LAND DESIGN COLLABORATIVE

March 9, 2026

Ms. Patricia M. Kendall, Chair
Planning Board
c/o Ms. Jasmin Farinacci, Director of Planning & Economic Development
101 Main Street
Ashland, Massachusetts 01721

Re: Site Plan Review- Responses to Review Comments
240 & 260 Pleasant Street
Ashland, MA, 01721

Dear Ms. Kendall and Members of the Board:

On Behalf of the Applicant, Metrowest Facilities, we are submitting herewith a Response to Peer Review Comments raised by GCG Associates Inc. in their letter dated July 3, 2025. For your convenience, we've presented the GCG comments in *"italics"* and the LDC responses in a conventional font.

We have enclosed the following for distribution to the Planning Board & Conservation Commission:

1. One (1) original plus five (5) copies of the Peer Review Response letter,
2. Four (4) copies of the Stormwater Management Report- Addendum II, prepared by Land Design Collaborative, dated March 2026,
3. Three (3) copies of Plans (24x36) entitled "Site Plan for 240 & 260 Pleasant Street, Ashland, MA 01721", prepared by Land Design Collaborative, dated February 5, 2025, revised June 9, 2025 & March 9, 2026,
4. Five (5) copies of Plans (11x17) entitled "Site Plan for 240 & 260 Pleasant Street, Ashland, MA 01721", prepared by Land Design Collaborative, dated February 5, 2025, revised June 9, 2025 & March 9, 2026,
5. Issuance packet in PDF format provided via email.

GCG Associates, Inc.- Peer Review Letter

General Comments

This is a re-development and new development project. The site consists of two lots (Assessors Map 14, Lot 108 – 240 Pleasant Street, consists of 38,402+/- s.f. (0.882+/- acres) and Lot 109 – 260 Pleasant Street, consists of 43,563+/- s.f. (1.00+/- acre). This application calls for merging the two parcels to a single lot with a combined 81,965+/- s.f. (1.88+/- acres). The project site abuts Map 13, Lot 110 - (280 Pleasant Street, MetroWest Christian Academy), which is under the same ownership with an existing shared exit driveway to Pleasant Street. This project has proposed utilizing and modifying the shared driveway as the site access through Pleasant Street. Chapter 282, Section 6.3.5.3 requires appropriate legal devices to address the maintenance, repair, snow removal, and liability of the common driveway. Furthermore, there is an existing fenced concrete pad crossing the property line between Lots 109 and 110 for dumpsters storage. Since these separate lots are under the same ownership, easement and encroachment are not applicable.

The proposed recreational soccer field use is closely matches with the "Outdoor commercial recreation" use as shown on the Section 3.0 Table of Principle Use Regulations table and is permitted as of right in the Industrial Zoning District.

Acknowledged

Site Plan Set (Civil Plan)

Sheet Title:

1. *The Sheet Index shows duplicate sheet number C-001 for the Existing Conditions Plan of Land, which is a stand alone plan sheet 1 of 1, prepared by RealMapInfo LLC., which should be clarified.*

   The plan prepared and stamped by the surveyor depicts the limits for the property and topographic features on the property. The Compiled Existing Conditions Plan depicts the work of the surveyor as shown on the stamped plan, test pits excavated after the stamped plan was prepared and compiled offsite improvements.

V-101 – Existing Conditions Plan (Compiled):

2. *The Existing Conditions Plan shows the site slope pitching from west to east with an entrenched (depression at contour 190) gravel surface parking lot, there are multiple openings (spill over low points) between contour 200 on site. GCG recommends providing additional spot grades to identify the existing drainage flow path and ponding elevations. Low point spot grade (between the two contours 200) should be provided at the northeastern corner of the gravel parking lot toward the Pleasant Street catch basins. A spot grade at the southeast gravel parking lot corner (between the two contours 200) toward the southeasterly 199 contour should be provided to determine the runoff overflow direction of the gravel parking area. A spot grade at the boundary of sub-catchments E2S and E3S should be provided (between the two contours 200) to determine the ponding situation in sub-catchment E2S. Provide low point spot elevation at each depression. There appears to be depression at the western side of sub-catchment E3S, which should be identified with spot grades.*

   The site plans have been revised to provide additional spot grades.

