

# STONEFIELD

November 10, 2023

Andy Fitz  
Project Expeditors Consulting Corp.  
28 Station Street  
Manalapan, NJ 07726

**RE: Site Plan Application  
Proposed Chase Bank  
Map 26, Lot 209  
320 Pond Street  
Town of Ashland, Middlesex County, Massachusetts**

Mr. Fitz:

Stonefield Engineering and Design is pleased to submit documents for Site Plan Review for the above referenced project. Please find the following items enclosed.

<b>ITEM DESCRIPTION</b>	<b>DATED</b>	<b>COPIES</b>	<b>PREPARED BY</b>
Site Improvement Plan (24" x 36")	10-31-2023	2	Stonefield Engineering & Design
Site Improvement Plan (11" x 17")	10-31-2023	8	Stonefield Engineering & Design
3D Renderings (24" x 36")	11-10-2023	2	Core States Group
3D Renderings (11" x 17")	11-10-2023	8	Core States Group
2D Color Elevations (24" x 36")	11-10-2023	2	Core States Group
2D Color Elevations (11" x 17")	11-10-2023	8	Core States Group

Please contact our office if you have any questions or comments regarding this submission.

Best regards,



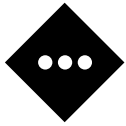
Joshua H. Kline, PE  
Stonefield Engineering and Design



Giovanni M. Cesar  
Stonefield Engineering & Design

Via FedEx

Z:\Boston\BOS\2023\BOS-230025 Core States - 320 Pond Street, Ashland, MA\Correspondence\Outgoing\Client & Project Team\2023-11-08\_Cover Letter.docx



**Project Narrative:**

The subject property is designated as Tax Map 26, Lot 209, commonly known as 320 Pond Street, located at the corner of Pond Street and Spyglass Hill Drive. The subject property is located within the Town of Ashland Highway Commerce (CH) District as well as the Pond Street Mixed Use Overlay (PSMUOD) District. The site is bounded by a mixed commercial retailer/educational preschool to the north, accessory parking to the east, open green space to the south, and a mixed commercial plaza development to the west. The overall project site is 38,333 SF (0.88 AC). The adaptive reuse application consists of necessary exterior improvements for the Chase Bank including general enhancements to the property including pedestrian safety and typical property maintenance activities. The application consists of an application for Site Plan Approval to the Town of Ashland Planning Board.

The site currently consists of a “Mazi” restaurant with accessory parking which will be renovated for the new tenant. The subject parcel has approximately 189 FT of frontage along Pond Street and 204 FT of frontage along Spyglass Hill Drive. The proposed Chase bank will operate internally within typical banking hours and a secure ATM vestibule open 24 hours a day. The exterior enhancements include new landscaping, security lighting, ADA accessibility upgrades, and a new exterior trash enclosure to store and screen trash on-site.

As the scope of improvements extends to typical maintenance activities to bring the site up to compliance with regard to bank security and pedestrian safety standards, the proposed project will provide an improvement upon the existing condition. The project is not anticipated to have any adverse impacts on neighboring properties and/or the community.

**Stormwater Management Narrative:**

The project proposes to maintain and/or slightly reduce on-site impervious surfaces and will naturally improve the stormwater management condition on-site. The proposed minor exterior improvements and maintenance activities will not modify the existing drainage patterns. There is no proposed alteration of shorelines, marshes, or seasonal wet areas and the site is not located within a FEMA flood zone. The project is not anticipated to have any adverse drainage impacts on neighboring properties, downstream watercourses, or adjoining conveyance systems.

**Traffic Narrative:**

The existing access is provided via a full movement driveway within an internal drive serviced by two driveways along Pond Street and Spyglass Hill Drive respectively. Existing access to the site shall be maintained which minimizes impacts to the adjacent roadway network. A large portion of site-generated trips are expected to consist of “pass-by” trips, where vehicles already traversing the roadway are temporarily diverted into the site, as opposed to generating new traffic volumes. Traffic volumes generated by the bank during peak hours are expected to have a minimal impact on the operations of the adjacent roadways and roundabout. The project proposes to maintain the previously approved parking count of 38 parking spaces, inclusive of two (2) ADA accessible parking spaces, as well as pedestrian access from the right-of-way.