



September 28, 2023  
(revised November 7, 2023)  
(revised January 16, 2024)

Mr. Richard S. Novak, Chair  
Sherborn Zoning Board of Appeals  
Town Hall  
19 Washington Street

**Re: Farm Road Homes Residential Development – Comprehensive Permit  
Engineering Peer Review – Traffic  
55-65 Farm Road  
Sherborn, MA**

Dear Mr. Novak:

Tetra Tech (TT) has performed a review of the specific submittal materials for the above-referenced Project as they relate to transportation to assist the Town of Sherborn Zoning Board of Appeals (Board) in its Comprehensive Permit review of the proposed Farm Road Homes development (the Project). The Project is located at 55–65 Farm Road in Sherborn, Massachusetts. The Applicant proposes the construction of 32 residential homes. TT is in receipt of the following materials:

- A plan (Plans) set titled “Comprehensive Permit Plan of Farm Road Homes at Farm Road” dated July 6, 2023, prepared by Creative Land & Water Engineering, LLC
- A Traffic Study titled “Transportation Impact Assessment, Proposed Residential Development, 55 and 65 Farm Road, Sherborn, Massachusetts” dated December 2022, prepared by Vanasse & Associates Inc. (VAI)
- A Firetruck Turning Analysis dated July 7, 2023, prepared by Vanasse & Associates Inc. (VAI)
- A Presentation to the Zoning Board of Appeals titled “Farm Road Homes” dated August 1, 2023, prepared by LDS Consulting Group.
- A Landscape Improvement Plan, dated July 17, 2023, Prepared by Ryan Associates

Tetra Tech has reviewed the December 2022 Traffic Impact Assessment (TIA) for conformance with standard professional practices in the Commonwealth of Massachusetts for the preparation of traffic impact studies for Projects of the size and nature of the proposed development. The Project was also reviewed for good engineering practice and overall site circulation.

The TIA generally conforms to accepted industry practices. However, there are several elements that are either missing, require updates or need further evaluation. Tetra Tech recommends that the appendix materials referenced in the TIA be provided including all supporting calculations and background data used in the technical analyses. Tetra Tech’s specific comments on the above-mentioned materials are as follows.

#### **TT 11/7/23 Update**

The Applicant has supplied TT with a revised submission addressing comments provided in our previous letter including the following documents:

- A Response to Comments letter (VAI Letter), dated October 18, 2023, prepared by VAI.

The supplemental traffic information and analyses were reviewed against our previous comment letter (September 28, 2023) and comments have been tracked accordingly. Text shown in gray represents information contained in previous correspondence while new information is shown in black text.

While many of Tetra Tech's initial traffic-related comments have been addressed, there are several outstanding comments related to the site layout design. Tetra Tech recommends that the site layout comments be addressed prior to Board approval.

#### **TT 1/16/24 Update**

The Applicant has supplied TT with a revised submission addressing comments provided in our previous letter including the following documents:

- A Response to Comments letter (VAI Letter), dated December 12, 2023, prepared by VAI.
- A Review Letter dated January 12, 2023 [sic] prepared by the Sherborn Fire Department.

The supplemental traffic information and analyses were reviewed against our previous comment letter (November 7, 2023) and comments have been tracked accordingly. Text shown in gray represents information contained in previous correspondence while new information is shown in black text. **Comments resolved or Conditions recommended in our previous letter have been removed from this correspondence to consolidate the document for ease of review.**

While many of Tetra Tech's initial traffic-related comments have been addressed, there are several outstanding comments related to the site layout design. Tetra Tech recommends that the site layout comments be addressed prior to Board approval.

#### **TRAFFIC REVIEW**

##### **Crash Analysis**

6. Tetra Tech is aware of concerns made by the public during the Zoning Board of Appeals public hearing process regarding potential solar glare and existing drainage and icy conditions on Farm Road as they relate to traffic. Tetra Tech recommends that the Applicant request crash reports for all reported crashes on Farm Road in the study area for the last 5-years to identify any potential safety deficiencies that may not have been reported in the MassDOT crash database.
  - VAI 10/18/23 Response: A summary of reported motor vehicle crashes occurring along the segment of Farm Road between and including the intersections with Route 27 and Lake Street was provided by the Sherborn Police Department for the period 2018 through 2022 (the most recent complete five-year reporting period) and is summarized in Table 1.