3. *Based on Google Street View's historic images, the shared driveway did not exist in 2013, and the connection was installed between 2013 and 2017. There were parking spaces (per pavement marking line) striped in front of the driveway connection shown on the years 2017, 2019 and 2022 images. Therefore, the numbers of parking spaces at 280 Pleasant Street have changed recently.*

   LDC revisited the site earlier this year and obtained a shared parking count at 280 and 330 Pleasant Street, properties held in common ownership. We observed 166 spaces, of which seven are identified as accessible spaces. The site plans have been revised accordingly.

C-201 – Site Preparation and Erosion & Sediment Control Plan:

4. *The existing grading (spot grades) at the project site's northeasterly lot corner along Pleasant Street should be provided to determine site overflow toward the Pleasant Street catch basins. Provide silt sack catch basin protection as necessary.*

   The site plans have been revised to provide additional spot grades and silt sack protection.

5. *Erosion control wattle or similar device should be provided at the northeast lot corner and along the southeastern property line between the 200 contours.*

   The site plans have been revised accordingly.

6. *Precautions should be shown at the proposed drainage swales for temporary sediment basin; bottom of the temporary sediment basin should at least 1 foot above the proposed drainage swale finish grade.*

   The site plans have been revised to no longer require the proposed permanent drainage swale in this area.

C-202 – Layout, Materials & Planting Plan:

7. *Parking Requirements table, the Existing Facility address shown on the table appeared to be transposed, the existing 57 spaces appeared to be at #280 Pleasant Street, and the 30 spaces were for #260. Applicant should verify the existing parking spaces in #280 facility. GCG counted 166+/- parking spaces through the Google satellite image. The proposed common driveway and no parking stripping in front of the proposed walkway would impact the number of parking spaces on #280 Pleasant Street and should be specified.*

   LDC revisited the site earlier this year and verified a parking count at 280 & 330 Pleasant Street of 166 spaces, of which seven are identified as accessible spaces. The shared parking on these two properties is for the benefit of 280, 330 & 350 Pleasant Street, all of which are held in common ownership. The Parking Summary Table has been updated accordingly to demonstrate compliance with Section 5.1.2 – Schedule of Parking Area Requirements.

8. *Chapter 282, Section 5.1.1 – Off-street parking must be provided on paved surface. The proposed crushed stone and gravel surface does not meet ADA/AAB accessibility requirements. The wheelchair accessible path is bound by the hot mix asphalt parking spaces and walkway only.*

   The Site Plans have been revised to show a bituminous concrete paved parking surface and complies with ADA & MAAB requirements.

9. *The proposed gravel parking lot with crushed stone course over compacted gravel does not meet the infiltration BMP pretreatment requirements.*

   The Site Plans have been revised to provide a bituminous concrete surface and two deep sump hooded catch basins for pretreatment prior to discharge to a subsurface detention/infiltration system.

10. *The parking requirements table showed 49 parking spaces provided on the development site. GCG counted 47 spaces provided, the center parking rows were mislabeled 10 spaces per row, which should be 9 spaces per row.*

    The center parking rows have been revised to reflect 9 spaces per row, and the Parking Summary Table has been revised accordingly.

11. *Chapter 164-2 – the proposed 47 spaces is within the 40-100 parking spaces range, Section 164-2 requires a minimum of 3 handicap accessible parking spaces, (two proposed).*

    The plans have been revised to reflect 3 complying ADA spaces for a total of 46 new spaces. The Parking Summary Table has been revised accordingly.

12. *Chapter 164-3 – Handicap space should be equipped with an above ground sign with white lettering against a blue background stated "Handicap parking: Special plate required. Unauthorized vehicles may be removed at owner's expense". The handicap parking space dimensions should comply with the current ADA/AAB requirements, which exceeded Section 164-3's dimension requirements.*

    Each accessible space is equipped with an above ground sign. These signs have been modified to reflect the requested color combination and verbiage, and the spaces have been dimensioned to demonstrate compliance with ADA standards, all as shown on Sheet C-202.

