

December 31, 2025

Town of Ashland
Planning Department
101 Main Street
Ashland, MA 01721

Attn: Jasmin Farinacci, Director of Planning and Community Development

Re: Ashland YMCA Facility 30 Memorial Drive

Dear Members of the Board,

Bohler Engineering MA, LLC is in receipt of a comment letter from the Department of Public Works, dated December 11, 2025. On behalf of the applicant, MetroWest Young Men's Christian Association, Inc. (MetroWest YMCA), Bohler offers the following responses. For clarity, the latest comments are in *italics*, while our responses are directly below in **bold** type.

Comment: The Stormwater Division has lingering concerns regarding the gravel access path wrapping around the rear of the main YMCA facility. Unless the driveway is fully paved or a stabilization grid (HexPave or similar) is utilized, there are concerns over stormwater runoff coming off of the slope causing substantial erosion to the access path.

Utilization of HexPave grids (or similar) improves stability of the path, reduces the potential for compaction, and could make it easier to plow the path in winter conditions. Without a permanent stabilization solution, winter maintenance of that access path may also lead to salinization of the grassed fields, impairing its ability to act as a filter strip before runoff reaches the surface infiltration basin at the rear of site. If the access path is not properly maintained in winter conditions, there are also concerns regarding the ability of emergency services to reach the rear entrance. Please provide an operations and maintenance procedure for gravelled areas, including paths.

Response: The portion of the rear emergency and maintenance access path behind the building that was previously shown as gravel has been revised to be a paved driveway. Stabilized grass pavers are now proposed outside the paved limits of the path in the area of the fire truck turnaround.

Comment: Additionally, the catch basin at the bottom of the paved portion on the access path is shown to outlet directly adjacent to the fields; the site appears to be contoured to create a swale-type structure at the outlet. Please confirm that this will not impact operations or maintenance of the fields. In relation to the fields, it is also requested that the applicant provides a fertilization and irrigation plan for the fields, as there is a concern that runoff will have a high nutrient content.

Response: The swale is approximately 20 feet away from the edge of the playing field and will not impact operation or maintenance of the fields. The fields will not be irrigated and as general recreational use playing fields will only require basic low-intensity maintenance. It is not known if fertilizer will be applied at all, but if it is, it is expected to be applied at the minimum rate possible, and as few times as possible. Please note that the proposed infiltration basin near the playing fields fully contains and infiltrates the runoff volume from one inch of rainfall, so there is no discharge of the "first flush" of rainfall and containment and infiltration of nutrients from the field draining to the basin is 100% with zero discharge.

There are also lingering concerns regarding the western-most driveway, nearest to the Trolley Brook Trail entrance:

It has been acknowledged that the grading of the site may make it infeasible to adjust drainage patterns, however, there is a concern that runoff will bypass CB B-71 and that stormwater will, in turn, exit the site and sheetflow onto Memorial Drive, which is an icing concern in winter conditions. It is recommended that infiltrating catch basins (or an alternate best management practice) be looked into to capture stormwater that bypasses CB B-71 so that all stormwater is contained on-site. Please ensure that the proposed final contours on the driveway are maintained to pitch water towards CB B-71.

Response: A drywell has been added in the driveway downgradient of CB B-71.

Comment: Additional concerns include erosion and sedimentation controls. There are no sedimentation controls shown on nearby catch basins. The Stormwater Division requires that all catch basins within 50-ft from the Limit of Work have inlet protection as silt sacks. The proposed construction entrance is graded towards the roadway and there are no proposed temporary stormwater collection points, such as a settling basin. Sediment-laden runoff will enter the roadway as currently proposed. It is recommended that the rock construction entrance be extended to the crest of the slope and a temporary stormwater collection point be included.

Response: Inlet protection has been added to the catch basins in Memorial Drive west of the project site and the construction exit has been lengthened and a settling basin has been added as requested.

Comment: Placement of Sewer Manhole 10 is less than ideal in the context of potential for failure or a sewer system overflow; it is recommended that some sort of overflow protection be included, such as a slight change in grade to prevent a potential SSO from flowing into nearby stormwater infrastructure and towards wetlands resource areas. It is also strongly recommended that waste receptacles are included at the fields and that receptacles are lidded.

Response: The location of sewer manhole 10 has been revised to occur at the junction point of the pipes entering and exiting the manhole. This improvement to the flow line and the twelve foot difference between the pipe invert and rim make the chances of a sewer overflow unlikely.

Trash receptacles are not shown on the plan, but the Applicant has no objection to providing them after the fields are constructed.

The Water and Sewer Department requires anchor ties with a three-way gate for water service lines, rather than the proposed tapping sleeve and gate. A tapping sleeve and gate is unacceptable. There should also be a separate domestic service coming off of the water loop in the parking lot of the ELC Learning Center, rather than having one service to the building serving both fire and domestic as currently proposed.

Response: A separate domestic water service to the ELC has been added as requested. Tapping sleeves with three-way gate valves have been added at the water loop connections to the main in Memorial Drive as requested.

Comment: Highway and Traffic has concerns regarding the influx of vehicular and pedestrian traffic and brought up the idea of establishing a school zone on Memorial Drive at the rear of the Middle School, with the implementation of applicable speed control measures and corresponding signage within the school zone, taking into account the existing crosswalk signage. There is a high amount of pedestrian foot traffic in this area due to the MBTA station, the Middle School, Dunkin Donuts, and nearby condominiums, it is recommended that the existing crosswalk signage be upgraded to include the addition of

RFFB advance flashers to the existing RFFB (sync flashers on push to advance warning signs), and that an additional street light on the trail entrance side of Memorial Drive should be installed. As shown on the lighting plan, the sidewalk connection to the Trolley Brook Trail is a dark spot. Additionally, the sidewalk extension towards West Union Street is shown to end abruptly, which impedes snow removal operations.

Response: The crosswalk and RFFB originally proposed have been deleted from the plans in lieu of a sidewalk proposed on the north side of Memorial Drive. Vehicular and pedestrian access to the site has been discussed extensively with the Planning Board and the plans reflect pedestrian access as discussed with the Planning Board.

We trust the above as well as the attached information are sufficient for your continued review of the project. Should you have any questions or require additional information, please do not hesitate to contact us at (508) 480-9900.

Sincerely,

Bohler Engineering MA, LLC



Andrew Platt



Lucien DiStefano

Cc: GCG ASSOCIATES, INC.