**Table 1**  
**MOTOR VEHICLE CRASH DATA<sup>a</sup>**

Roadway Segment	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Total
<i>Farm Road between Route 27 and Lake Street (Inclusive)</i>	3	3	0	2	0	2	0	1	3	0	3	2	19

<sup>a</sup>Based on motor vehicle crash data provided by the Sherborn Police Department

*As can be seen in Table 1, 19 motor vehicle crashes were reported to have occurred along the roadway segment over the five-year review period, which is generally consistent with the MassDOT motor vehicle crash data (Table 4R) with consideration that not all crashes are reported to MassDOT. Further review of the data indicates no discernable trend that would suggest that there is an increase in crashes during the fall/winter months that could be attributable to solar glare/icy conditions. This observation is also affirmed by the MassDOT crash data which indicated that only two (2) crashes were reported along Farm Road from 2015 through 2022 where a snow/ice covered roadway was identified. These observations will be revisited once the detailed police reports are received.*

- TT 11/7/23 Update: The VAI letter included a summary of reported crashes on Farm Road between and inclusive of the intersections with Route 27 and Lake Street for the most recent five-year period available based on preliminary police crash data from the Sherborn Police Department. The VAI letter

states that there is no discernible crash trend attributable to solar glare or icy roadway conditions. The VAI letter states that the crash analysis will be revisited once the Applicant receives the requested detailed police crash reports from the Sherborn Police Department. Tetra Tech will reserve comment on the expanded crash analysis until the Applicant receives and evaluates the detailed crash reports from the Sherborn Police Department.

- *VAI 12/12/23 Response: The Police Department has informed VAI that they are unable to provide the detailed crash reports at this time. Accordingly, we refer to our review of the crash data from the October 18, 2023, response letter which indicated no discernable trend that would suggest an increase in crashes during the fall/winter months that could be attributable to solar glare/icy conditions. This observation was affirmed by the MassDOT crash data which indicated that only two (2) crashes were reported along Farm Road from 2015 through 2022 where a snow/ice covered roadway was identified.*
- **TT 1/16/24 Update: The VAI response letter states that the Police Department was unable to provide the Applicant with the detailed crash reports requested. Tetra Tech recommends a Condition requiring the Applicant provide this information to be reviewed by the ZBA prior to issuance of any building permits for the Project.**

### Intersection Operational Analysis

13. The TIA states that it utilized the capacity analysis methodologies from the Highway Capacity Manual (HCM) 2010 using Synchro software. Tetra Tech recommends that the HCM 6th Edition methodology, the currently approved version of the HCM for unsignalized intersections, be used as the basis for the analysis. The intersection capacity analysis worksheets should be provided for the Town's review.

- *VAI 10/18/23 Response: The traffic operations analysis has been revised to use the methodologies of the Highway Capacity Manual 6th Edition, the results of which are summarized in Table 8R and include the expanded study area intersection (Farm Road at Great Rock Road), with the detailed analysis worksheets attached.*

*A review of Table 8R indicates no material changes from the analysis results that are presented in Table 8 in the December 2022 TIA. As can be seen in Table 8R, all movements on the Great Rock Road approach at the Farm Road/Great Rock Road intersection are predicted to operate at level-of-service (LOS) B during both peak hours under all analysis conditions, with negligible vehicle queuing predicted. All movements along Farm Road approaching the intersection are predicted to operate at LOS A during both peak hours under all analysis conditions, also with negligible vehicle queuing.*

