

1. AGENDA

Documents:

[PB AGENDA-09-22-26.PDF](#)

2. TUSCAN VILLAGE MASTER PLAN UPDATE 3.0

Documents:

[MASTER PLAN UPDATE 3.0 COMPILED SUBMISSION PLANS-REDUCED 9-4-2026 \(1\) \(1\).PDF](#)

[MASTER PLAN UPDATE 3.0 WATER USAGE UPDATE NO. 2 LETTER WITH ATTACHMENTS MUNICIPAL SERVICES 9-4-2026.PDF](#)

[TUSCAN MASTER PLAN 3.0_VIEWSHED DESIGN REVIEW.PDF](#)

[TUSCAN MASTER PLAN 3.0-TRAFFIC RESPONSE TO COMMENTS.PDF](#)

[MASTER PLAN UPDATE 3.0 RTC VIEWSHED PEER REVIEW NO. 1 9-3-2026.PDF](#)

[CONCEPTUAL MASTER PLAN UPDATE 3.0 CONCERNS-QUESTIONS NARRATIVE 9-14-2026.PDF](#)

[REQUEST FOR CONTINUANCE TO OCTOBER 27 - MASTER PLAN 3.0.PDF](#)

3. 354 Main Street - Conditional Use Permit - Sign

Documents:

[GATEWAY AUTO CENTER-SIGN CUP.PDF](#)

[354_MAIN_ST_SIGN_CUP_PLANNING_BOARD.PDF](#)

[NHDOT EMAIL RE 354 MAIN ST SIGN.PDF](#)



Town of Salem, New Hampshire

Community Development Department - Planning Division
33 Geremonty Drive, Salem, New Hampshire 03079
(603) 890-2080 - Fax (603) 898-1223

PLANNING BOARD AGENDA FOR SEPTEMBER 22, 2026 - 7:00 PM

Knightly Meeting Room, Salem Town Hall

**Revised September 18, 2026*

ROLL CALL:

___ Joseph Feole, Chair	___ Bianca Carlson	___ Victor Helenic, Alt.
___ Sean Lewis, Vice Chair	___ Jim Harvey	___ Jesse Jean, Alt.
___ Damon Norcross, Secretary	___ Chuck Saba	___ Robert Gibbs, Alt.
___ Paul Pelletier, Town Council Rep.	___ Jeremy Guilbeault, Alt.	

REVIEW OF MINUTES

1. August 11, 2026 – Regular Meeting
2. August 25, 2026 - Regular Meeting
3. September 10, 2026 - Regular Meeting

OLD BUSINESS

1. **Tuscan Village Master Development Site Plan** – Conceptual Discussion on revised master plan for Tuscan Village to include 120-key hotel, 392 apartments, 72 workforce housing units, medical office, general office, bank, and restaurant uses at 14-24 Tuscan Blvd, Map 107, Lot 12605. Continued from 7/28/2026.

**Applicant has requested continuance to October 27, 2026 meeting.*

NEW BUSINESS

1. **Gateway Auto Center Site Plan** – Public Hearing for conditional use permit to repurpose 36 ft tall 187.8 sq. ft. freestanding sign where freestanding signs are permitted to be 15 ft. tall and 36 sq. ft. at 354 Main Street, Map 75, Lot 7310.

PUBLIC MATTERS

1. Unscheduled

PLANNING BOARD MATTERS

1. Correspondence
2. Other

Note: No new agenda items will be heard after 10:30 PM. If necessary, the Board will recess to another date to take up the remainder of the agenda.

Per Section 13.7 of the Planning Board Rules of Procedure, all discussions between Planning Board members and applicants or their agents regarding matters to be decided by the Board shall take place at public hearings as part of the public record.

TOWN OF SALEM, NH

TUSCAN VILLAGE MASTER PLAN UPDATE

MAP 107 LOT 12605

BUILDINGS 5100 THRU 5800

14-24 TUSCAN BLVD

JUNE 29, 2026

LAST REVISED: SEPTEMBER 4, 2026

NOTES:

1. THIS SET OF PLANS REPRESENTS AN UPDATE TO THE TUSCAN VILLAGE MASTER PLAN 2.0, WHICH WAS APPROVED ON AUGUST 22, 2023. THIS UPDATE INCLUDES CHANGES FOR THE FOLLOWING BUILDINGS:

BUILDING 5100: OFFICE BUILDING (5 STORIES, 124,250 SF)
BUILDING 5200: OFFICE BUILDING (3 STORIES, 18,000 SF)
BUILDING 5300: FAST FOOD RESTAURANT WITH DRIVE-THRU (1 STORY, 3,000 SF)
BUILDING 5400: BANK WITH DRIVE-THRU (1 STORY, 3,000 SF)
BUILDING 5500: RESTAURANT (1 STORY, 7,500 SF)
BUILDING 5600: RESIDENTIAL APARTMENTS (5 STORIES, 392 UNITS, 472,500 SF)
BUILDING 5700: WORKFORCE HOUSING (5 STORIES, 72 UNITS, 85,000 SF)
BUILDING 5800: HOTEL (5 STORIES, 120 ROOMS, 105,000 SF)

2. ON AUGUST 22, 2023, THE SALEM PLANNING BOARD APPROVED THE TUSCAN VILLAGE MASTER PLAN UPDATE 2.0 SUBJECT TO THE FOLLOWING CONDITIONS:

PRIOR TO SITE PLAN APPROVAL FOR INDIVIDUAL PROJECTS:

a. UPDATE 2/6/21 PARKING MANAGEMENT PLAN; SUBMIT ANNUAL PARKING DEMAND STUDY FOR DECEMBER 2022;
b. ADD AREAS IN FRONT OF BUILDING 5300 AND IN BETWEEN BUILDINGS 1200 AND 1300 TO RECREATION/OPEN SPACE OVERVIEW PLAN;

PRIOR TO OCCUPANCY OF INDIVIDUAL PROJECTS (BUILDING #1300):

c. BUILD RECREATION AREA(S) OF SUFFICIENT SIZE AND CHARACTER FOR NEW DEVELOPMENT;

OTHER:

d. UPDATE DESMAN SHARED PARKING REPORT USING THE 2023 PARKING DEMAND STUDY BY 2/28/24; CONDUCT DRIVEWAY COUNTS AT ALL EIGHT "GATEWAY" IN DECEMBER 2024 TO VERIFY COMPLIANCE WITH THE "TRIP GENERATION BUDGET"; SUBMIT SUMMARY REPORT BY 2/1/25 AND ADDRESS IF NECESSARY; COMPLY WITH PARKING MANAGEMENT PLAN DATED 2/6/21, AS AMENDED AND APPROVED BY TOWN; APPLICANT MUST OPERATE SITE SO THAT PARKING LOT CAPACITY IS NOT EXCEEDED;
e. COMPLY WITH MAXIMUM 70% LOT COVERAGE FOR SOUTH TUSCAN VILLAGE (120 ACRES MINUS LIBERTY UTILITIES PARCEL);
f. THE PLANNING BOARD HAS DETERMINED THAT THE CURRENT IMPACT FEE SCHEDULE IS INSUFFICIENT AND WITHOUT AMENDMENTS HAVE FOUND THIS PROPOSAL TO BE PREMATURE, THEREFORE THE APPLICANT WILL PAY IMPACT FEES FOR ANY NEW PROJECTS THAT HAVE NOT BEEN CONSTRUCTED TO DATE IN ACCORDANCE WITH THE IMPACT FEE SCHEDULE AS AMENDED REGARDLESS OF THE TIMING AND IMPLEMENTATION OF THE REVISED IMPACT FEES, PER J. FARO 7/27/23 MEMO;
g. THE APPLICANT COMMITS TO PROVIDING WORKFORCE HOUSING, AS DEFINED BY THE US DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNITS EQUAL TO AT LEAST 10% OF ANY ADDITIONAL RESIDENTIAL UNITS ON SITE (120-ACRE PARCEL) PER J. FARO 7/27/23 MEMO;
h. ALL REPRESENTATIONS (INCLUDING 7/27/23 J. FARO MEMO) BY APPLICANT OR AGENTS, ALL DOCUMENTS SUBMITTED AS PART OF THE APPLICATION, AND ALL NOTES ON PLANS ARE INCORPORATED AS PART OF THE APPROVAL.



LIST OF DRAWINGS	
SHEET NO.	DRAWING TITLE
1	COVER SHEET
2	PREVIOUSLY APPROVED MASTER PLAN 2.0
3	MASTER PLAN OVERVIEW
4	WEST VILLAGE DISTRICT
5	CHANGE OF USE PLAN/TABLE
6	PARKING PLAN
7	PARKING TABLE PLAN - WEST VILLAGE DISTRICT
8	STREETS OVERVIEW PLAN
9	PEDESTRIAN CIRCULATION PLAN
10	CURRENT BUS ROUTE / VALET PARKING
11	OPEN SPACE/RECREATION OVERVIEW PLAN
12	OVERLOOK PARK CONCEPTUAL PLAN - OVERVIEW
13	OVERLOOK PARK CONCEPTUAL PLAN - LANDSCAPE EXPERIENCE
14	OVERLOOK PARK CONCEPTUAL PLAN - PLAY EXPERIENCE
15	OVERLOOK PARK CONCEPTUAL PLAN - MATERIALS
16	OVERLOOK PARK CONCEPTUAL PLAN - LINEAR PARK NICHE
17	OVERLOOK PARK CONCEPTUAL PLAN - SECTION
18	OVERLOOK PARK CONCEPTUAL PLAN - ADJACENT VIEWS
19	PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - CONDOMINIUMS
20	PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - CONDOMINIUMS
21	PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - OFFICE
22	PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - OFFICE
23	PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - HOTEL
24	PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - HOTEL
25	PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - WORKFORCE HOUSING
26	PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - WORKFORCE HOUSING
27	PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - WORKFORCE HOUSING

