

STONEFIELD

August 20, 2021

Town of South Hadley
Planning Board
Town Hall
116 Main Street Room 109
South Hadley, MA, 01075
Attn: Brad Hutchison, Board Chair

**RE: Traffic & Parking Assessment Report
Proposed ATM Kiosk
84 Willimansett Street
Map 14, Lot 67
South Hadley, Hampshire County, MA
SE&D Job No. T-18358**

Dear Board Members:

Stonefield Engineering and Design, LLC (“Stonefield”) has prepared this analysis to examine the potential traffic and parking impacts of the proposed ATM kiosk on the adjacent roadway network. The subject site is located at the southeast quadrant of the intersection of Willimansett Street and Baker Street/the Big Y Shopping Center driveway in the Town of South Hadley, Hampshire County, Massachusetts. The subject property is designated as Map 14, Lot 67 as depicted on the Town of South Hadley Tax Map. Please note that an easement is proposed for the portion of Lot 67 which contains the limits of construction of the proposed development. The site has approximately 220 feet of frontage along Willimansett Street and approximately 530 feet of frontage internal to the Big Y Shopping Center. The existing site contains accessory parking for the medical office building located on the adjacent lot (Lot 43). Existing access is provided via one (1) full-movement driveway internal to the Big Y Shopping Center.

Under the proposed development program, a double walk-up ATM kiosk would be constructed in the northeasterly corner of the existing parking lot. Existing access would be maintained under the proposed development program.

Existing Conditions

The subject site is located at the southeast quadrant of the intersection of Willimansett Street and Baker Street/the Big Y Shopping Center driveway in the Town of South Hadley, Hampshire County, Massachusetts. The subject site is designated as Map 14, Lot 67 as depicted on the Town of South Hadley Tax Map. The site has approximately 220 feet of frontage along Willimansett Street and approximately 530 feet of internal to the Big Y Shopping Center. Land uses in the area are predominantly residential, commercial, medical, and institutional.

Willimansett Street (MA-33) is classified as an urban principal arterial roadway with a general north-south orientation and is under the jurisdiction of the Town of South Hadley. Within the site vicinity, the roadway generally provides one (1) lane in each direction, with additional turning lanes provided at key intersections, and has a posted speed limit of 40 mph. The roadway carries approximately 6,700 total vehicles daily in the site vicinity. Along the site frontage, curb and sidewalk are provided along both sides of the roadway, shoulders are provided along the westerly side of the roadway, and on-street parking is not permitted along either side of the roadway. Willimansett Street provides north-south mobility between Hampshire and Hampden Counties for primarily residential and commercial uses along its length.

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The subject site is located along the southerly side of the Big Y Shopping Center driveway which is a private roadway. Along the site frontage, curb is provided along both sides of the roadway and sidewalk is provided along the southerly side of the roadway. Please note that west of Willimansett Street, the roadway is designated as Baker Street which is a local roadway under the jurisdiction of the Town of South Hadley.

Willimansett Street and the Big Y Shopping Center driveway/Baker Street intersect to form a signalized four (4)-leg intersection. The northbound approach of Willimansett Street provides one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane, and the southbound approach of Willimansett Street provides one (1) exclusive left turn-lane and one (1) shared through/right-turn lane. The eastbound approach of Baker Street provides one (1) shared left-turn/through/right-turn lane, and the westbound approach of the Big Y Shopping Center Driveway provides one (1) shared left-turn/through lane and one (1) exclusive right-turn lane. Crosswalks and pedestrian signals are provided across all legs of the intersection.

Trip Generation

Trip generation projections for the proposed ATM kiosk were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition. Trip generation rates associated with Land Use 911 "Walk-In Bank" were cited for the double walk-up ATM kiosk. **Table I** provides the weekday morning and weekday evening trip generation volumes associated with the proposed development.

TABLE I – PROJECTED TRIP GENERATION

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Proposed Double Walk-Up ATM Kiosk <i>ITE Land Use 911</i>	5	6	11	6	6	12

As shown in **Table I**, the proposed development is expected to generate 11 total trips during the weekday morning peak hour and 12 total 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 would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

Per consultations with the Town Building department, it is Stonefield's understanding that the proposed development is to be considered a bank with drive-through facility, which may be perceived to generate a high volume of traffic. It is important to note that no drive-through window is proposed and it is not anticipated that the proposed development would represent a high-traffic generating use per industry standards.

Site Circulation/Parking Supply

A review was conducted of the proposed ATM kiosk using the Site Plan prepared by Stonefield, dated July 29, 2021. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Access is proposed to be maintained via the existing full-movement site driveway internal to the Big Y Shopping Center. The proposed double walk-up ATM kiosk will be constructed within the existing parking lot on the northeasterly portion of the site. A concrete walkway and ADA accessible ramp will be constructed to provide pedestrian connection between the proposed ATM kiosk and the existing parking lot. One (1) parking space located along the southerly facade of the proposed ATM kiosk will be restriped and converted into an ADA accessible parking space. Existing on-site vehicular circulation patterns will be maintained.

It is important to note that under the proposed development plan, the existing parking supply presently supporting the medical office located on the adjacent lot (Lot 43) would be maintained and shared with the proposed ATM kiosk. In regard to the parking requirements, the Town of South Hadley Zoning Ordinance requires three (3) parking spaces per 1,000 square feet of office space; please note that the Town Ordinance does not provide a parking requirement for an ATM use. For the existing 13,850 square-foot medical office building and proposed ATM kiosk, this equates to 42 required spaces. The existing site will continue to provide 79 total parking spaces, inclusive of 11 ADA accessible parking spaces, which meets the Town's parking requirements.

As the existing parking supply would be shared between the existing medical office and proposed ATM kiosk, the parking supply was evaluated with respect to data published within the ITE's Parking Generation, 5th Edition. Please note that ITE does not publish rates for Land Use 911 "Walk-In Bank" and therefore the similar Land Use 912 "Drive-In Bank" was utilized. Parking generation rates for the peak weekday period for Land Use 630 "Clinic" and Land Use 912 "Drive-In Bank" were evaluated for the existing 13,850 square-foot medical office building and the proposed double walk-up ATM kiosk, respectively. Based on the published ITE data, the existing parking supply of 79 spaces would be more than sufficient to support the parking demand of the site.

Conclusions

This report was prepared to examine the potential traffic and parking impacts of the proposed ATM kiosk. 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 existing site driveway and on-site layout would provide effective access to and from the subject property. The parking supply meets the Town's requirement and would be sufficient to support this project.

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

Best regards,



Jake Modestow, PE
Stonefield Engineering and Design, LLC



Charles D. Olivo, PE, PTOE, PP
Stonefield Engineering and Design, LLC

cc: Howard Martin – CBRE