- **TT 11/7/23 Update: The VAI letter included revised capacity analyses using HCM 6th edition methodology which indicates that the study area intersections are anticipated to generally operate at LOS D or better operations under future year conditions with or without the Project. The exception is the Farm Road westbound approach to Route 27 which is anticipated to operate with longer delays at LOS E operations. However, this approach to the intersection is anticipated to operate below capacity (volume to capacity ratio less than one). The incremental delay due to the Project is four seconds or less resulting in no change in LOS between future No Build (without project) and Build (with project) and vehicle queue increases of one vehicle or less during peak hours. The fire station driveway is located approximately 250 feet east of the Route 27/Farm Road intersection and the capacity analyses indicate that the 95th percentile vehicle queues are 7 vehicles or less (approximately 175 ft or less). Tetra Tech recommends that the Applicant discuss with the Sherborn Fire Department their experience responding to calls from the Farm Road Fire Station to determine what, if any, traffic enhancements for emergency vehicle access at the station are warranted as part of the project.**
- *VAI 12/12/23 Response: Written approval from the Sherborn Fire Department is required to obtain a Building Permit for the Project. The Applicant will discuss emergency response to the Project with the Fire Department as part of this review and will address any comments that are raised at that time.*
- **TT 1/16/24 Update: The VAI letter states that the Applicant will discuss emergency response to the Project with the Fire Department as part of the Building Permit**

application process. A letter was recently provided by the Sherborn Fire Department dated January 12, 2024 noting the department “...has no concerns with the traffic impacts on responses to and from Sherborn Fire Station #2, which is located on Farm Road.” **In our opinion, this comment is resolved.**

## Sight Distance

14. The TIA states that it conducted a sight distance analysis at the proposed site driveway on Farm Road based on AASHTO's A Policy on Geometric Design of Highways and Streets, 7th Edition (2018). It is recommended that the supporting sight distance calculations be provided to the Town for review.
  - VAI 10/18/23 Response: *The sight distance calculations are attached.*
  - TT 11/7/23 Update: The VAI letter included the sight distance measurements but did not include the sight distance calculations requested. Tetra Tech recommends that the Applicant include the sight distance calculations for the Town's review.
  - VAI 12/12/23 Response: *The sight distance calculations are attached.*
  - **TT 1/16/24 Update: The Applicant has provided the requested sight distance calculations based on AASHTO guidelines. In our opinion, this comment is resolved.**
15. Tetra Tech recommends that the sight distance plans and profiles for each site driveway be added to the site plans to confirm that adequate sight distance will be provided at this location. Any existing vegetation or rock walls required to be removed to provide adequate sight lines should be identified for the Town's review given that Farm Road is designated as a Scenic Roadway.
  - VAI 10/18/23 Response: *A sight triangle plan is attached that depicts the sight lines at the Project site driveway intersection with Farm Road in plan view. A sight line profile was not prepared as there are no permanent vertical obstructions within the sight triangle areas that exceed 3.5 feet in height and would inhibit the sight lines at the intersection. As recommended in the December 2022 TIA, trees and vegetation location within the sight triangle areas should be selectively trimmed or removed and maintained. As shown on the sight triangle plan, the subject vegetation is located within the Project site or the public right-of-way along Farm Road.*
  - TT 11/7/23 Update: The VAI letter included an evaluation of horizontal sight distances. Tetra Tech continues to recommend that the horizontal and vertical sight distance plans and profiles be provided in the site plan package to document and confirm that adequate sight lines will be available and indicate to the Town and the contractor the areas which shall remain free of sight distance obstructions. Given the existing topography in this area, it will be critical that any proposed (or existing to remain) rock walls, fencing, signage and vegetation be limited so as not to obstruct sight lines.
  - VAI 12/12/23 Response: *Topographic information within the sight triangle area was not obtained as part of the survey. As such, VAI has updated the sight triangle plan to include i) photographs of the features that are located within the sight triangles, none of which present a continuous obstruction to the available sight lines; and ii) a note stating the following:*  
*“Signs, landscaping and other features located within the sight triangle areas shall be designed, installed, and maintained so as not to exceed 2.5-feet in height. Snow accumulation (windrows) located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed.”*
  - **TT 1/16/24 Update: The Applicant has not provided the requested plan and profile. Tetra Tech recommends a Condition requiring the Applicant provide sight distance plans and profiles in a final set of Plans to be reviewed by the ZBA. Information shall be based on field survey to document and confirm that adequate sight lines will be available and indicate to the Town and the contractor the areas which shall remain free of sight distance obstructions.**