1	9/4/26	VIEWSHED REVIEW RTC
MARK	DATE	DESCRIPTION

COVER SHEET

TUSCAN VILLAGE MASTER PLAN UPDATE 3.0

TUSCAN VILLAGE MASTER DEVELOPMENT, LLC

SALEM PROPERTY MAP 107 LOT 12605

14-24 TUSCAN BOULEVARD

Tighe & Bond

177 Corporate Drive
Portsmouth, NH 03801
T 603.433.8818

SCALE: AS SHOWN

DATE: JUNE 29, 2026

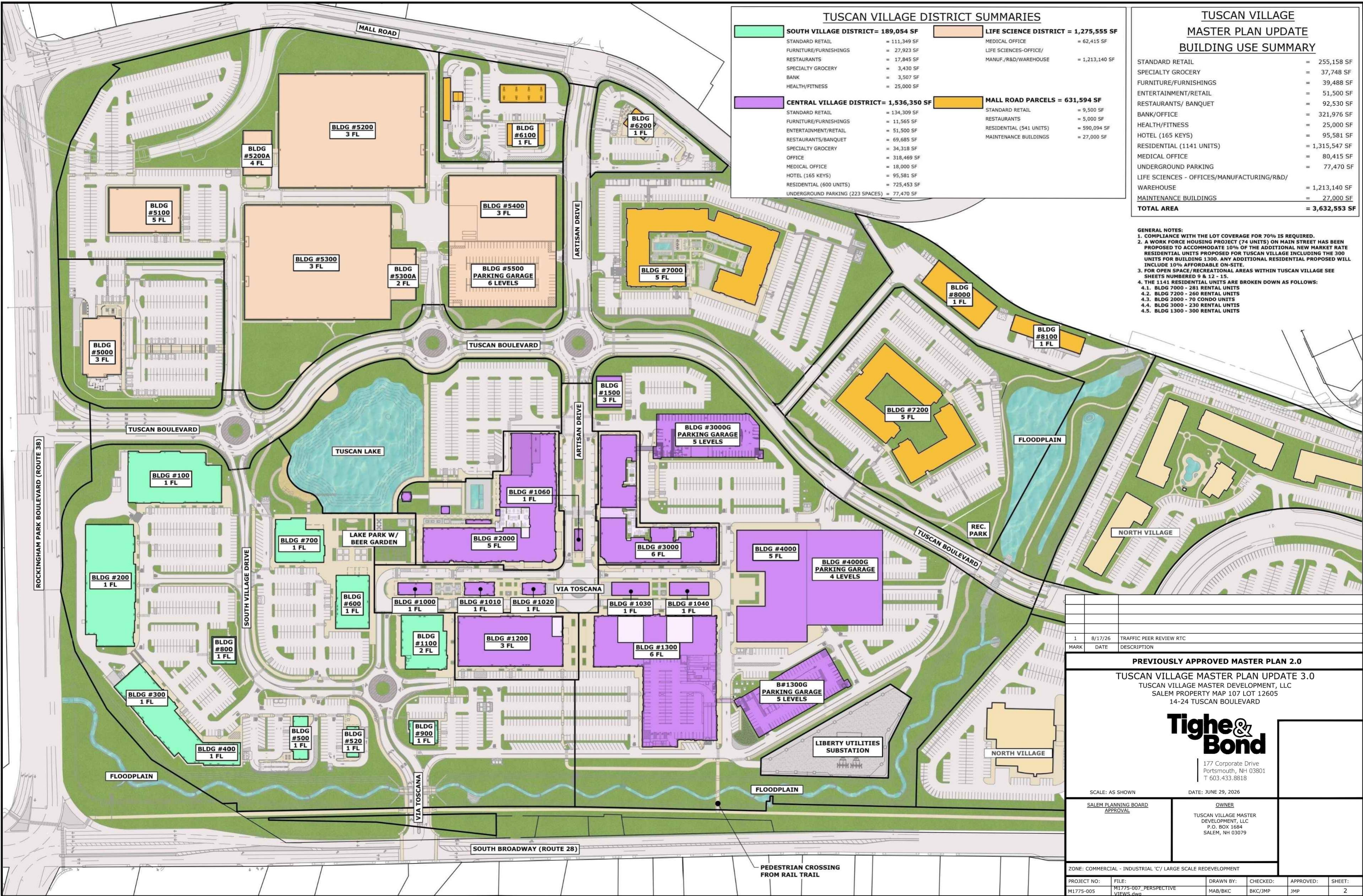
SALEM PLANNING BOARD
APPROVAL

OWNER
TUSCAN VILLAGE MASTER
DEVELOPMENT, LLC
P.O. BOX 1684
SALEM, NH 03079

ZONE: COMMERCIAL - INDUSTRIAL 'C'/ LARGE SCALE REDEVELOPMENT

PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
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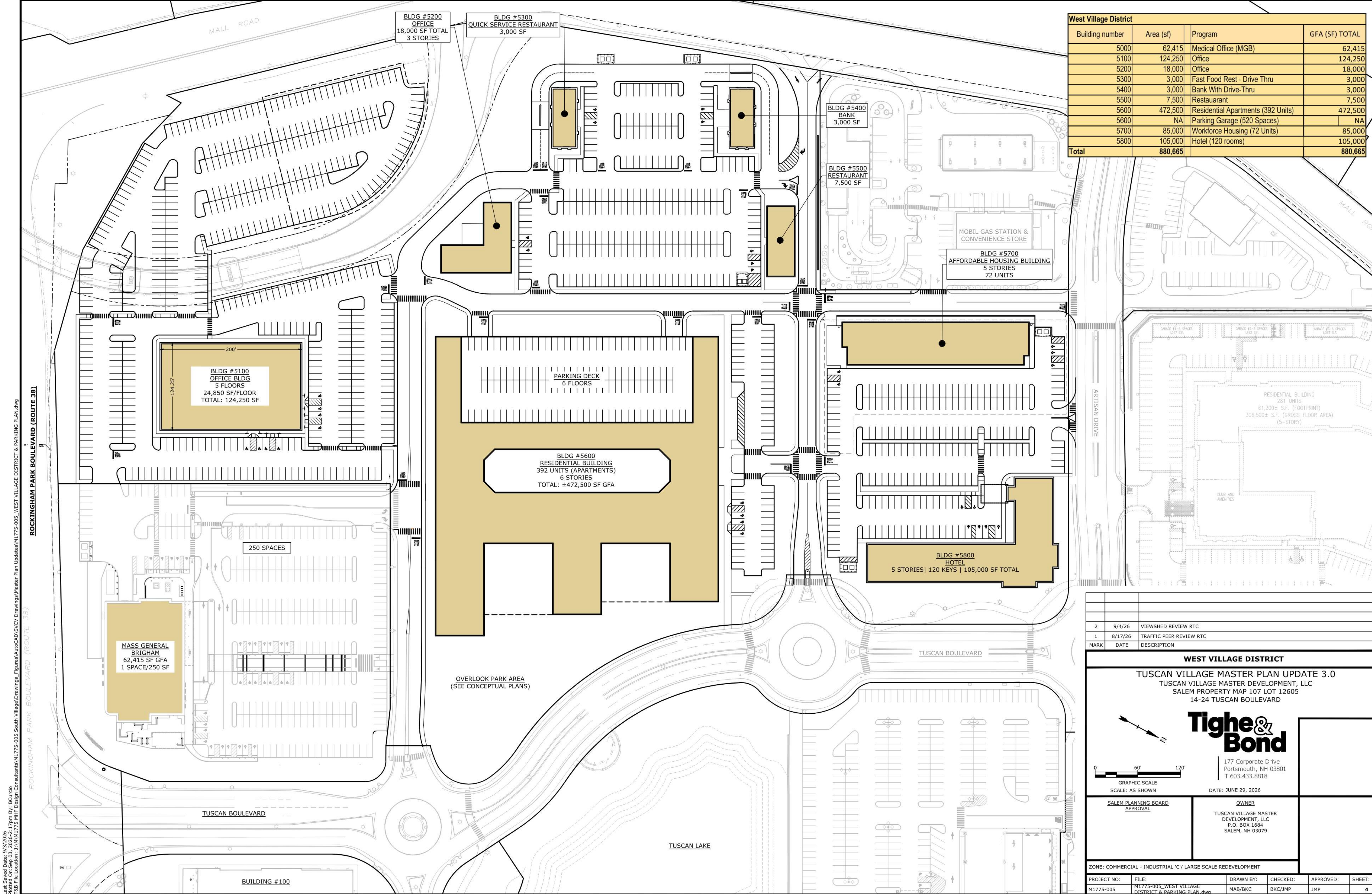
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Printed On: Sep 04, 2026 8:09am By: BCurcio
File Location: P:\M1775-005 South Village Drawings\Drawings\Figures\AutoCAD\SV\CV Drawings\Master Plan Updates\M1775-005 - UPDATED OVERVIEW.dwg



GENERAL NOTES:
1. COMPLIANCE WITH THE LOT COVERAGE FOR 70% IS REQUIRED.
2. A WORK FORCE HOUSING PROJECT (72 UNITS) IS PROPOSED IN THE WEST VILLAGE DISTRICT TO ACCOMMODATE 10% OF THE ADDITIONAL NEW MARKET RATE RESIDENTIAL UNITS PROPOSED FOR TUSCAN VILLAGE, INCLUDING THE 392 UNITS FOR BUILDING 5600. ANY ADDITIONAL RESIDENTIAL PROPOSED WILL INCLUDE 10% AFFORDABLE ON-SITE.
3. THE 1605 RESIDENTIAL UNITS ARE BROKEN DOWN AS FOLLOWS:
3.1. BLDG 7000 - 281 RENTAL UNITS
3.2. BLDG 7200 - 260 RENTAL UNITS
3.3. BLDG 2000 - 70 CONDO UNITS
3.4. BLDG 3000 - 230 RENTAL UNITS
3.5. BLDG 1300 - 300 RENTAL UNITS
3.6. BLDG 5600 - 392 RENTAL UNITS
3.7. BLDG 5700 - 72 WORKFORCE HOUSING UNITS



West Village District			
Building number	Area (sf)	Program	GFA (SF) TOTAL
5000	62,415	Medical Office (MGB)	62,415
5100	124,250	Office	124,250
5200	18,000	Office	18,000
5300	3,000	Fast Food Rest - Drive Thru	3,000
5400	3,000	Bank With Drive-Thru	3,000
5500	7,500	Restaurant	7,500
5600	472,500	Residential Apartments (392 Units)	472,500
5600	NA	Parking Garage (520 Spaces)	NA
5700	85,000	Workforce Housing (72 Units)	85,000
5800	105,000	Hotel (120 rooms)	105,000
Total	880,665		880,665

2	9/4/26	VIEWSHED REVIEW RTC
1	8/17/26	TRAFFIC PEER REVIEW RTC
MARK	DATE	DESCRIPTION

WEST VILLAGE DISTRICT

TUSCAN VILLAGE MASTER PLAN UPDATE 3.0

TUSCAN VILLAGE MASTER DEVELOPMENT, LLC

SALEM PROPERTY MAP 107 LOT 12605

14-24 TUSCAN BOULEVARD

0

60'

120'

GRAPHIC SCALE

SCALE: AS SHOWN

DATE: JUNE 29, 2026

SALEM PLANNING BOARD

APPROVAL

OWNER

TUSCAN VILLAGE MASTER

DEVELOPMENT, LLC

P.O. BOX 1684

SALEM, NH 03079

ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT	PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
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MALL ROAD PARCELS

Mall Road Parcels			
Building number	Area (sf)	Program	GFA (SF) SUBTOTAL
6100	9,500	Convenience Store/Gas/Carwash - Retail	9,500
6200	5,000	Café/Take-Out (Fast Food Restaurant)	5,000
7000	306,500	Residential 281 Units	306,500
7200	283,594	Residential 260 Units	283,594
8000/8100	27,000	Maintenance Buildings	27,000
Total	631,594		631,594

