TIA, the traffic volume data that was collected as a part of the automatic traffic recorder (ATR) count on Route 27 in 2020 (attached) were compared to the December 2016 traffic volumes that were collected at the same location. The April and December traffic volumes were both adjusted to average month conditions and the 2016 traffic volumes were expanded to 2020 by applying a background traffic growth rate of 1.5 percent per year (documented in the October 2020 TIA) in order to allow for a comparison of the data. Based on this pre and post COVID-19 traffic count data comparison, the 2020 traffic volume data that was collected as a part of the October 2020 TIA was adjusted upward by 60 percent in order to account for the reduced traffic volumes resulting from the phased "Reopening Massachusetts" plan and the absence of school related traffic. The COVID-19 adjustment factor calculations and supporting data are attached.

    The 2016 turning movement counts were not subject to the 60 percent adjustment as they were not impacted by the restrictions associated with the COVID-19 pandemic and were adjusted to 2020 traffic volume conditions by applying the 1.5 percent per year compounded annual background traffic growth rate (after being seasonally adjusted to average-month conditions).

    PSC: : Clarification provided, resolved.

18. Provide copies of any 2020 TMCs. In particular, we note that TMCs are not provided for the Hunting Lane/North Main Street (Rte. 27) Intersection for either 2016 or 2020.

    VAi: Manual Turning Movement counts (TMCs) were not conducted in 2020. Traffic volumes at the Route 27/Hunting Lane intersection were developed using the adjusted (COVID-19) peak-hour data obtained from the ATR that was conducted on Hunting Lane west of Route 27 to establish the entering and exiting traffic volumes for Hunting Lane and the traffic volumes on Route 27 at the intersection were derived from the peak-hour traffic volumes at the Route 27/Route 16 intersection, with the assumption that traffic volumes

should balance between the intersections (i.e., no material increase or decrease in traffic volumes should occur

PSC: We acknowledge the necessity to modify conventional methodologies to address COVID-19 based impacts on 2021 traffic volumes.

19. Verify that the 2020 ATR count of 17,375 (adjusted?) on North Main Street north of Eliot St. is actually 234% of the counted 2020 volume of 7,432.

    VAi: In order to verify the average weekday traffic volumes on North Main Street (Route 27) that was presented in the October 2020 TIA, traffic volume data was obtained from a 2019 automatic traffic recorder count that was conducted by MassDOT on Route 27 south of Elliot Street. The subject data was collected on June 3rd (Monday) and 4th (Tuesday) in 2019 and reported an average daily traffic volume of 24,462 vehicles and 25,041 vehicles, respectively, over a 24-hour period. The December 2016 ATR that was conducted on Route 27 and was the basis of the average weekday traffic volume that was presented in the October 2020 TIA indicated weekday traffic volumes of approximately 15,155 vehicles per day on a weekday which, when seasonally adjusted and expanded to 2020 by applying the 1.5 percent per year compounded annual background traffic and the seasonal adjustment, would represent approximately 17,375 vehicles per day.

    PSC: Clarification provided.

20. Revise the TIA to incorporate trip generation based on "Single-Family Detached Housing (210)" for 28 dwelling units.

    VAi: As requested, the trip-generation calculations for the Project were revised using Institute of Transportation Engineers (ITE)1 Land Use Code 210, *Single-Family Detached Housing*, the results of which are summarized in Table 5.

    Table 5R
    Trip Generation Summary

Time Period	Vehicle Trips		
	Entering	Exiting	Total
Average Weekday	161	161	322
Weekday Morning Peak Hour	6	19	25
Weekday Morning Peak Hour	19	11	30

Figure 6R in the attachments reflects the assignment of the revised traffic volume estimates for the Project to the study area intersections, with Figure 7R depicting the revised 2027 Build condition traffic volumes. Tables 9R and 10R included in the attachments summarize the revised traffic operations analyses for the 2027 Build condition.