16. The TIA recommends that any snow windrows at the proposed site driveway be promptly removed to sufficiently ensure adequate sight distance. Tetra Tech recommends that the Applicant also ensure that all proposed landscaping and signage internal to the site (where vehicle conflicts may occur) will not impede sight lines.
- VAI 10/18/23 Response: *Signs and landscaping to be installed within the Project site will be designed and maintained so as not to restrict lines of sight.*
  - TT 11/7/23 Update: Tetra Tech recommends that the Applicant add a note to the site plans that states any signs, landscaping and snow windrows will not obstruct sight lines within the sight distance triangles.
  - VAI 12/12/23 Response: *The requested note has been added to the attached Sight Triangle Plan and will also be added to the Site Plans.*
  - **TT 1/16/24 Update: We have not received a revised set of Plans. Tetra Tech recommends a Condition requiring the Applicant include the snow management/sight distance note on a final set of Plans to be reviewed by the ZBA.**

#### Site and Emergency Vehicle Access/Circulation

17. The TIA recommends that the site driveway and internal drives be a minimum of 22 feet if on-street parking will be restricted and 24 feet otherwise. The site plans show the site driveway and internal drives as 21 feet wide. Tetra Tech agrees with the TIA's recommendation to provide a minimum of 22 feet or 24 feet wide depending on the determination of on-street parking restrictions.
- VAI 10/18/23 Response: *No response required.*
  - TT 11/7/23 Update: The Erosion Control Plan (Dated September 28, 2023 with revisions through October 5, 2023) shows 20 to 21 foot site driveway and internal site drive widths. Tetra Tech continues to recommend (consistent with VAI's recommendation) that the minimum site driveway and internal site drive widths be 22 feet if on-street parking will be restricted and 24 feet otherwise.
  - VAI 12/12/23 Response: *The primary drive is proposed to be 21-feet in width and on-street parking will be prohibited. The spur drives that intersect the primary drive are proposed to be 20-feet in width and on-street parking will also be restricted along these drives with the exception of the parking area opposite Units 1 through 6 which is provided outside of the drive aisle. With consideration of the on-street parking restrictions and that snow will be removed from the entirety of the drive width, a 20-foot clear traveled-way is afforded meets the requirements of NFPA®1. A fire truck turning analysis was provided for the Project that illustrates that the fire truck design vehicle is able to access and circulate within the Project site. As stated previously, approval of the access and circulation within the Project site is required from the Sherborn Fire Department to obtain a Building Permit for the Project.*
  - **TT 1/16/24 Update: Tetra Tech received a review letter from the Sherborn Fire Department which requested "...that there be a strictly enforced no parking zone on all streets in the development." Tetra Tech recommends a Condition requiring a parking restriction on the primary site drive as well as the spur drives to allow sufficient emergency access as requested by the Sherborn Fire Department.**
18. The Applicant included a turning analysis of a fire ladder truck. The analysis indicates that the fire truck would be required to reverse for an extended distance when accessing the rear of units 1-7. Tetra Tech recommends that the Applicant continue to review the site access and circulation with the Fire Department.
- VAI 10/18/23 Response: *The Applicant has been and will continue to consult with the Fire Department as the Project advances through the approval process.*
  - TT 11/7/23 Update: The site layout shown in the Erosion Control Plan (dated September 28, 2023 with revisions through October 5, 2023) continues to show internal site drives with no turnaround areas for emergency vehicles. Tetra Tech recommends that the Applicant obtain and provide written Fire Department approval of the proposed site access and circulation.