WEST VILLAGE DISTRICT

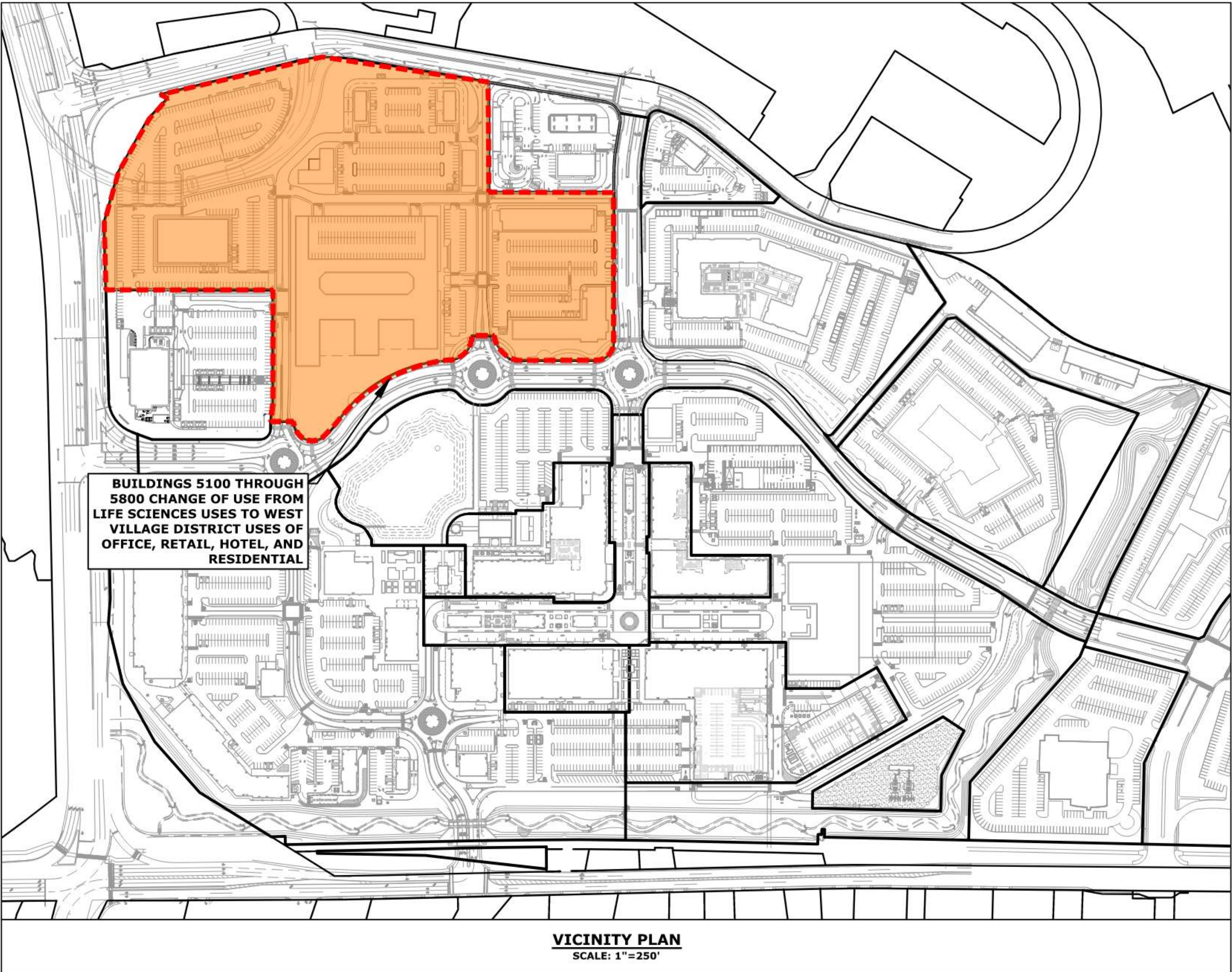
West Village District			
Building number	Area (sf)	Program	GFA (SF) TOTAL
5000	62,415	Medical Office (MGB)	62,415
5100	124,250	Office	124,250
5200	18,000	Office	18,000
5300	3,000	Fast Food Rest - Drive Thru	3,000
5400	3,000	Bank With Drive-Thru	3,000
5500	7,500	Restaurant	7,500
5600	472,500	Residential Apartments (392 Units)	472,500
5600	NA	Parking Garage (520 Spaces)	NA
5700	85,000	Workforce Housing (72 Units)	85,000
5800	105,000	Hotel (120 rooms)	105,000
Total	880,665		880,665

SOUTH VILLAGE

South Village											
Building number	Area (sf)	Program	Occupied	Unoccupied	Seats Inside	Seats Outside	Total Seats	GLA (SF) SUBTOTAL	Common Area Flr.	Common Area	GFA (SF) TOTAL
100	26,450	Furniture/Furnishings	26,450					34,489	1st	1473	35,962
	8,039	Standard Retail	8,039								
200	45,656	Standard Retail	45,656					45,656	1st	550	46,206
300	15,384	Standard Retail	15,384					15,384	1st	0	15,384
400	13,683	Standard Retail	13,683					17,235	1st	600	17,835
	1,252	High Turnover Rest-Fast Casual (Bennetts)	1,252		20	0	20				
	2,300	High Turnover Rest-Fast Casual (Chipotle)	2,300		47	24	71				
500	5,046	Fast Food Rest - Café/Fast Food (Chik Fil A)	5,046		102	16	118	5,046		0	5,046
520	3,507	Bank w/ Drive-Thru	3,507					3,507		0	3,507
600	2,494	Specialty Grocery	2,494					13,070	1st/Bsmt	936	14,006
	3,520	High Turnover Rest-Fast Casual (Tuscan Market)	3,520		72	130	202				
	5,282	Standard Retail	5,282								
	1,774	Standard Retail, Cooking school	1,774								
700	15,248	Standard Retail	15,248					15,248	1st	0	15,248
800	5,727	Standard Retail	5,727					5,727	1st	0	5,727
900	1,932	Standard Retail	1,932					4,935	1st	198	5,133
	3,003	Standard Retail	3,003								
1100	25,000	Lifestyle Anchor - Health Club (2 floors)	25,000					25,000		0	25,000
1400	8,550	Beer Garden Outdoor Structure/Seating	8,550		50	240	290	8,550		0	8,550
TOTAL	193,847		193,847	0	291	410	701	193,847		3,757	197,604

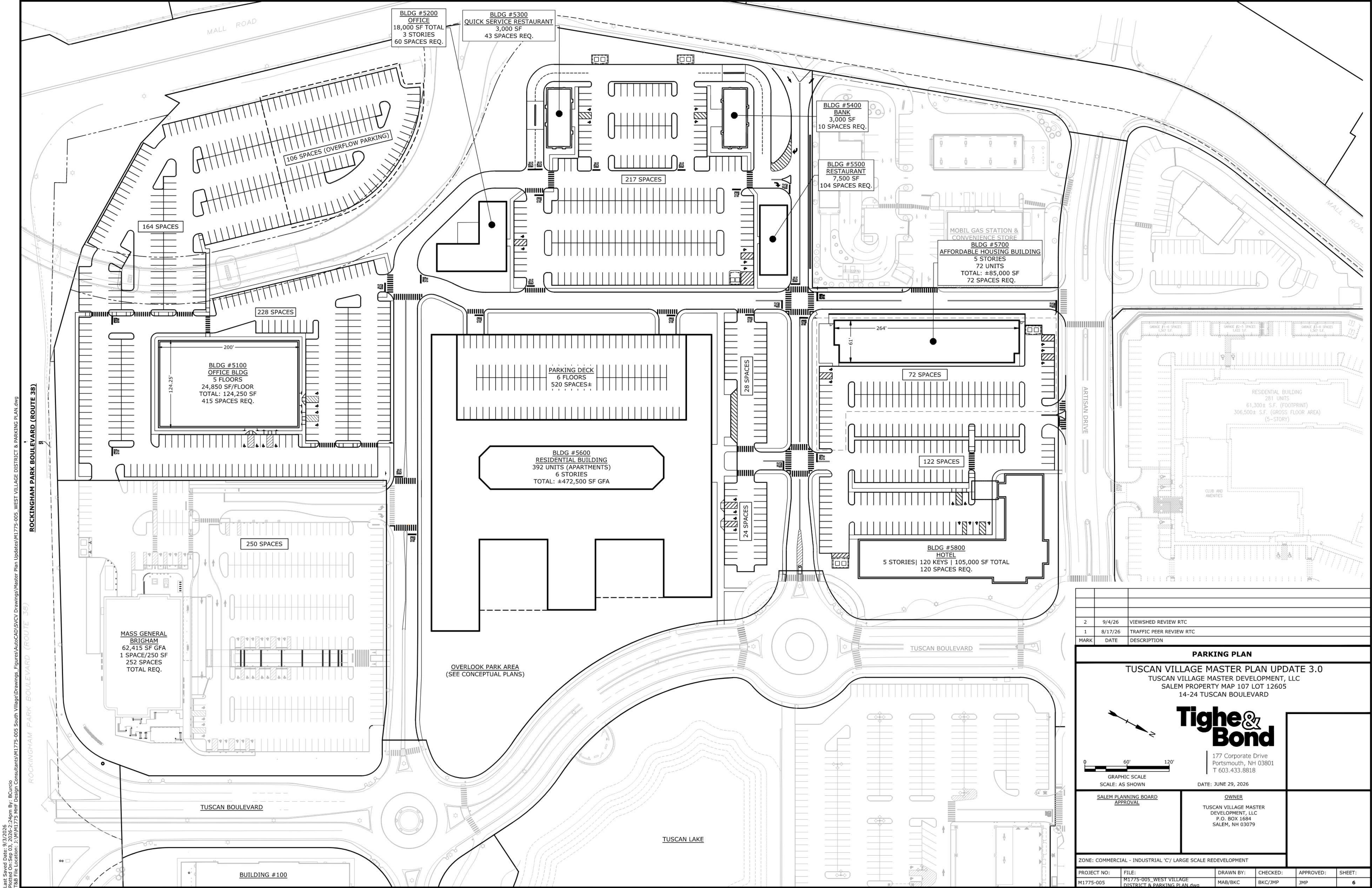
CENTRAL VILLAGE

Central Village									
Building number	Area (sf)	Program	Seats Inside	Seats Outside	Total Seats	GLA (SF) Subtotal	Common Area Flr.	Common Area	GFA (SF) TOTAL
1000	3,151	High Turnover Rest-Fast Casual (Shake Shack)	54	24	78	3,151		0	3,151
1010	1,260	High Turnover Rest-Fast Casual (Playa Bowls)	13	0	13	1,260		0	1,260
1010	911	Standard Retail				911		0	911
1010	931	Standard Retail				931		0	931
1020	2,136	Standard Retail				2,136		0	2,136
1060	1,375	High Turnover Rest-Fast Casual (Salt & Straw)	40	15	55	1,375		0	1,375
1030	3,667	Standard Retail				3,667		0	3,667
1040-1	2,500	High Turnover Rest-Fast Casual (Café Nero)	52	15	67	2,500		0	2,500
1040-2	1,350	Standard Retail				1,350		0	1,350
Total	17,281		159	54	213	17,281		0	17,281
1200	12,623	Standard Retail (1st Floor)				12,623	1st	5,301	17,924
	11,565	Furniture and Furnishings				11,565	1st		11,565
	8,807	High Turnover Rest-Fast Casual (Tavern)	500	75	575	8,807	1st-2nd		8,807
	4,199	High Turnover Rest-Fast Casual (Friendly Toast)	136	34	170	4,199	1st		4,199
	33,473	General Office (2nd Floor)				33,473	2nd	3,586	37,059
	35,868	General Office (3rd Floor)				35,868	3rd	3,142	39,010
Total	106,535		636	109	745	106,535		12,029	118,564
1300	29,476	Standard Retail (1st Floor)				29,476	1st	10,955	40,431
	34,318	Specialty Retail Grocery (Whole Foods)				34,318	1st	0	34,318
	4,872	Residential (Lobby/Amenities)				4,872	1st	0	4,872
	353,345	Residential 300 units (2nd - 6th Floors)				353,345	2nd-6th	0	353,345
	0	U/G Parking Garage 86 spaces 35,000 sf				0	Underground	0	0
	0	Parking Garage 428 spaces				0	6-Story Garage	0	0
Total	422,011					422,011		10,955	432,966
2000	28,852	Standard Retail				28,852	1st	665	29,517
	975	High Turnover Rest-Fast Casual (Artisan Cafe)	21	0	21	975	1st	0	975
	14,738	Quality Restaurant - Fine Dining (Tuscan Kitchen)	290	189	479	14,738	1st/roof	0	14,738
	96,974	Residential 70 units (2nd - 5th Floors)				96,974	2nd-5th	0	96,974
	95,581	Hotel, 165 Rooms				95,581	2nd-5th	0	95,581
	9,064	Banquet Space	290	0	290	9,064	1st	0	9,064
	4,545	Grand Lawn Pavilion	0	350	350	4,545			4,545
	0	U/G Parking Garage 120 spaces				0	Underground	0	0
Total	250,729		601	539	1140	250,729		665	251,394
1500	18,000	Medical Office	0	0	0	18,000	1st-3rd	0	18,000
Total	18,000		0	0	0	18,000			18,000
3000	27,376	Standard Retail (1st Floor)				27,376	1st	3,078	30,454
	5,761	High Turnover Rest-Fast Casual (Unknown)	140	25	165	5,761	1st	0	5,761
	2,550	High Turnover Rest-Fast Casual (Sweetgreen)	41	18	59	2,550	1st	0	2,550
	8,926	Quality Restaurant - Fine Dining (Capital Grille)	232	22	254	8,926	1st	0	8,926
	7,202	Residential Leasing/Club Room				7,202	1st	0	7,202
	263,060	Residential 230 units (2nd - 5th Floors)				263,060	2nd-5th	0	263,060
	0	Parking Garage 502 spaces				0	5-Story Garage	0	0
Total	314,875		413	65	478	314,875		3,078	317,953
4000	8,000	Standard Retail (1st Floor)				8,000	1st	11,000	19,000
	6,000	High Turnover Rest-Fast Casual (Unknown)	200	50	250	6,000	1st	0	6,000
	25,000	Entertainment (Sports and Social)	526	166	692	25,000	1st & 2nd	0	25,000
	30,000	Office (Spark)				30,000	2nd	0	30,000
	150,000	Office (Unknown)				150,000	3rd-7th	0	150,000
	0	Exterior Bar	28	92	120	0	Ground	0	0
Total	219,000		754	308	1062	219,000		11,000	230,000
	1,348,431		2,563	1,075	3,638	1,348,431		37,727	1,386,158