A comparison of the analysis results shown in Tables 9R and 10R using the higher traffic volume projections for single-family homes to establish the traffic characteristics of the Project to those presented in Tables 9 and 10 of the October 2020 TIA indicates that the only material change occurred at the intersection of Route 27 at Hunting Lane during the weekday morning peak-hour, where the higher traffic volumes increase the average motorist delay for the Hunting Lane approach by 3.8 seconds which resulted in the level-of-service (LOS) degrading from LOS D to LOS E, and the predicted vehicle queue increasing from one (1) to two (2) vehicles, neither of which would be considered significant.

PSC: Trip generation forecast based on "Single-Family Detached Housing (210)" is more precise. We acknowledge that the increase in delay of 3.8 seconds while adverse is not significant.

21. The TIA should be revised to discuss delays for all eastbound turns exiting from Hunting Lane due to blockage of the intersection by vehicle queues from the Eliot Street (Rte. 16) /North Main Street (Rte. 27) Intersection.

    VAi: During the weekday evening peak-hour, the 95th percentile vehicle queue on the Route 27 southbound approach to Route 16 will extend past Hunting Lane, which is located approximately 500 feet north of Route 16; the average vehicle queue during the weekday evening peak-hour and both the average and 95th percentile vehicle queues during the weekday morning peak-hour do not block the roadway. Table 9R indicates that all movements exiting from Hunting Lane to Route 27 will operate at LOS E during the weekday morning peak-hour and at LOS D during the weekday evening peak-hour under 2027 Build conditions. During the distinct period within the weekday evening peak-hour when vehicle queues from the Route 27/Route 16 intersection block Hunting Lane (approximately 95 percent of the time during the peak-hour the intersection will not be blocked), motorist delays and the resulting residual vehicle queuing may be longer than predicted by the analysis model; however, the queue can be contained along Hunting Lane without impeding the movement of vehicles, pedestrians, and bicyclists along Route 27.

    In conjunction with the Project, the Applicant has committed to design and implement an optimal traffic signal timing and phasing plan for the intersection subject to receipt of all necessary rights, permits and approvals, with the goal of reducing motorist delays and vehicle queuing.

PSC: Blockage of the Hunting Lane/North Main Street (Rte. 27) Intersection will impact both vehicles currently using the intersection as well as future project residents. We acknowledge that the blockage will be limited to the weekday PM peak hour for the 95th percentile queues.

22. The TIA should also estimate the duration queues long enough to block the intersection.

    VAi: The predicted 95th percentile vehicle queue from the Route 27/Route 16 intersection was shown to extend past Hunting Lane during specific periods within the weekday evening peak period (4-6 PM) and would be limited in duration, or approximately 3 minutes total within a 60-minute period (i.e., 95 percent of the time during the peak period Hunting Lane would not be blocked). Outside of this distinct period, vehicle queues do not extend past Hunting Lane.

    PSC: The estimated duration of the blockage is accurate.

23. Revise the TIA to provide a Construction Phase TDM Plan.

    VAi: A draft Construction Management Plan (CMP) is attached and will be refined in consultation with the Police Department and the Department of Public Works as the Site Plans are advanced.

    PSC: The attached draft Construction Management Plan is a reasonable basis for mitigation which can be refined through consultation with the Police Department and the Department of Public Works

24. The Applicant's Team should develop a plan and profile of Hunting Lane between North Main Street and the site entrance and identify locations where sight distance is not sufficient for a design speed of 35 miles per hour (recommended to accommodate a posted speed of 30 mph. The plan should also recommend long term improvements to remain in place after construction. Recommended improvements should respect the rural character of the roadway and improvements may be minimized to preserve the rural character of the roadway. Care should be taken to avoid increasing travel speed.

    VAi: VAI conducted field measurements of lines of sight along Hunting Lane between the Project site access and Route 27. The filed measurements were performed at 100-foot intervals along the roadway in both directions of travel and were performed in accordance with the methodology established by the American Association of State Highway and Transportation Officials (AASHTO)2 for measuring stopping sight distance (SSD) along a roadway. Figure 1A in the attachments summarizes the results of the field measurements and identifies those locations where the available SSD was found to be below the

recommended value for the posted speed limit along Hunting Lane, which varies between 20 and 30 miles per hour (mph).