- VAI 12/12/23 Response: Written approval from the Fire Department will be obtained and is required before the issuance of a Building Permit.
  - **TT 1/16/24 Update: Tetra Tech received a review letter from the Sherborn Fire Department which noted “The Fire & Rescue Department has no issue with the current proposed access for emergency response into the site. However, based on the layout, we are requesting that there be a strictly enforced no parking zone on all streets in the development.” See recommended Condition language in Update at Comment 17.**
19. Tetra Tech recommends that the Applicant describe anticipated trash removal operations. Tetra Tech recommends that the Applicant conduct a truck turning analysis of trash removal vehicles to ensure that they can be adequately accommodated on-site without impeding site access and circulation particularly in areas where the site driveway would potentially require a trash truck to navigate the site in reverse.
- VAI 10/18/23 Response: Trash and recycling will be collected by a private hauling company and will be picked-up at each residence. Residents will store trash/recycling bins within their individual unit and will place the bins curbside within the driveway apron and outside of the traveled-way for pick-up on the collection day. A truck turning analysis for a trash/recycling vehicle is attached.
  - TT 11/7/23 Update: Similar to Tetra Tech's Comment 18, the site layout shown in the trash/recycling truck turning analyses provided in the VAI letter show internal site drives with no turnaround areas for larger vehicles. Tetra Tech recommends that the Applicant explore the feasibility of providing site circulation that does not require larger vehicles to travel in reverse for extended distances.
  - VAI 12/12/23 Response: The Sherborn Fire Department has reviewed the Site Plan and found the site layout to be acceptable. There are no feasible changes to the site circulation that maintain the proposed building layout.
  - **TT 1/16/24 Update: Tetra Tech continues to recommend that the Applicant explore the feasibility of providing site circulation that does not require larger vehicles to travel in reverse for extended distances. Of particular concern are trash/recycling trucks and delivery trucks which do not have the same vehicle rights-of-way that emergency vehicles do. Vehicles required to reverse direction for an extended distance may create a safety hazard in and around the site drives.**
20. The TIA recommends that the site driveway be signed and marked with Stop sign control consistent with the Manual on Uniform Traffic Control Devices (MUTCD). Tetra Tech agrees with this recommendation.
- VAI 10/18/23 Response: No response required.
  - TT 11/7/23 Update: Tetra Tech recommends that the site plans include a note that all proposed traffic signage and pavement markings be MUTCD compliant.
  - VAI 12/12/23 Response: The requested note will be added to the site plan.
  - **TT 1/16/24 Update: We have not received a revised set of Plans. Tetra Tech recommends a Condition requiring the Applicant include the previously mentioned MUTCD compliance note on a final set of Plans to be reviewed by the ZBA.**
21. Tetra Tech recommends that the Applicant label the snow storage areas and ensure that adequate snow storage will be available on-site without impeding parking, site access and circulation.
- VAI 10/18/23 Response: A new storage plan is attached.
  - TT 11/7/23 Update: The Erosion Control Plan (Dated September 28, 2023 with revisions through October 5, 2023) shows several snow storage areas that would require a snow plow to maneuver in a way that may be infeasible (located on the sides of the internal site drives rather than the ends of the internal site drives) depending on the type of plow to be used. Additionally, the largest identified snow storage area to the north of the visitor parking field would likely be unable to be accessed due to the proposed solar canopy over the visitor parking field. Tetra Tech recommends that the Applicant identify alternative snow storage areas on site to minimize impacts to site access and circulation.
  - VAI 12/12/23 Response: Applicant will identify additional snow storage areas after the completion of the ZBA's review of other site plan issues, including stormwater.