2	9/4/26	VIEWSHED REVIEW RTC			
1	8/17/26	TRAFFIC PEER REVIEW RTC			
MARK	DATE	DESCRIPTION			
CHANGE OF USE TABLES/PLAN					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0 TUSCAN VILLAGE MASTER DEVELOPMENT, LLC SALEM PROPERTY MAP 107 LOT 12605 14-24 TUSCAN BOULEVARD					
		Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818			
SCALE IN FEET 0 120' 240' GRAPHIC SCALE SCALE: AS SHOWN		DATE: JUNE 29, 2026			
SALEM PLANNING BOARD APPROVAL		OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C'/ LARGE SCALE REDEVELOPMENT					
PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
M1775-005	M1775-005_CHANGE OF USE.dwg	MAB/BKC	BKC/JMP	JMP	5

Last Saved Date: 9/2/2026
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2	9/4/26	VIEWSHED REVIEW RTC
1	8/17/26	TRAFFIC PEER REVIEW RTC
MARK	DATE	DESCRIPTION

PARKING PLAN
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0
 TUSCAN VILLAGE MASTER DEVELOPMENT, LLC
 SALEM PROPERTY MAP 107 LOT 12605
 14-24 TUSCAN BOULEVARD

GRAPHIC SCALE
SCALE: AS SHOWN

DATE: JUNE 29, 2026

Tighe & Bond

177 Corporate Drive
Portsmouth, NH 03801
T 603.433.8818

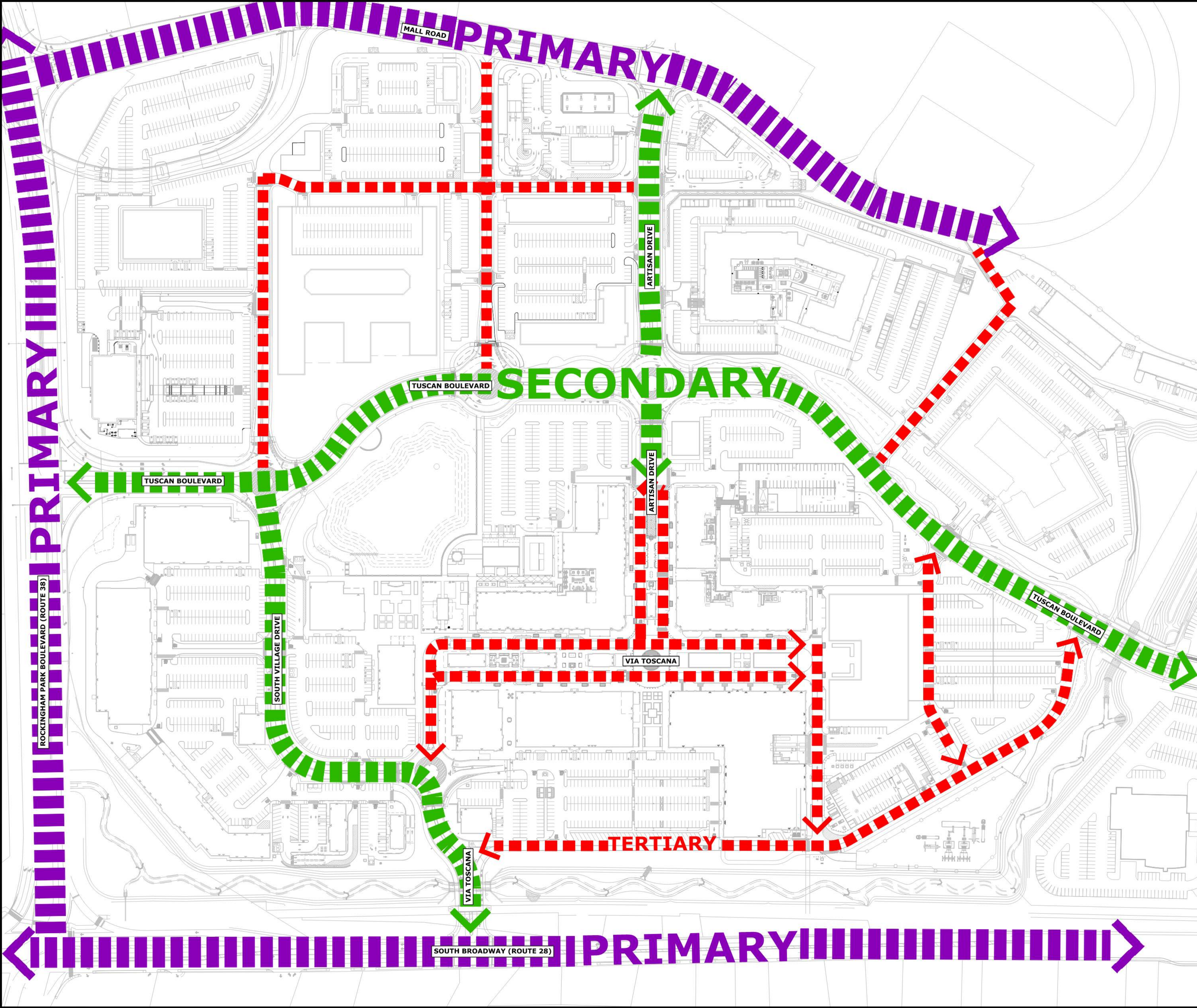
SALEM PLANNING BOARD APPROVAL		OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT					
PROJECT NO: M1775-005	FILE: M1775-005_WEST VILLAGE DISTRICT & PARKING PLAN.dwg	DRAWN BY: MAB/BKC	CHECKED: BKC/JMP	APPROVED: JMP	SHEET: 6

Last Saved Date: 9/2/2026
Plotted On: 9/2/2026 4:25pm By: BCurcio
Plot File Location: P:\M1775-007_PERSPECTIVE VIEWS.dwg

PARKING CALCULATIONS - TOWN OF SALEM PARKING ZONING REQUIREMENTS FOR THE WEST VILLAGE DISTRICT FULL BUILD 9-2-2026												
Building		Tenant Category	GFA (SF)	SF/UNIT	# UNITS	UNIT	PARKING RATIO	PKG RQMT 1	PKG RQMT 2	PKG PROV'D	Variance +/-	COMMENTS
5000		Medical Office (MGB) Existing	62,415	62,415		SF	1 SP/250 SF		250	356	106	106 Spaces are considered shared overflow parking.
5100		Office Building 5-story	124,250	124,250		SF	1 SP/300 SF		415	392	-23	
5200		Office Building 3-story	18,000	18,000		SF	1 SP/300 SF		60	60	0	
5300		Fast Food/Takeout	3,000	3,000		SF	1 SP/75 SF	40			0	
		Fast Food/Takeout			85	SEATS	1 SP/2 SEATS	43	43	54	11	Using 1 seat/ 35 sf GFA per current restaurants of this size
5400		Bank with Drive-thru	3,000	3,000		SF	1 SP/300 SF		10	10	0	
5500		Restauarant	7,500	7,500		SF	1 SP/75 SF	100			0	
		Restauarant			208	SEATS	1 SP/2 SEATS	104	104	93	-11	Using 1 seat/ 35 sf GFA per current restaurants of this size
5600		Residential Apartments (392 Units)	472,500	472,500	392	UNIT	1.4 SPACES/UNIT		549	572	23	*The additional spaces on the residential lot are exclusive/non-shared
5700		Workforce Housing (72 Units)	85,000	85,000	72	UNIT	1.0 SPACES/UNIT		72	72	0	
5800		Hotel 120 rooms	105,000	105,000	120	ROOMS	1 SP/ROOM		120	122	2	
Total GFA Buildings 5000-5800			880,665	880,665								
TOTAL PARKING FOR WEST VILLAGE DISTRICT									1,623	1,731	108	Overall excess parking over minium zoning requirements
TOTAL PARKING FOR WEST VILLAGE DISTRICT (EXCLUDING NON-SHARED SPACES*)										1,708	85	(Overall parking provided) - (*non-shared residential spaces)

2	9/4/26	VIEWSHED REVIEW RTC
1	8/17/26	TRAFFIC PEER REVIEW RTC
MARK	DATE	DESCRIPTION
PARKING TABLE PLAN - WEST VILLAGE DISTRICT		
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0 TUSCAN VILLAGE MASTER DEVELOPMENT, LLC SALEM PROPERTY MAP 107 LOT 12605 14-24 TUSCAN BOULEVARD		
Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818		
SCALE: AS SHOWN		DATE: JUNE 29, 2026
SALEM PLANNING BOARD APPROVAL	OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079	
ZONE: COMMERCIAL - INDUSTRIAL 'C'/ LARGE SCALE REDEVELOPMENT		
PROJECT NO: M1775-005	FILE: M1775-007_PERSPECTIVE VIEWS.dwg	DRAWN BY: MAB/BKC
CHECKED: BKC/JMP	APPROVED: JMP	SHEET: 7

Last Saved Date: 9/2/2026
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Plot File Location: C:\Users\BCurcio\OneDrive\Documents\Tuscan Village Master Plan\Drawings\Figures\AutoCAD\SVICV Drawings\Master Plan Updates\M1775-005_STREETS_CIRCULATION.dwg



LEGEND

 PRIMARY STREETS

 SECONDARY STREETS

 TERTIARY STREETS

1		9/4/26	VIEWSHED REVIEW RTC
MARK	DATE	DESCRIPTION	

STREETS OVERVIEW PLAN

TUSCAN VILLAGE MASTER PLAN UPDATE 3.0
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC
SALEM PROPERTY MAP 107 LOT 12605
14-24 TUSCAN BOULEVARD