13. *Section 5.1.2 – Schedule of Parking Area Requirements: The proposed use is not specified in the 5.1.2 Schedule of Parking Area Requirements table, and it would be treated as "Others", which requires individually determined by the Building Inspector upon advisory report of the Planning Board where required in compliance with Section 9.4, Site Plan Review.*

    LDC discussed the proposed use and associated parking density with the Building Inspector. It was agreed that a parking density of 30 spaces would be adequate for the proposed use. The design proposes 46 new spaces.

14. *The plan labeled 21 spaces along #280's eastern property line. GCG counted 17 spaces with the proposed layout. The parking spaces reduction on #280 should be addressed.*

    There are 20 existing striped spaces within the referenced parking row of which 2 are located in the parking lot egress aisle onto Pleasant Street. The proposed design will require the removal of three spaces at that location to accommodate two-way traffic and the removal of another existing space to provide for pedestrian access between the existing parking lot and the new parking lot. The resultant number of spaces in the row will be 16 as depicted on the revised site plans.

15. *Section 5.2, Loading Requirements – this proposed development would not require any loading area. The loading requirements should be determined by the Building Inspector. See comment number 12 above.*

    We concur with the statement *"this proposed development would not require any loading area."*

16. *Section 5.3.8. - the proposed standalone sign should not be placed within the required 30' side yard setback as shown.*

    The bylaw states that *"No sign shall be placed within a required side or rear yard or be placed within a or project over a public way, ……."* The sign is located within the 40-foot front yard setback which is not prohibited under the bylaw.

17. *Snow storage areas should be specified on the plan; no snow storage should be placed within the drainage swale area.*

    Snow storage areas have been added to Sheet C-202

18. *GCG recommends providing rendering for the proposed 20-foot-high soccer backstop system (especially along Pleasant Street frontage) for the Board to evaluate the visual impact of Pleasant Street.*

    The Planning Board has electronic copies of renderings as viewed from Pleasant Street. The project required the filing of a Design Review Application. The project was presented and reviewed by the Design Review Committee in the spring of 2025. As part of the presentation, LDC prepared visual renderings depicting views of existing conditions and future conditions as would be observed from each home opposite the site. In addition, LDC provided The Committee with a virtual drive through and flow fly over video. Both the renderings and the video included the 20-foot-high soccer backstop system. In mid-2025, the Design Review Committee approved the project.

19. *The applicant should clarify the function of the bituminous concrete pad at the northeastern corner of the gravel parking lot. If it is a dumpster pad, it should be enclosed.*

    The bituminous concrete pad is no longer applicable as the entire proposed parking lot is to be a bituminous concrete surface. The striped area at the northeastern corner of the parking lot is dedicated for emergency vehicle access to the soccer field. Signage and striping identify the area as shown on the site plans.

20. *Section 5.4.3.1 – the development site is facing residential uses across Pleasant Street. The plan shows utilizing the existing vegetation along the site frontage for screening. Existing trees along the frontage were not identified (shown tree line only). The plan has specified to require the owner, contractor and project landscape architect to evaluate the vegetative screening from the public way, following the removal of trees and shrubs with the limit of work area. GCG recommends including the Planning Board or its representative to evaluate the vegetative screening at the time. Based on 5.4.3.1's requirement of 1 tree per 30 feet linear feet of street frontage, a minimum of 11 trees are required for the 325+/- linear feet of road frontage.*

    We concur with the recommendation that the Planning Board or its representative be included in the review of the vegetative screening prior to the vegetative augmentation. While the bylaw requires 1 tree for 30 feet of street frontage, the introduction of 11 trees will likely result in aggressive survival competition with the existing trees, potentially leading to disease and avoidable high mortality rates. It is for this reason that we recommend that prior to the vegetative augmentation, the site be reviewed in the field.

C-203 – Grading & Drainage Plan:

21. *GCG recommends replacing the two beehive grates between the gravel parking lot and the synthetic turf field with flat grate flush with the finish grade to eliminate any tripping hazard.*

    The beehive grates are no longer included in the design as the swales have been replaced with a closed drainage system consisting of deep sump hooded catch basins discharging to a subsurface detention infiltration basin.