- **TT 1/16/24 Update: Tetra Tech will reserve comment on the adequacy of the snow storage areas until the revised Plans are provided.**
22. Farm Road is designated by the Town as a Scenic Road and any improvements to Farm Road should be consistent with the Town's Scenic Road regulations to the extent feasible.
- *VAI 10/18/23 Response: The Applicant will comply with the Town's Scenic Road regulations to the extent feasible.*
    - TT 11/7/23 Update: The VAI letter states that the Applicant will comply with the Town's Scenic Road regulations to the extent feasible. Tetra Tech recommends that this be included as a Condition should the Board approve the Project.
    - *VAI 12/12/23 Response: The Applicant has no objection to such a condition.*
      - **TT 1/16/24 Update: Tetra Tech recommends a Condition requiring the Project comply with the Town's Scenic Road Regulations to the maximum extent feasible as determined by the ZBA.**
23. Tetra Tech recommends that the Applicant explore the feasibility of providing pedestrian and bicycle accommodations on Farm Road to connect to the proposed on-site sidewalks to be consistent with the Town's Master Plan and transportation circulation initiatives.
- *VAI 10/18/23 Response: The Applicant will work with the Town to explore the feasibility of establishing pedestrian and bicycle accommodations along Farm Road that connect to the pedestrian pathways that are being established within the Project site.*
    - TT 11/7/23 Update: The VAI letter states that the Applicant will work with the Town to explore the feasibility of establishing pedestrian and bicycle accommodations along Farm Road that connect to the pedestrian pathways that are being established within the Project site. Tetra Tech recommends that this mitigative action be included as a Condition should the Board approve the Project.
    - *VAI 12/12/23 Response: The Applicant has no objection to such a condition.*
      - **TT 1/16/24 Update: Tetra Tech recommends a Condition requiring the Applicant coordinate with the Town to explore the feasibility of establishing pedestrian and bicycle accommodations along Farm Road.**
24. There are two existing at-grade rail crossings on the study area roadways – one located on Farm Road approximately one-quarter mile west of the site and one on Route 27 approximately one-half mile north of Farm Road. Tetra Tech is aware of a collision between a motor vehicle on Route 27 and a train that occurred in July 2022. Tetra Tech recommends that the Applicant inventory the existing conditions of these two rail crossings in the study area to identify any potential safety deficiencies as well as improvements that may be warranted.
- *VAI 10/18/23 Response: A review of the motor vehicle crash data for the railroad crossings of Route 27 and Farm Road was undertaken for the same eight-year period that is presented in Table 4R (2015 through 2022, inclusive). Based on this review, two (2) motor vehicle crashes were reported on the approaches to the railroad crossing of Farm Road, neither of which involved a collision with a locomotive or rail car, with one crash reported as a rear-end crash and the other reported as a vehicle backing into a fixed roadside object.*

*Thirteen crashes were reported at the Route 27 railroad crossing over the eight year review period, two (2) of which involved a collision with a locomotive or rail car and both occurred in 2022. The initial information reported for both crashes indicated that driver error was a contributing factor, with the driver in the latest crash that occurred on July 22, 2022 observed to stop at the crossing signal and then slowly "creep" into the path of the on-coming locomotive.*

*An inventory of the traffic control devices at the at-grade railroad crossings of Route 27 and Farm Road was completed in October 2023. Based on this inventory, the following recommendations are offered and should be considered independent of the Project:*

*Route 27 Crossing*

    - Refresh the stop-line and RXR pavement markings with high visibility thermoplastic markings.

- Relocate/install railroad crossing warning signs (W10-1) opposite the leading edge of the RXR pavement markings and positioned 100 feet from the centerline of the stop-line on the approach to the rail crossing.
- Consider installing a side street rail crossing warning sign (W10-4) for motorists exiting the south driveway that serves 19 North Main Street.

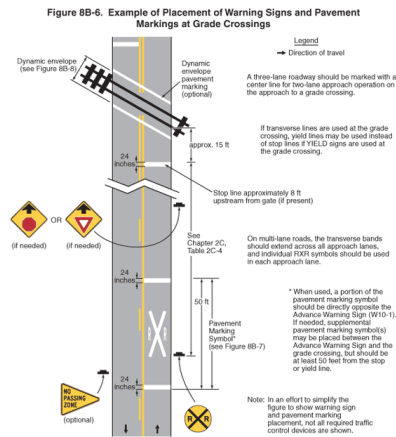


Figure 8B-6. Example of Placement of Warning Signs and Pavement Markings at Grade Crossings  
Manual on Uniform Traffic Control Devices (MUTCD); Federal  
Highway Administration; Washington, D.C.; 2009.