SCALE IN FEET
0 120' 240'
GRAPHIC SCALE
SCALE: AS SHOWN


177 Corporate Drive
Portsmouth, NH 03801
T 603.433.8818

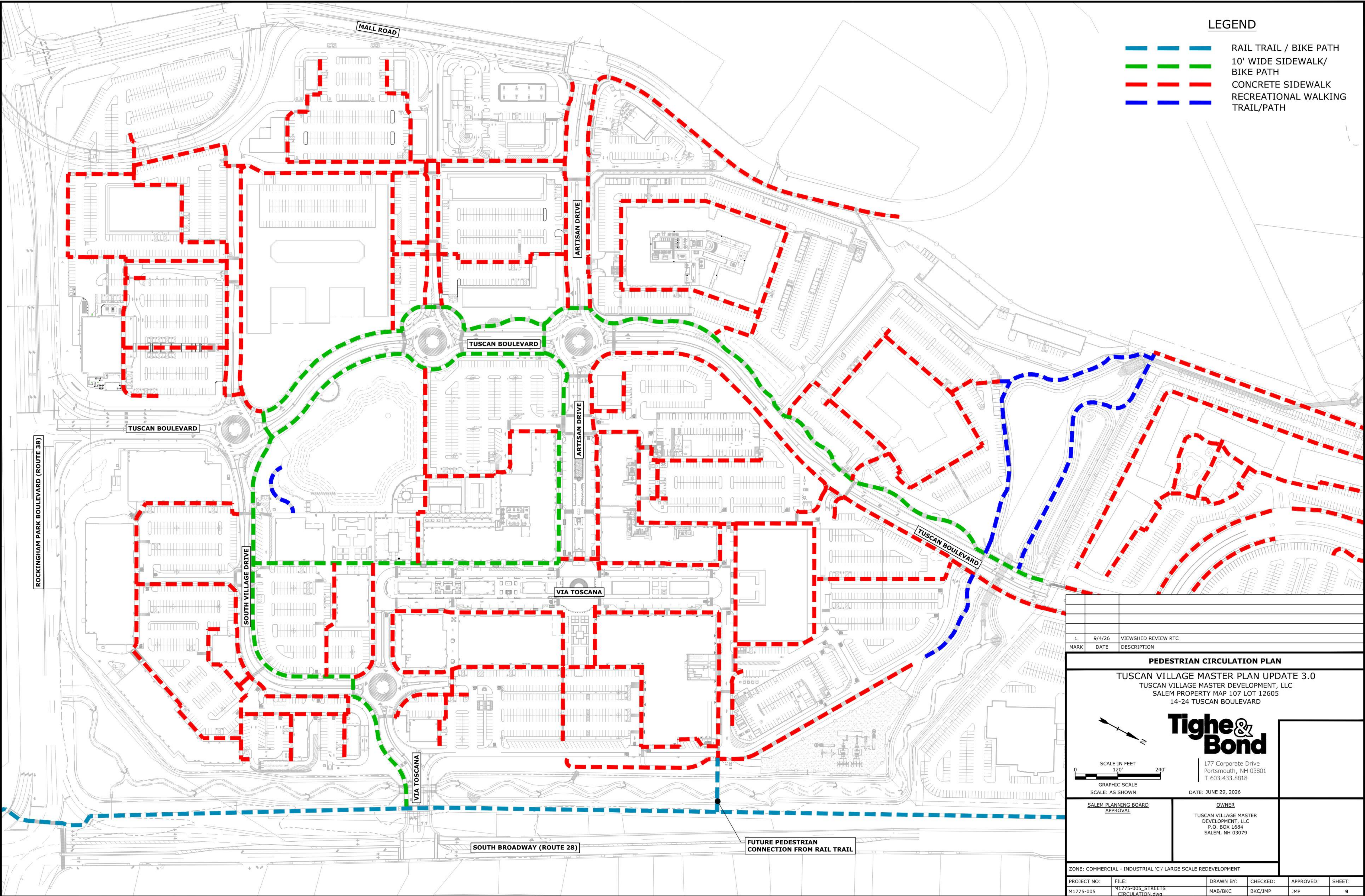
DATE: JUNE 29, 2026

SALEM PLANNING BOARD APPROVAL		OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079	
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ZONE: COMMERCIAL - INDUSTRIAL 'C'/ LARGE SCALE REDEVELOPMENT

PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
M1775-005	M1775-005_STREETS_CIRCULATION.dwg	MAB/BKC	BKC/JMP	JMP	8

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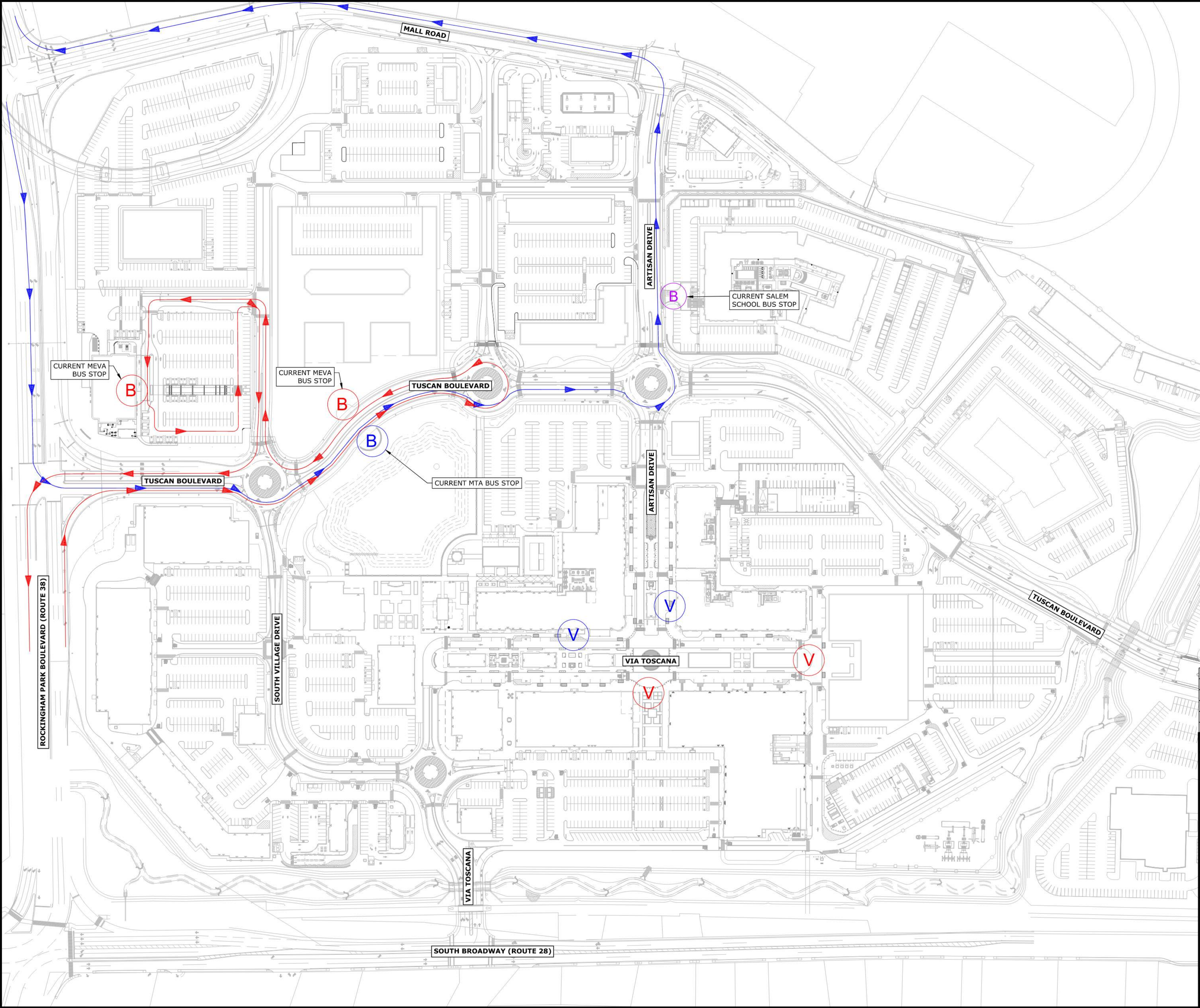


LEGEND

- RAIL TRAIL / BIKE PATH
- 10' WIDE SIDEWALK/ BIKE PATH
- CONCRETE SIDEWALK
- RECREATIONAL WALKING TRAIL/PATH

1					
MARK	DATE	DESCRIPTION			
1	9/4/26	VIEWSHED REVIEW RTC			
PEDESTRIAN CIRCULATION PLAN					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0 TUSCAN VILLAGE MASTER DEVELOPMENT, LLC SALEM PROPERTY MAP 107 LOT 12605 14-24 TUSCAN BOULEVARD					
 SCALE IN FEET 0 120' 240' GRAPHIC SCALE SCALE: AS SHOWN		 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818 DATE: JUNE 29, 2026			
SALEM PLANNING BOARD APPROVAL		OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C'/ LARGE SCALE REDEVELOPMENT					
PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
M1775-005	M1775-005_STREETS_CIRCULATION.dwg	MAB/BKC	BKC/JMP	JMP	9

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Plot File Location: P:\M1775-005 South Village\Drawings - Figures\AutoCAD\SV\CV Drawings\Master Plan Updates\M1775-005_STREETS_CIRCULATION.dwg



LEGEND

- BUS ROUTE - MTA (MANCHESTER TRANSIT AUTHORITY)
- CURRENT MTA BUS STOP
- BUS ROUTE - MEVA (MERRIMACK VALLEY TRANSIT)
- CURRENT MTA BUS STOP
- CURRENT VALET STATION
- FUTURE VALET STATION
- CURRENT SALEM SCHOOL BUS STOP

1		9/4/26	VIEWSHED REVIEW RTC
MARK	DATE	DESCRIPTION	

CURRENT BUS ROUTE / VALET PARKING

TUSCAN VILLAGE MASTER PLAN UPDATE 3.0
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC
SALEM PROPERTY MAP 107 LOT 12605
14-24 TUSCAN BOULEVARD

SCALE IN FEET
0 120' 240'

GRAPHIC SCALE
SCALE: AS SHOWN

Tighe & Bond

177 Corporate Drive
Portsmouth, NH 03801
T 603.433.8818

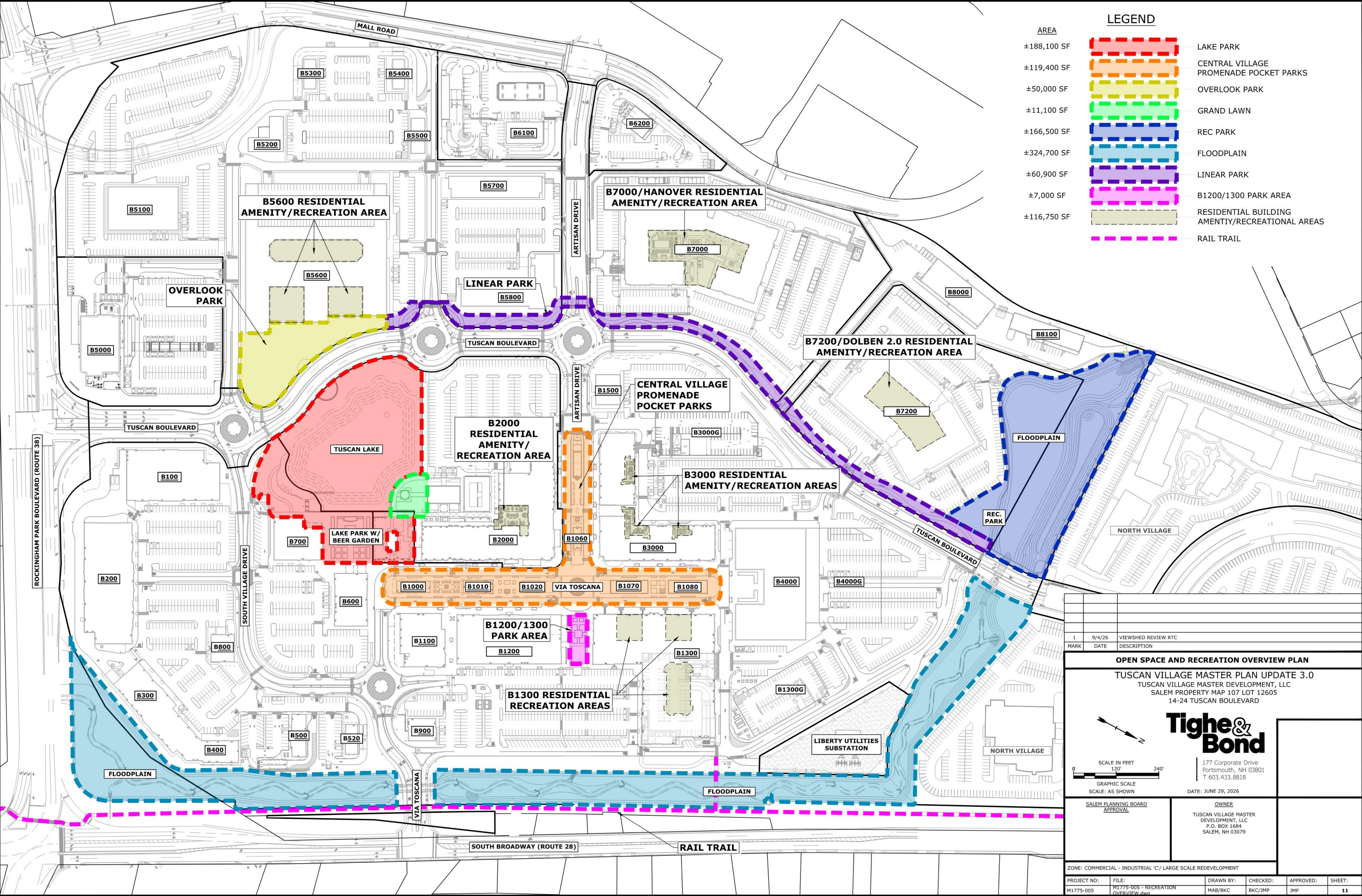
DATE: JUNE 29, 2026

SALEM PLANNING BOARD APPROVAL		OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079	
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ZONE: COMMERCIAL - INDUSTRIAL 'C'/ LARGE SCALE REDEVELOPMENT

PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
M1775-005	M1775-005_STREETS CIRCULATION.dwg	MAB/BKC	BKC/JMP	JMP	10

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Experiential Deck



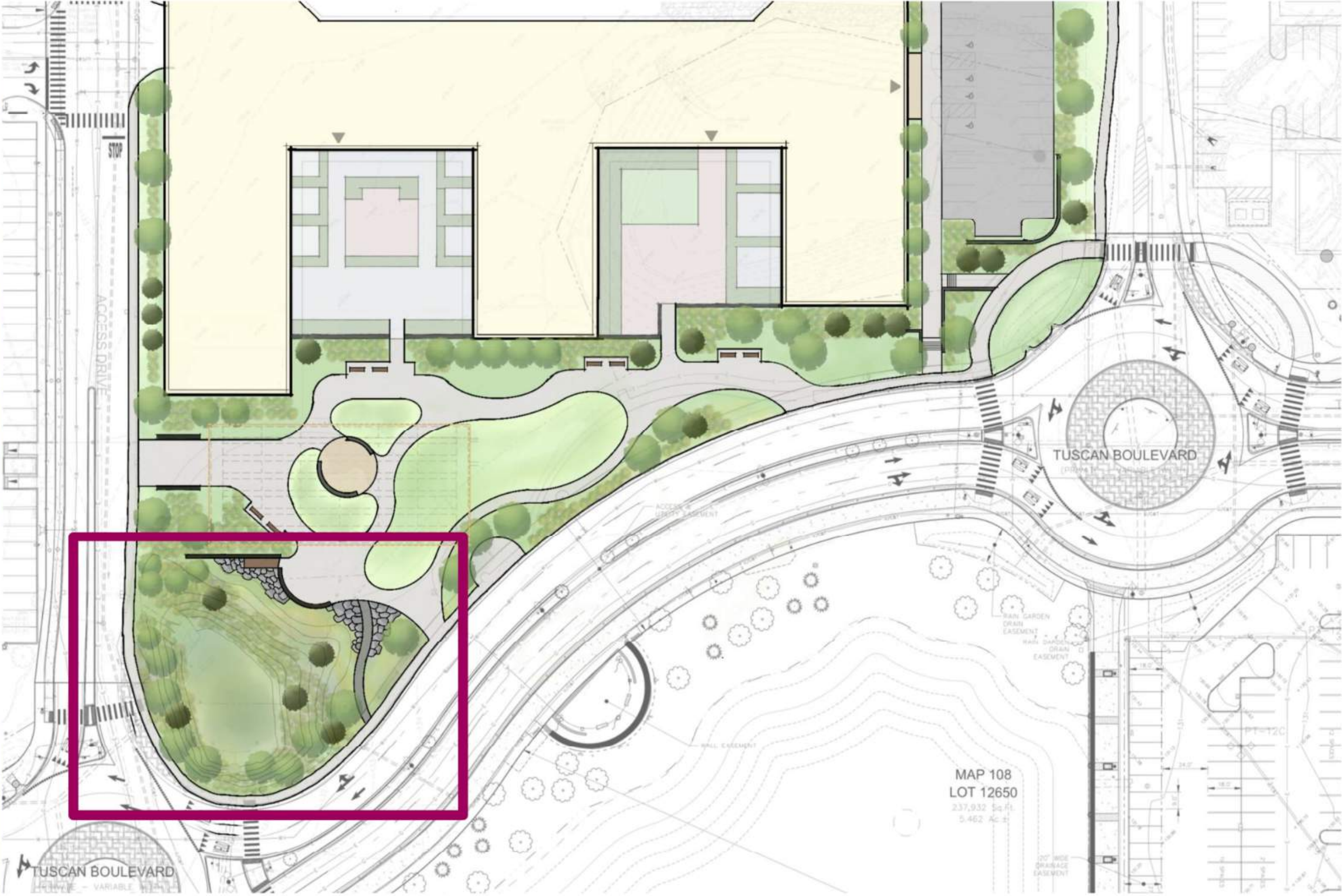
Multi-layered Greenery



Stablized Stone Dust Path



Ecological Vegetation



Key Plan N.T.S

Immersive Landscape Experience
Nature Focused Retreat and Respite
Inviting Multi-layered Greenery
Sustainable Water Management Design

1	9/4/26	VIEWSHED REVIEW RTC			
MARK	DATE	DESCRIPTION			
OVERLOOK PARK CONCEPTUAL PLAN - LANDSCAPE EXPERIENCE					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0					
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC					
SALEM PROPERTY MAP 107 LOT 12605					
14-24 TUSCAN BOULEVARD					
Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818					
SCALE: AS SHOWN		DATE: JUNE 29, 2026			
<u>SALEM PLANNING BOARD</u> <u>APPROVAL</u>		<u>OWNER</u> TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT					
PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
M1775-005	M1775-007_PERSPECTIVE VIEWS.dwg	MAB/BKC	BKC/JMP	JMP	13

Tuscan Village Master Plan Update 3.0
September 4, 2026

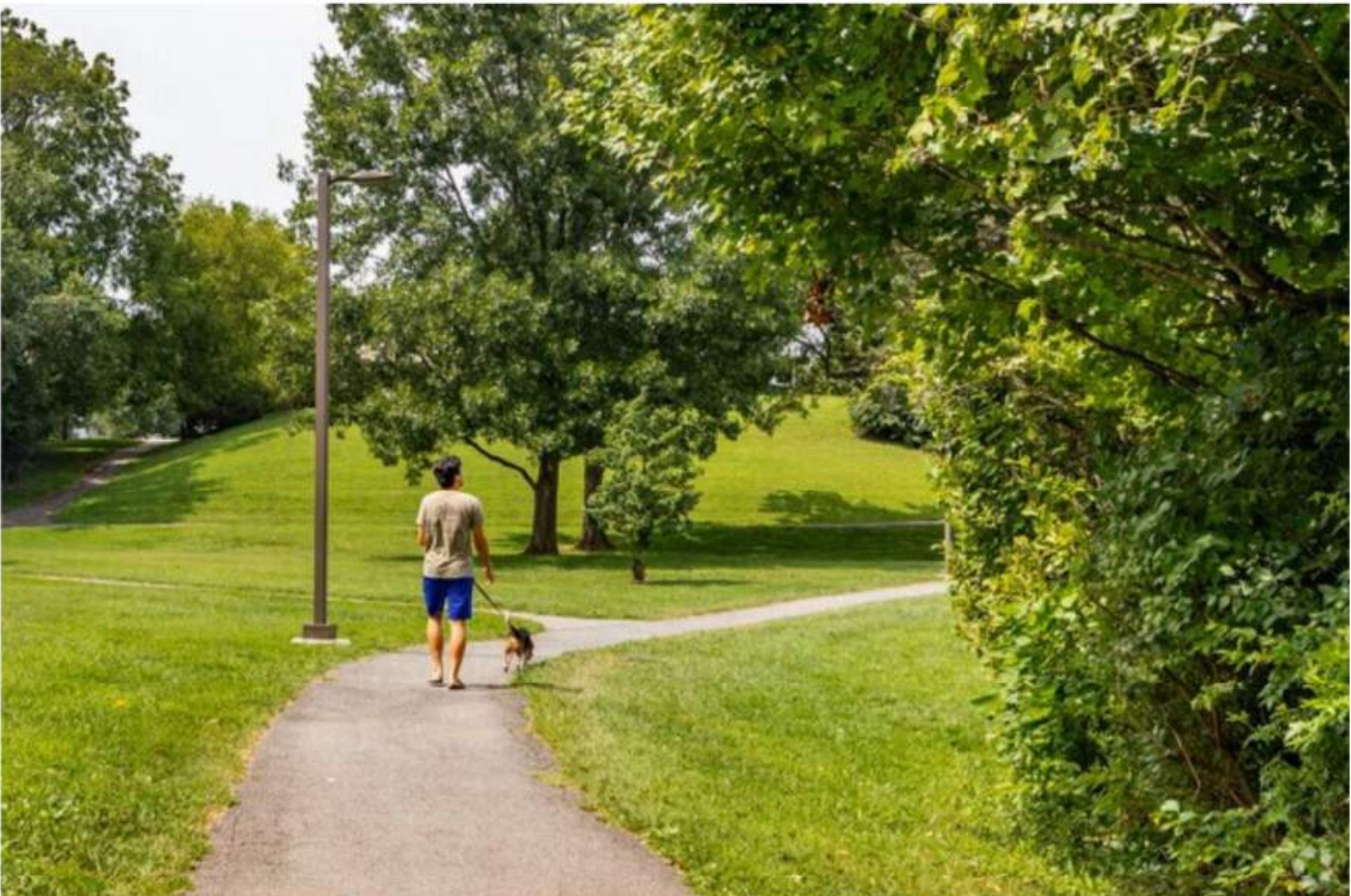
Overlook Park
Conceptual - *Subject to change and refinement*



Flexible Lawn



Paths and Nodes



Key Plan N.T.S

Informal Play Experience
*Casual Recreation, Lawn Space for Enjoyment
Discovery Paths, Resting Nodes, and Open Views*

1	9/4/26	VIEWSHED REVIEW RTC			
MARK	DATE	DESCRIPTION			
OVERLOOK PARK CONCEPTUAL PLAN - PLAY EXPERIENCE					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0					
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC					
SALEM PROPERTY MAP 107 LOT 12605					
14-24 TUSCAN BOULEVARD					
Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818					
SCALE: AS SHOWN		DATE: JUNE 29, 2026			
<u>SALEM PLANNING BOARD</u> <u>APPROVAL</u>		<u>OWNER</u> TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT					
PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
M1775-005	M1775-007_PERSPECTIVE VIEWS.dwg	MAB/BKC	BKC/JMP	JMP	14