22. *The proposed gravel parking requires a waiver with Chapter 5.1.1. The proposed gravel parking surface consists of 4" of ¾" crushed stone over 8" of compacted gravel base, as shown on the Compacted Gravel Parking Surface detail (plan sheet C-401). GCG does not recommend installing the crushed stone on top of the compacted gravel. The crushed stone layer (which is utilized to provide surface runoff storage volume) should be installed below the gravel surface and protected with filter fabric. The gavel surface should be modeled as impervious surface to size the thickness of the crushed stone course to provide runoff volume storage for exfiltration. The 4" crushed stone surface as proposed would create water ponding in the surface with potential frozen conditions during cold weather, the crushed stone would deteriorate under the traffic load and difficult to maintain.*

    The plans have been revised to include a bituminous concrete parking lot in lieu of the crushed stone lot previously proposed. Accordingly, the stormwater management system has been revised to include a collection system routed to subsurface infiltration and detention systems.

23. *The poured in place texture rubber play area detail and material should be specified on the plan. Rubber surfaces should be permeable and equipped with a double washed crushed stone layer underneath to allow surface runoff storage and exfiltration.*

The playground is no longer proposed as the poured in place texture rubber play area but rather is to be loamed and seeded as shown on the revised site plans.

24. *Synthetic Turf specifications should be specified on the plan and shall be permeable. Synthetic Turf should be equipped with a crushed stone course underneath to provide surface runoff storage for exfiltration.*

    The details on Sheets C-401 & C-402 have been revised to indicate that the turf shall be permeable.

25. *Rubber surface and synthetic turf should be maintained to retain their permeability property. Gravel parking surface runoff flow toward the rubber and synthetic turf surface should be avoided.*

    The details on Sheets C-401 & C-402 have been revised to indicate that the turf shall be permeable. The crushed stone parking lot has been revised to a paved parking lot and runoff from the parking lot will be collected and routed through deep sump hooded catch basins discharging to a subsurface detention/ infiltration system.

26. *A proposed spot grade should be added between the two (200) contours at the southwest corner of the proposed playground.*

    Spot grades have been added to the corners of the playground to provide clarification on grading.

27. *The proposed contour 199 at the south side of the AD-04 should be connected, (contour 199 is needed between proposed contour 198 and proposed spot grade 199.9).*

    AD-04 has been removed from the design, and the area is graded to pitch toward the field and its subsurface stormwater management system.

28. *The proposed drainage swale and crush stone storage are infiltration (provided exfiltration) BMPs and should be relocated outside the 10 feet property line setback. Massachusetts Stormwater Handbook (MSH), Table RR, Vol. 1, Ch. 1, Pg. 8.*

    The drainage swales have been removed and replaced with subsurface drainage systems.

29. *The drainage swale should be equipped with an emergency spillway.*

    The drainage swales have been removed and replaced with subsurface drainage systems.

30. *Panel drain (sizes and locations) to be installed underneath the synthetic turf should be shown on the plan. (See Synthetic Turf section, sheet C-402).*

    A panel drain system is no longer proposed or necessary. The details have been revised accordingly.

C-204 – Utility Plan:

31. *The plan should state that the site is in the Groundwater Use Restriction Sector, and no irrigation well should be allowed.*

    An On-Site Water Supply Well Restriction note has been added to Sheet C-204. The grading, drainage and utility notes on Sheet C-000 have also been updated with a similar note.

32. *AD-01 and AD-02 are next to the parking lot and most likely be utilized as walking path, GCG recommends replacing these two inlet grates with flat grates and set at the finish grade.*

    Area drains have been removed from the design as reflected on the site plans.

C-401 – Details:

33. *Compact Gravel Parking Surface detail, the surface table stated bituminous concrete should be revised to gravel parking surface. GCG recommends installing the crushed stone reservoir course underneath the gravel surface with filter fabric protection.*

    The crushed stone parking surface is no longer proposed, and the detail has been revised accordingly.

34. *The Flush Bit. Conc. Curb (BCC) Type - 3 Transition calls for 2" reveal with the gravel parking lot, which is considered a tripping hazard, GCG recommends beveling the gravel surface to match the top of curb.*

    The crushed stone parking surface is no longer proposed, and the detail has been removed from the plans.