#### Farm Road Crossing

- Refresh the stop-line and RXR pavement markings with high visibility thermoplastic markings
- Relocate/install railroad crossing warning signs (W10-1) opposite the leading edge of the RXR pavement markings and positioned 100 feet from the centerline of the stop-line on the approach to the rail crossing.
- TT 11/7/23 Update: The VAI letter identified potential safety enhancements at the railroad crossings on Route 27 and Farm Road near the site. Tetra Tech recommends that the Applicant coordinate with the Board to identify which, if any, of these recommended measures be implemented as part of the Project. Any improvements should be reviewed and approved by the Sherborn DPW and potentially the owner(s) of the rail line in writing and provided to the Board.
  - VAI 12/12/23 Response: Subject to receipt of all necessary rights permits and approvals, the Applicant will design and construct the following improvements at the Farm Road crossing as recommended in the October 18, 2023 response letter:
    - Refresh the stop-line and RXR pavement markings with high visibility thermoplastic markings.
    - Relocate/install railroad crossing warning signs (W10-1) opposite the leading edge of the RXR pavement markings and positioned 100 feet from the centerline of the stop-line on the approach to the rail crossing.
  - TT 1/16/24 Update: Tetra Tech recommends a Condition requiring the Applicant complete the off-site improvements noted in the Applicant's December 12, 2023 response at the existing at-grade rail crossing on Farm Road. The Condition shall also note that all improvements shall be reviewed and approved by the Sherborn DPW prior to implementation.

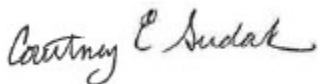
Additionally, Tetra Tech recommends that the Applicant coordinate with the ZBA on the need to implement the improvements listed in VAI's 10/18/23 response letter for the at-grade rail crossing on Route 27 as part of the Project scope.



25. The TIA recommends a school bus waiting area widened sidewalk should be provided on site. Tetra Tech recommends that the Applicant discuss the potential bus stop location(s) with the Dover-Sherborn School Department staff.
- *VAI 10/18/23 Response: The Applicant will discuss the location of the school bus stop for the Project with the Dover-Sherborn School Department and will provide the appropriate accommodations at the stop location.*
  - TT 11/7/23 Update: The VAI letter states that the Applicant will discuss the school bus stop location for the Project with the Dover-Sherborn School Department and will provide the appropriate accommodations at the stop location. Similar to Tetra Tech Comment 18 and 19, the site circulation design requires larger vehicles to reverse direction. Tetra Tech recommends this be taken into consideration as the Applicant addresses all of Tetra Tech's site layout comments.
  - *VAI 12/12/23 Response: It is expected that the school bus pick-up/drop-off will occur along Farm Road at the Project site driveway as it is not common for a school bus to enter a private property.*
  - **TT 1/16/24 Update: Given the site circulation concerns identified in earlier comments in this letter, Tetra Tech recommends a Condition restricting school bus pick-up/drop-off to Farm Road only subject to review and approval by the regional school district and the ZBA if applicable.**
26. Tetra Tech recommends that the Applicant discussed the planned easement at the site for horse activity as it relates to access and potential horse crossings across Farm Road.
- *VAI 10/18/23 Response: In conjunction with the Project, an easement to allow for equestrian access through the Project site for two specific people is provided and includes access to Farm Road.*
  - TT 11/7/23 Update: Tetra Tech recommends that the Applicant describe the proposed access design to this easement area (i.e., driveway, horse path, etc.). Additionally, it is recommended that the Applicant determine whether or not a horse crossing across Farm Road will be anticipated and, if so, if adequate sight distance will be provided and what safety measures should be implemented (i.e., advance warning signage, pavement markings, etc.) at the horse crossing.
  - *VAI 12/12/23 Response: There will be no change to the easement area and a horse crossing is not necessary. The easement is for the benefit of two named individuals only and has never been used in the years it has existed.*
  - **TT 1/16/24 Update: It is our understanding based on the VAI response letter that the easement was intended for use by two named individuals who have not and will not use the area. We recommend the Applicant confirm if the easement should remain and if they have contacted the named individuals to determine future use.**

These comments are offered as guides for use during the Town's review and additional comments may be generated during the course of review. The Applicant shall be advised that any absence of comment shall not relieve them of the responsibility to comply with all applicable local, state and federal regulations for the Project. If you have any questions or comments, please feel free to contact us at (508) 786-2200.

Very truly yours,



Courtney E. Sudak, P.E.  
Project Manager

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