Tuscan Village Master Plan Update 3.0
September 4, 2026

Overlook Park
Conceptual - *Subject to change and refinement*



A. Seat Wall



B. Landscape Wall



C. Paving Pattern



D. Park Benches



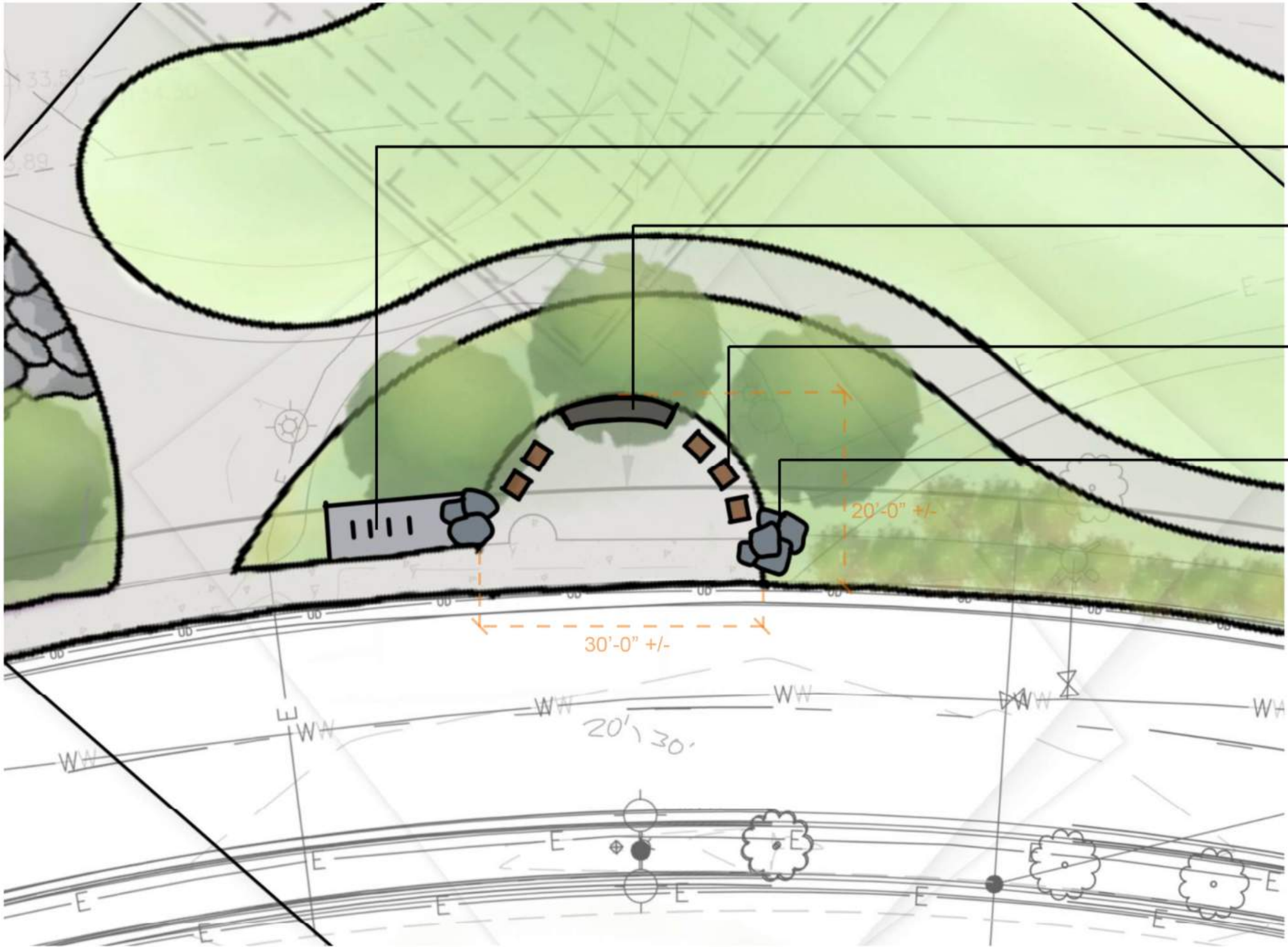
Key Plan N.T.S

Tuscan Village Materials
Materials and Furnishings to Match Central Village

1	9/4/26	VIEWSHED REVIEW RTC			
MARK	DATE	DESCRIPTION			
OVERLOOK PARK CONCEPTUAL PLAN - MATERIALS					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0					
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC					
SALEM PROPERTY MAP 107 LOT 12605					
14-24 TUSCAN BOULEVARD					
Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818					
SCALE: AS SHOWN		DATE: JUNE 29, 2026			
<u>SALEM PLANNING BOARD</u> <u>APPROVAL</u>		<u>OWNER</u> TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT					
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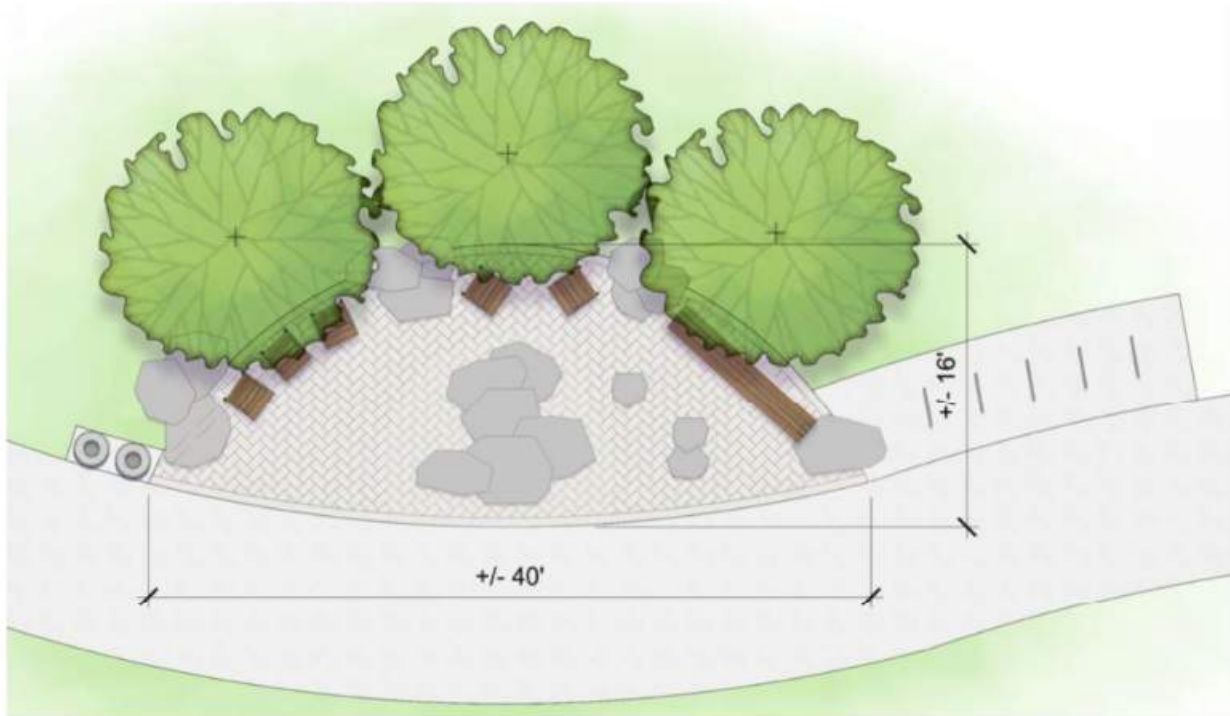
Tuscan Village Master Plan Update 3.0
September 4, 2026

Overlook Park
Conceptual - *Subject to change and refinement*



- Bike Racks
- Seat Wall to Match Tuscan Village
- Individual Park Benches
- Natural Stone Boulders

