STONEFIELD

November 30, 2023

Town of Ashland
Planning Board
Ashland Town Hall
101 Main Street
Ashland, MA 01721

RE: Traffic & Parking Assessment Report
Proposed Bank Development
320 Pond Street (MA Route 126)
Map 26, Lot 209
Town of Ashland, Middlesex County, Massachusetts
SE&D Job No. BOS-230025

Dear Board Members:

Stonefield Engineering and Design, LLC ("Stonefield") has prepared this analysis to examine the potential traffic and parking impacts of the proposed bank development on the adjacent roadway network. The subject property is located along the easterly side of Pond Street in the Town of Ashland, Middlesex County, Massachusetts. The subject property is designated as Map 26, Lot 209, and abuts Lot 210 to the north, east, and south as depicted on the Town of Ashland Tax Map. The site has approximately 189 feet of frontage along Pond Street. The existing site is occupied by a one (1)-story restaurant building with an accessory parking field and is located within a greater shopping center. The existing vehicular access to the greater shopping center is provided via one (1) full-movement driveway along Spyglass Hill Drive, one (1) right-in/right-out driveway along Pond Street, and one (1) full-movement driveway along Eliot Street. Internal to the shopping center, access to the subject property is provided via one (1) 24-foot-wide drive aisle along the easterly property extents.

Under the proposed development program, the existing building would be renovated and converted from a restaurant to a bank use. Vehicular access is proposed to be maintained upon redevelopment.

Existing Conditions

The subject property is located along the easterly side of Pond Street in the Town of Ashland, Middlesex County, Massachusetts. The subject property is designated as Map 26, Lot 209, and abuts Lot 210 to the north, east, and south as depicted on the Town of Ashland Tax Map. The site has approximately 189 feet of frontage along Pond Street. Land uses in the area are predominantly commercial and residential.

Pond Street (MA Route 126) is classified as an urban principal arterial roadway with a general north-south orientation and is under the jurisdiction of the Massachusetts Department of Transportation (MassDOT). Along the site frontage, the roadway generally provides one (1) lane in each direction with additional turning lanes provided at key intersections, carries approximately 19,567 vehicles daily, and has a posted speed limit of 35 mph. Along the site frontage, curb and sidewalk are provided along both sides of the roadway, shoulders are not provided along either side of the roadway, and on-street parking is not permitted along either side of the roadway. MA Route 126 provides north-south mobility throughout Worcester and Middlesex Counties for primarily residential and commercial uses along its length.

Please note that in connection with MassDOT Capital Improvement Project #604123, construction is presently under way along Pond Street between the Framingham and Holliston Town lines. Improvements within

the subject site vicinity include the signalization of the intersection of Pond Street and Eliot Street to the north of the site, roundabout installation at the intersection of Pond Street and Spyglass Hill Drive to the south of the site, and roadway widening, lane reconfigurations, and construction of pedestrian facilities along Pond Street. These improvements are not anticipated to have a significant impact on the operations of the subject site and the greater shopping center.

Trip Generation

Trip generation projections for the proposed bank development were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. Trip generation rates associated with Land Use 911 "Walk-in Bank" were cited for the proposed 5,313-square-foot bank development. **Table 1** provides the weekday evening peak-hour trip generation volumes associated with the proposed development. Please note that ITE does not publish trip generation data for Land Use 911 "Walk-in Bank" during the weekday morning peak hour; however, due to the nature of the use, minimal trips are anticipated to be generated during the typical weekday morning peak hour.

TABLE 1 – PROJECTED TRIP GENERATION

	Weekday Evening Peak Hour		
Land Use	**Enter**	**Exit**	**Total**
5,313 SF Walk-in Bank *ITE Land Use 911*	28	36	64

As stated within Chapter 10 of ITE's Trip Generation Handbook, 3rd Edition, there are instances when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. Banks are specifically located on or adjacent to busy streets to attract motorists already on the roadway. Therefore, the proposed bank development would be expected to attract a portion of its trips from the traffic passing the site on the way from an origin to an ultimate destination. These trips do not add new traffic to the adjacent roadway system and are referred to as "pass-by" trips.

Based upon the published ITE data for similar Land Use 912 "Drive-in Bank," 35% of the site-generated traffic during the weekday evening peak hour is comprised of pass-by traffic. Please note that ITE does not publish pass-by rates for Land Use 911 "Walk-in Bank;" therefore, a 25% pass-by rate is conservatively applied herein as the site would not operate with a drive-through ATM service. **Table 2** shows the site-generated traffic volumes in terms of new and pass-by trips.