35. *Additional details for the drain swale and area drain installation should be provided. The drain swale is proposed with loam and seed finished. (per plan sheet C-202). The proposed NDS drain is only 7.3" depth (rim to invert/bottom) and 6" diameter with 6" crushed stone beneath, (0.39 +/-c.f. of crushed stone per drain). There is no drain connecting the area drains. The function of the area drain would be very limited.*

    Area drains and swales have been removed from the design as reflected on the site plans and detail sheet.

C-402 – Details:

36. *The finish stone and base stone courses shown underneath the synthetic turf should be specified, aggregate size or gradation should be called out on the detail. The 1" x 12" panel drain spaces, and quantity should be labeled or show on the site plan.*

    The detail has been revised to include the aggregate size gradation, and the panel drain has been removed from the design.

EX-101 – Vehicle Maneuvering Exhibit:

37. *The emergency vehicle maneuvering paths appeared to be adequate. Driveway intersection safety sight line distance should be shown on the plan. There appears to be sufficient sight distance at the intersection.*

    The plan has been revised to include a Driveway Intersection Safety Line of Sight Exhibit.

EX-102 – Public View Photo Exhibit:

38. *GCG recommends showing rendering with the proposed 20' height barrier net system combo and 25' height lighting on pole along Pleasant Street for evaluation.*

    EX—102 has been renamed EX-103. The project required the filing of a Design Review Application. The project was presented and reviewed by the Design Review Committee in the spring of 2025. LDC provided The Committee with a virtual drive through and flow fly over video. Both the renderings and

the video included the 20-foot-high soccer backstop system. In mid-2025, the Design Review Committee approved the project.

SL-101 – Photometric Plan:

39. *The plan shows 7 lights (3 type A and 4 type B) on the luminaire location table. However, the plan shows 6 lighting locations only, (2 LP-1 and 4 LP-2). The four LP-2 light fixtures are located at the four corners of the soccer field with 25 feet mounting heigh on pole. The parking lot light fixtures have mounting height of 20'. There is no specific mounting height for the lighting fixtures. However, for reference comparison, Section 8.6.10.7, which specified outdoor lighting fixture is limited to 15' mounting height in Wildwood District.*

    The plan has been revised to reflect the six poles and not the seven. The parking lot light fixtures are proposed with a mounting height of 20 feet to reduce the number light poles while maintaining proper illumination. Likewise, the four light poles at the corners of the field are proposed at 25 feet, which is lower than the top of the tree canopy and reduces the number of light poles for the field. As noted previously to the Planning Board and municipal officials, the applicant reserves the right not to install light poles around the soccer field and is proposing to run conduit to the pole locations where capped riser pipes would be installed 6 inches below finish grade until such time the applicant decides on whether light poles will be installed. The project is located within an industrial district where typically 20-25' mounting heights for light fixtures are not uncommon.

    The project is not located in any of the specified Wildwood Districts. *Section 8.6.10.7* Provisions of the *Wildwood Mixed-Use Special District* states:
    "To avoid lighting impacts, outdoor lighting fixtures excluding municipal school outdoor recreational facilities (which are also subject to review by the Planning Board) shall be mounted no higher than fifteen (15) feet except for taller fixtures as requested and approved in writing by the Planning Board which shall be directed inward to the extent feasible, or otherwise oriented and shielded to avoid glare on adjoining premises and planting or other screening used to block headlight glare from drives and parking lots onto adjacent properties and roadway."
    As shown on the plans, the perimeter of the property is vegetated with trees and brush which will be augmented along the project frontage with additional landscape material. The light fixtures proposed on the north end of the soccer field closest to Pleasant Street will be equipped with light shields. Though the Metrowest Christian Academy is not a municipal school, it is a school proposing a recreational facility. We respectfully request that the Planning Board grant relief to the 15-foot mounting height requirement.

40. *Hours of operation (lighting system) should be specified.*

    We defer to the Planning Board and suggest that a Condition be placed in the Decision specifying the hours of operation.

41. *There are luminaire spillovers onto the adjacent abutters and Pleasant Street. However, there are existing streetlight mounting on utility poles on the northern side of Pleasant Street.*

    Acknowledged.