As can be seen on Figure 1A, the only location where the measured SSD was found to be below the recommended minimum value for safe operation was in the eastbound direction (traveling toward Route 27) at the midpoint between the railroad crossing and Route 27, where the horizontal curvature of Hunting Lane limited the available sight line. With the selective trimming/removal of vegetation along the inside of the curve, the available sight lines can be improved to meet or exceed the recommended minimum sight distance for the posted speed limit. The Applicant will undertake the recommended vegetation maintenance activities in the subject area and within the public right-of-way subject to receipt of all necessary rights, permit and approvals.

PSC: We recommend that vegetation clearance to improve sight distance on Hunting Lane be a Condition of Approval of any favorable Decision.

25. A plan should be provided showing recommended temporary improvements for the construction phase. It may be appropriate to remove some of these improvements following completion of construction.

    VAi: No temporary improvements appear to be required outside of the selective trimming or removal of roadside vegetation to accommodate construction activities associated with the Project.

    PSC: During our field visit we observed that the pavement width in select locations was insufficient to accommodate passage of a passenger vehicle and a school bus. Temporary selective pavement widening should be evaluated if this can be accomplished with minimal impacts to abutting properties and mature trees.

26. The Applicant's Team should confer with the Sherborn Police Department and initiate consideration of construction phase traffic controls including use of uniformed traffic officers.

    VAi: A draft Construction CMP is attached and will be refined in consultation with the Police Department and the Department of Public Works as the Site Plans are advanced and will include the use of police detail officers when appropriate and required by the Police Department.

    PSC: Strict adherence to the Police Department and the Department of Public Works requirements will be required in order to mitigate safety concerns arising from large volumes of heavy construction equipment impacting the rural roadway.

27. Revise the architectural and site plans to provide four off-road parking spaces per dwelling unit.

    A&M: The Town of Sherborn Zoning Ordinance Section 5.1 stipulates the ratio in which parking spaces should be provided for a given use. The only residential use listed is Item l) Multidwelling Project in Residence EA District with a ratio of one-half spaces for each dwelling unit. (Amended 1991). As the current proposed project has a minimum of 2 spaces per dwelling unit which exceeds that of the published zoning information. Requiring a 200% increase to what is currently provided would subject the Applicant to unequal treatment in violation of G. L c. 40B, § 20.

    PSC: Parking standards are developed in the context of land use. The proximity of dwellings proposed for Apple Hill Estates is not representative of the layout of developments for which the parking standards of the Zoning Bylaw are intended. We maintain our recommendation of 4 parking spaces per dwelling unit which could be cost effectively accommodated with at grade parking spaces.

28. Revise the site plans to show regulatory signs restricting parking to one side of the on-site roadway.

    A&M: The Town of Sherborn does not currently have this stipulation within its published subdivision rules and although this project is being submitted as part of a 40B application to the Zoning Board, the roadway width & geometry is consistent with the published subdivision rules. Requiring this would subject the Applicant to unequal treatment in violation of G. L c. 40B, § 20.

    PSC: We maintain our recommendation for restricting parking to one side of the roadway as a necessary public safety measure to ensure the passage of emergency vehicles. Unlike most Sherborn neighborhoods, the relatively close spacing of dwellings increase the number and proximity of conflicts with parked vehicles.

29. Review the site plan with the Fire Department and obtain a letter of concurrence.

    A&M: The Site Plans have been submitted and are currently being reviewed by the Fire Department as part of the on-going review process under. Since, no comments have been received to date, the plans have not been updated at this time. Should the Fire Department have specific comments regarding appropriate access for fire equipment or circulation which impede the proper placement of fire apparatus and personnel in case of fire, the plans will be updated, as necessary.

    PSC: Written concurrence of the Fire Department should be obtained prior to Decision.