TABLE 2 – PROJECTED TRIP GENERATION – NEW & PASS-BY TRIPS

	Weekday Evening Peak Hour		
Trip Type	**Enter**	**Exit**	**Total**
"New" Trips	21	29	50
"Pass-By" Trips	7	7	14
Total	**28**	**36**	**64**

As shown in **Table 2**, the proposed development is expected to generate approximately 50 new trips during the weekday evening peak hour. Based on Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 100 vehicle trips during a single peak hour would likely not change the level of service of the roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. As such, the development would not have a significant adverse impact on the adjacent roadway network operations.

It is important to note that the subject site is presently developed with a 5,313-square-foot restaurant which generates vehicular traffic to and from the site. Therefore, it is reasonable to quantify the net trip generation impacts associated with the proposed redevelopment program. As such, trip generation rates associated with Land Use 932 "High-Turnover (Sit-Down) Restaurant" were cited for the existing restaurant. **Table 3** shows the net trip generation projection associated with the existing and proposed uses on site.

TABLE 3 – NET TRIP GENERATION

	Weekday Evening Peak Hour		
	Enter	**Exit**	**Total**
Proposed 5,313 SF Walk-in Bank *ITE Land Use 911*	28	36	64
Existing 5,313 SF High-Turnover (Sit-Down) Restaurant *ITE Land Use 932*	29	19	48
NET TOTAL	**-1**	**17**	**16**

As shown in **Table 3**, the proposed redevelopment is anticipated to result in a negligible increase in traffic during the typical weekday evening peak hour. However, restaurant and bank uses generally experience peak traffic activity during different periods of the day. Therefore, it is important to consider the net change in site-generated trips between the existing and proposed uses throughout the typical weekday. Please note that ITE does not publish weekday data for Land use 911 "Walk-in Bank," and therefore data associated with similar Land Use 912 "Drive-in Bank" was utilized. **Table 4** shows the net trip generation projection associated with the weekday daily existing and proposed uses on site. It is important to note that walk-in banks, such as the proposed redevelopment, generate fewer trips than drive-in banks; therefore, this projection is conservative.

TABLE 4 – NET TRIP GENERATION, WEEKDAY

	Weekday		
	Enter	**Exit**	**Total**
Proposed 5,313 SF Drive-in Bank *ITE Land Use 912*	266	267	533
Existing 5,313 SF High-Turnover (Sit-Down) Restaurant *ITE Land Use 932*	285	284	569
NET TOTAL	**-19**	**-17**	**-36**

As shown in **Table 4**, the proposed redevelopment is anticipated to result in an overall decrease in site-generated trips during the typical weekday. Therefore, the proposed redevelopment would not have a significant adverse impact on the operations of the adjacent roadway network or the greater shopping center.

Site Circulation/Parking Supply

A review was conducted of the proposed bank development using the Site Plan prepared by Stonefield, dated October 31, 2023. In completing this review, particular attention was focused on site access, circulation, and parking supply.

Existing vehicular access to the greater shopping center would be maintained under the proposed development program. The existing building to be maintained occupies the northeastern portion of the site. ADA-

compliant pathways will be provided for pedestrian mobility between the existing building and the Pond Street Right-of-Way. A trash enclosure will be located along the easterly façade of the building. Vehicular access to the subject site will be maintained internally to the shopping center via one (1) existing 24-foot-wide drive aisle to the south of the building. Off-street parking will be provided on the western and southern portions of the site and along the western and southern façades of the building.

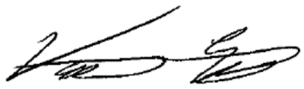
Regarding the parking requirements for the proposed development, the Town of Ashland Zoning Ordinance requires one (1) space per 200 square feet of gross floor area plus one (1) space per employee for financial offices. For the proposed 5,313-square-foot bank with five (5) employees, this equates to 32 required spaces. The site would provide 38 total parking spaces, inclusive of two (2) ADA-accessible parking spaces, which meets the parking requirement and would be sufficient to support this project's parking demand. The spaces would be nine (9) feet wide by 18 feet deep in accordance with industry standards.

Conclusions

This report was prepared to examine the potential traffic impact of the proposed bank development. The analysis findings, which have been based on industry standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site driveways and on-site layout have been designed to provide effective access to and from the subject property, and the parking supply would be sufficient to support this project.

Please do not hesitate to contact our office if there are any questions.

Best regards,



Joshua H. Kline, PE
Stonefield Engineering and Design, LLC

Victoria E. Epstein
Stonefield Engineering and Design, LLC