9.4.8 – Site Traffic – Vehicle Trip Analysis:

42. *An estimated number of traffic trips associated with the proposed use should be provided.*

    The new lot will not be in demand until weekly daytime vehicles have vacated the lot(s) or on Saturdays, when other uses on the properties are not active. It is estimated that 30 vehicles will utilize the 46-space lot. That said the peaks for each use will be out of phase, therefore not impacting the peak traffic trips.

Stormwater Report

Pre-development – Existing Hydrology:

1. *The Existing Hydrology (G2) watershed map shows E1S's flow path to the gravel parking lot (depression) surrounded by contour 199, with an overflow opening at the northeasterly lot corner between the two 200-contours (the spillway invert elevation should be identified. As shown, this sub-catchment acts as an infiltration basin and overflows northeastward to the existing catch basin in Pleasant Street. The E1S pre-development conditions should be modeled as pond routing as an infiltration basin and this sub-catchment does not discharge to E1L. There is a second overflow path between the sub-catchments E1S and E3S, near the southeasterly gravel parking lot corner. The overflow invert should be identified. GCG concurs with the CN 96 value used for the 10,168 s.f. gravel parking lot surface, (based on gravel road w/o right-of-way). However, the post-development's 16,210 s.f. gravel parking surface was modeled with CN 76 (gravel roads w/ right-of-way). These are the actual measurements of the parking lots, CN 96 should be used.*

   LDC concurs that it is good practice to model local depressions in existing conditions as may be warranted. As GCG notes, there is an overflow between sub-catchments E 1S and E 3S, which is reflected in the Existing Hydrology Model provided by LDC. This connection is supported by the discharge/lowest point of the site is in the southwesterly lot corner. Runoff from the proposed development is entirely managed on-site, thus a revised Existing HydroCAD model does not impact or require any revisions to the proposed stormwater or site design.

   The Proposed HydroCAD model has been updated to address the inconsistency noted by GCG regarding the CN 76 value for gravel roads. The parking area that was previously intended to remain gravel is now proposed to be bituminous concrete pavement, and the curve number has been revised to a CN of 98. The revised HydroCAD modeling demonstrates the stormwater system manages the increased runoff without significant change to the design.

2. *Sub-catchment E2S should also be modeled as an infiltration basin (pond model), the overflow (spillway) invert elevation should be identified. Since E2S's outflow discharges sub-catchment E3S, the applicant should consider merging the sub-catchments to one.*

   Additional spot grades have been added to the plans, though the site is considerably flat, and the limited number of spot grades make determining the exact elevation of the spillway difficult. We modeled this watershed area separately in the initial reports as the area is intended to remain unchanged due to the presence of monitoring wells. However, the Existing and Proposed HydroCAD routing has been revised such that runoff from Subcat 2S is directed toward the lowest point on site (links E 1L and P 1L). The Proposed stormwater management design did not require additional storage or revisions to mitigate proposed impacts. We note that the proposed systems retain more stormwater on site than the existing conditions.

3. *Sub-catchment E4S utilized 765 s.f. of brush surface CN 30. However, based on the Google Street View image, the landscape island at the driveway entrance is mulched. GCG recommends using CN 39 (>75% grass cover, good, HSG 'A') for the mulched surface.*

   The Existing and Proposed HydroCAD modeling has been revised to reflect this change in CN. The rate and summary tables have been updated accordingly.

4. *Sub-catchments E1S and E4S should be summed to discharge to Pleasant Street.*

   See Response to Comment 1. Subcatchments E 1S, E 3S, and now E 2S remain linked due to the site's overall low point located near the southeasterly corner.

Post-development – Proposed Hydrology:

5. *Sub-catchment Crush Stone, (the proposed gravel parking lot/driveway requires a waiver with Section 5.1.1), assuming waiver granted. The gravel roads surface CN value should be 96 (76 used), matching the Existing Hydrology condition, see comment #1 above.*

   The proposed crush stone gravel drive/ parking lot has been revised to a bituminous concrete pavement surface eliminating the need for a waiver. The CN values have been updated to 98 to reflect this change in the HydroCAD modeling.

6. *Sub-catchment P1S utilized >75% Grass cover, Good, HSG 'A' for the synthetic turf field, the applicant should provide synthetic turf and Rubber surface material specifications to support the permeability rate with maintenance requirements. MassDEP classified artificial turf and compacted gravel as impervious surface and should be modeled accordingly. (Although poured in place rubber surface was not specified by MassDEP, GCG recommend modeling the rubber surface as porous pavement, (impervious surface) per MSH Vol.3, Ch.1, Pg. 15. Water Quality Volume and Required Recharge Volume per MSH Standards 3 and 4 should be applied to all compacted gravel, synthetic turf and rubber surface.*

   The Proposed HydroCAD model has been updated to a CN of 98 for the synthetic turf field, despite a synthetic turf field being permeable typically allowing water to pass at a rate between 10-14 inches per hour. The Proposed HydroCAD model reflects an infiltration rate of 2.41 inches per hour, consistent with the site-specific soil testing.

   The Water Quality Volume (WQV) Calculations have been revised to account for the synthetic turf field, and the proposed systems still provide adequate WQV. An updated WQV calculation sheet has been provided in the revised Stormwater Management Report.

   As no manufacturer/installer has been selected, it is appropriate to provide specific maintenance requirements of the turf field at such time construction level drawings are produced. Once selected a copy of the maintenance specifications will be provided to the Town.

7. *Sub-catchment P4S brush coverage should be mulched surface with CN 39.*

   The HydroCAD modeling has been updated to reflect this change.

8. *Pond P1P, GCG recommends adding an additional surface area at elevation 198.7 in the stage storage table. There is an intent of retaining the stormwater runoff outside the soccer field, per spot grades shown along the field edge. GCG recommends modeling the synthetic turf as impervious area and sizing a stone course underneath the synthetic turf for runoff storage. An emergency spillway weir should be sized based on brimful conditions, (MSH Vol. 2, Ch. 2, Pg. 91), equipped with erosion armor protection, riprap or level spreader type design.*

   There is no longer an intent to retain stormwater runoff outside the soccer field as this system is designed to infiltrate all storm events into the storm water management infiltration system (Pond P 1P) beneath the field.

9. *Pond P2P and GCG disagree with the pond modeling in this application. The gravel parking lot consists of 16,210 s.f. of surface area with exfiltration. However, the calculations shown 0.0 cfs discard rate through exfiltration. Based on the 16,210 s.f. surface area and 1.020 in/hr. exfiltration rate, a 0.38 cfs, exfiltration/discarded rate should be achieved. GCG recommends installing the stone course underneath the gravel surface for runoff storage, which provides a more suitable walking surface and provide filtering for the surface runoff.*

   The proposed HydroCAD modeling has been revised with a subsurface infiltration system (Pond P 2P) below the paved parking lot designed to mitigate the runoff rates and volumes produced by the bituminous concrete parking area.

10. *Operation and Maintenance (O&M) plan should include a signature block, annual operation budget.*

    The O&M Plan has been updated to now include a signature block. Once an estimated annual operation and maintenance budget is established, it will be provided to the Town. We recommend that the Planning Board include this as a Condition in their Decision.

11. *O&M should include maintenance of the gravel drive/parking lot, play area rubber safety surface, and synthetic turf, all these surfaces require maintenances to maintain permeable for the system to work properly.*

    The gravel drive has been replaced by a paved parking lot, and the O&M Plan has been updated to include maintenance for paved surfaces and synthetic turf. The rubber surface tot lot Is now proposed as a grassed play area.

12. *A signed illicit discharge statement for the site should be provided.*

    We recommend that the Planning Board include this as a Condition in their Decision that a signed illicit discharge statement will be provided by the Applicant prior to construction when necessary. We request a copy of Ashland's standard statement be provided to the Applicant for this purpose.

Ms. Patricia M. Kendall, Chair
Planning Board
Ashland, Massachusetts 01721
March 9, 2026

We thank you in advance for your attention to the information provided and look forward to meeting with the Board to discuss the enclosed Application at the next available agenda.

Sincerely,

LAND DESIGN COLLABORATIVE

Wayne M. Belec, Project Manager
Principal

cc: Mr. Greg Wands, Chair, Ashland Conservation Commission, c/o Becca Solomon
Mr. Michael J. Carter, P.E., GCG Associates, Inc.
Mr. Anthony Ma, P.E., GCG Associates, Inc.
Mr. David Farmer, Director of Facilities, Connect United (via email)

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