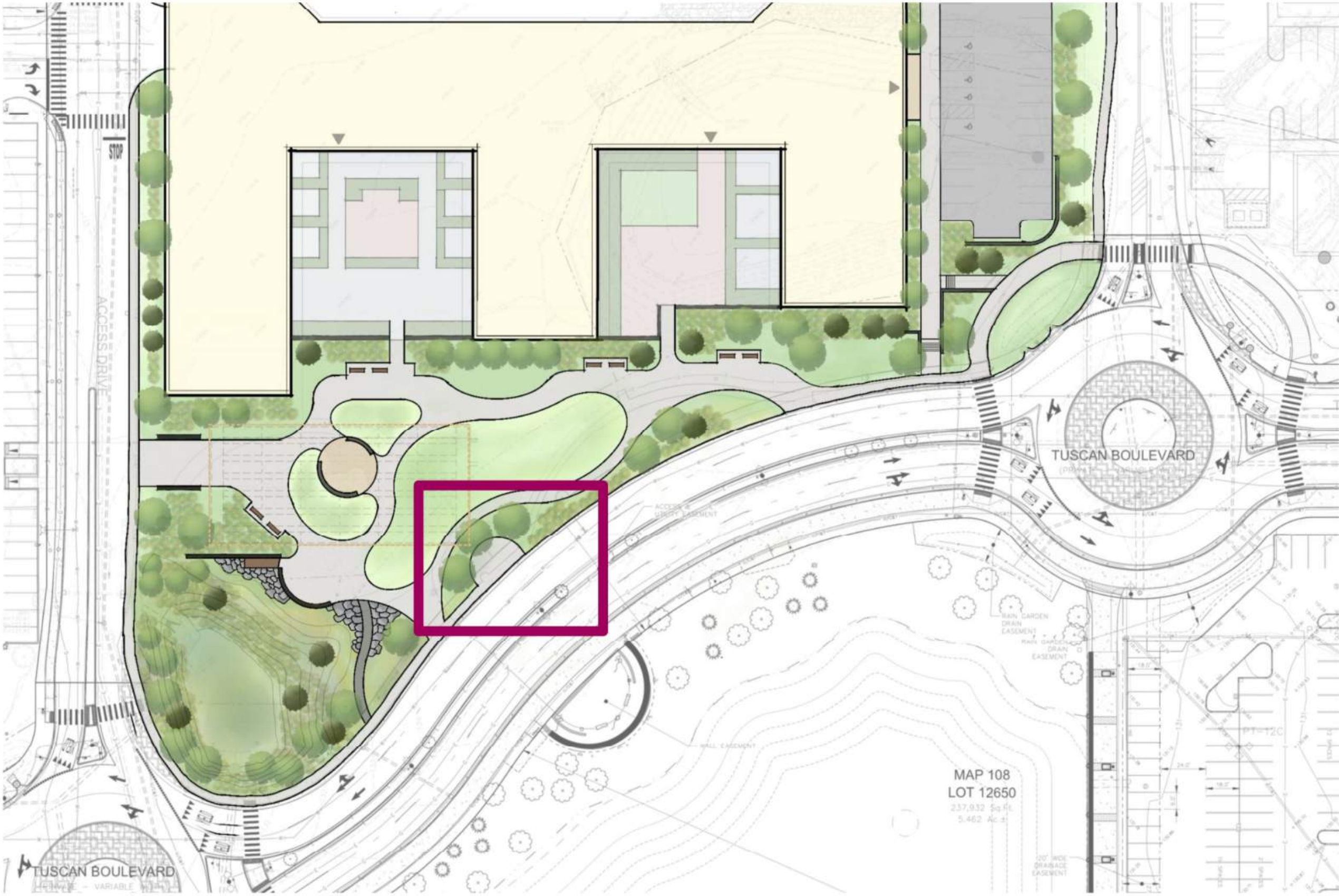
Linear Park Seating Niche



June 2025 Concept

Tuscan Village Master Plan Update 3.0
September 4, 2026

Overlook Park
Conceptual - *Subject to change and refinement*

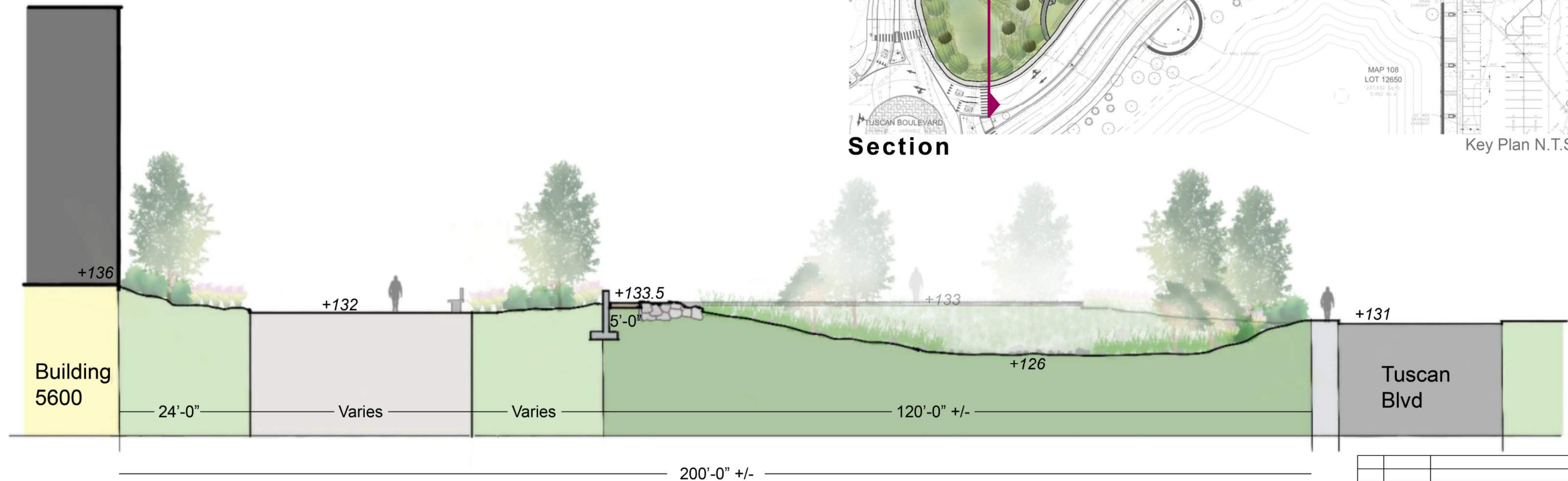


Key Plan N.T.S

Linear Park Niche
Multiple Seating Options, Bike Racks, Natural Boulders

1	9/4/26	VIEWSHED REVIEW RTC			
MARK	DATE	DESCRIPTION			
OVERLOOK PARK CONCEPTUAL PLAN - LAKE PARK NICHE					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0					
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC					
SALEM PROPERTY MAP 107 LOT 12605					
14-24 TUSCAN BOULEVARD					
			Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818		
SCALE: AS SHOWN			DATE: JUNE 29, 2026		
<u>SALEM PLANNING BOARD</u> <u>APPROVAL</u>		<u>OWNER</u> TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT					
PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
M1775-005	M1775-007_PERSPECTIVE VIEWS.dwg	MAB/BKC	BKC/JMP	JMP	16

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Section

Key Plan N.T.S

Tuscan Village Master Plan Update 3.0
September 4, 2026

Overlook Park
Conceptual - *Subject to change and refinement*

1	9/4/26	VIEWSHED REVIEW RTC			
MARK	DATE	DESCRIPTION			
OVERLOOK PARK CONCEPTUAL PLAN - SECTION					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0					
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC					
SALEM PROPERTY MAP 107 LOT 12605					
14-24 TUSCAN BOULEVARD					
Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818					
SCALE: AS SHOWN		DATE: JUNE 29, 2026			
SALEM PLANNING BOARD APPROVAL		OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT					
PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
M1775-005	M1775-007_PERSPECTIVE VIEWS	MAB/BKC	BKC/JMP	JMP	17



Key Plan N.T.S

Adjacent Views
Tuscan Blvd and Lake Views and Access

Tuscan Village Master Plan Update 3.0
September 4, 2026

Overlook Park
Conceptual - *Subject to change and refinement*

1	9/4/26	VIEWSHED REVIEW RTC			
MARK	DATE	DESCRIPTION			
OVERLOOK PARK CONCEPTUAL PLAN - ADJACENT VIEWS					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0					
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC					
SALEM PROPERTY MAP 107 LOT 12605					
14-24 TUSCAN BOULEVARD					
Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818					
SCALE: AS SHOWN		DATE: JUNE 29, 2026			
SALEM PLANNING BOARD APPROVAL		OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT					
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1	9/4/26	VIEWSHED REVIEW RTC
MARK	DATE	DESCRIPTION
PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - CONDOMINIUMS		
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0 TUSCAN VILLAGE MASTER DEVELOPMENT, LLC SALEM PROPERTY MAP 107 LOT 12605 14-24 TUSCAN BOULEVARD		
Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818		
SCALE: AS SHOWN		DATE: JUNE 29, 2026
SALEM PLANNING BOARD APPROVAL		OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079
ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT		
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1	9/4/26	VIEWSHED REVIEW RTC			
MARK	DATE	DESCRIPTION			
PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - CONDOMINIUMS					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0					
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC					
SALEM PROPERTY MAP 107 LOT 12605					
14-24 TUSCAN BOULEVARD					
Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818					
SCALE: AS SHOWN		DATE: JUNE 29, 2026			
<u>SALEM PLANNING BOARD</u> <u>APPROVAL</u>		<u>OWNER</u> TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT					
PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
M1775-005	M1775-007_PERSPECTIVE VIEWS.dwg	MAB/BKC	BKC/JMP	JMP	20

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1	9/4/26	VIEWSHED REVIEW RTC			
MARK	DATE	DESCRIPTION			
PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - OFFICE					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0					
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC					
SALEM PROPERTY MAP 107 LOT 12605					
14-24 TUSCAN BOULEVARD					
Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818					
SCALE: AS SHOWN			DATE: JUNE 29, 2026		
<u>SALEM PLANNING BOARD</u> <u>APPROVAL</u>			<u>OWNER</u> TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079		
ZONE: COMMERCIAL - INDUSTRIAL 'C'/ LARGE SCALE REDEVELOPMENT					
PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
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1	9/4/26	VIEWSHED REVIEW RTC			
MARK	DATE	DESCRIPTION			
PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - OFFICE					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0					
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC					
SALEM PROPERTY MAP 107 LOT 12605					
14-24 TUSCAN BOULEVARD					
Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818					
SCALE: AS SHOWN		DATE: JUNE 29, 2026			
<u>SALEM PLANNING BOARD</u> <u>APPROVAL</u>		<u>OWNER</u> TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C'/ LARGE SCALE REDEVELOPMENT					
PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
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1	9/4/26	VIEWSHED REVIEW RTC			
MARK	DATE	DESCRIPTION			
PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - HOTEL					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0					
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC					
SALEM PROPERTY MAP 107 LOT 12605					
14-24 TUSCAN BOULEVARD					
Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818					
SCALE: AS SHOWN				DATE: JUNE 29, 2026	
<u>SALEM PLANNING BOARD</u> <u>APPROVAL</u>		OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT					
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Last Saved Date: 9/3/2026
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1	9/4/26	VIEWSHED REVIEW RTC			
MARK	DATE	DESCRIPTION			
PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - HOTEL					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0					
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC					
SALEM PROPERTY MAP 107 LOT 12605					
14-24 TUSCAN BOULEVARD					
Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818					
SCALE: AS SHOWN		DATE: JUNE 29, 2026			
<u>SALEM PLANNING BOARD</u> <u>APPROVAL</u>		OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT					
PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
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1	9/4/26	VIEWSHED REVIEW RTC			
MARK	DATE	DESCRIPTION			
PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - WORKFORCE HOUSING					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0					
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC					
SALEM PROPERTY MAP 107 LOT 12605					
14-24 TUSCAN BOULEVARD					
Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818					
SCALE: AS SHOWN		DATE: JUNE 29, 2026			
<u>SALEM PLANNING BOARD</u> <u>APPROVAL</u>		<u>OWNER</u> TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C'/ LARGE SCALE REDEVELOPMENT					
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1	9/4/26	VIEWSHED REVIEW RTC			
MARK	DATE	DESCRIPTION			
PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - WORKFORCE HOUSING					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0					
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC					
SALEM PROPERTY MAP 107 LOT 12605					
14-24 TUSCAN BOULEVARD					
Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818					
SCALE: AS SHOWN		DATE: JUNE 29, 2026			
<u>SALEM PLANNING BOARD</u> <u>APPROVAL</u>		<u>OWNER</u> TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT					
PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
M1775-005	M1775-007_PERSPECTIVE VIEWS.dwg	MAB/BKC	BKC/JMP	JMP	26



Last Saved Date: 9/3/2026
Printed On: Sep 03, 2026 3:46pm By: BCurcio
Plot File Location: P:\M1775-005 South Village Drawings\Figures\AutoCAD\SVU Drawings\Master Plan Updates\M1775-007_PERSPECTIVE VIEWS.dwg

1	9/4/26	VIEWSHED REVIEW RTC			
MARK	DATE	DESCRIPTION			
PERSPECTIVE VIEWS FOR WEST VILLAGE DISTRICT - WORKFORCE HOUSING					
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0 TUSCAN VILLAGE MASTER DEVELOPMENT, LLC SALEM PROPERTY MAP 107 LOT 12605 14-24 TUSCAN BOULEVARD					
		Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818			
SCALE: AS SHOWN		DATE: JUNE 29, 2026			
<u>SALEM PLANNING BOARD</u> <u>APPROVAL</u>		OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079			
ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT					
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M1775-005	M1775-007_PERSPECTIVE VIEWS.dwg	MAB/BKC	BKC/JMP	JMP	27



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September 4, 2026

Mr. John Klipfel, Director of Engineering for Municipal Services
Salem Municipal Office Building
33 Geremonty Drive
Salem, New Hampshire 03079

**Re: Tuscan Village Master Plan Update 3.0
Water Usage Update #2**

Dear John:

This letter serves as our update to the proposed water usage for the Tuscan Village Development as part for the Master Plan Update 3.0 for the West Village District. Attached are the water usage tables that have been updated since the last submission on August 29, 2026. A few adjustments have been made to some of the existing uses including the following:

- B800 use changed from restaurant to retail (Beach Plum to Days Jewelers)
- B1040 restaurant updated per Café Nero seating.
- B2000 Tuscan Kitchen adjusted to Fine/Casual Restaurant.
- B1300 Specialty Grocery (Whole Foods) number adjusted to match the gal/day flow used to determine the DBA for Whole Foods.

Attached is a summary of the Tuscan Master Plan Water Projections that was prepared by Jacob LaFontaine and presented at the July 28, 2026, Planning Board meeting. As a result of that meeting, Tuscan has updated the water usage projections based on current conditions in the development including the adjustments identified above. We are currently working with James Brown and the water department to obtain actual water meter readings to further refine the actual overall water usage for the development. We believe that based on some preliminary numbers we have received so far, the water usage numbers will be reduced further. We have provided a second table that identifies additional adjustments in the average daily flow for the residential developments (Caro, Hanover 1, Hanover 2, B 2000 Condos, Epicurean Apartments; the proposed market rate apartments, and the Workforce Housing apartments in the West Village District. These additional adjustments for average daily flows are based on the actual number of bedrooms in each residential development at a rate of 45 gpd, which has been used in determining the DBA for these residential apartments.

The total estimated water usage under the Master Plan Update 3.0 based on the above-described adjustments is calculated to be 227,995 gpd (estimated average daily flow) (Attached table dated 9/4/2026) versus the previous submittal on June 30, 2026, which calculated the water usage for the development at 226,627 gpd.(Attached Table dated 6/22/2026) This small increase is mostly due to the increase in water usage projected for the Whole Foods grocery

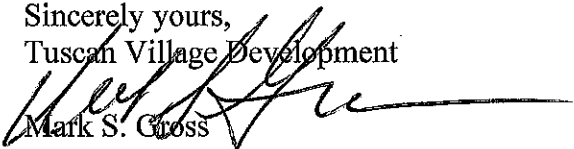


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store. The adjustments identified above for the residential uses result in a reduction of approximately 19,763 gpd for an estimated average daily flow of 208,232 gpd.

Attached for your review are the water usage charts from the original submission, dated 6/22/2026 and the current water usage charts, dated 9/4/2026. Please review the attached information and should you have any questions please call me or at your convenience.

Sincerely yours,
Tuscan Village Development


Mark S. Gross

Director of Permitting/Entitlements

Cc: James Brown, Senior Engineer Town of Salem

Jacob LaFontaine, Planning Director

Joseph Perschino P.E. Tighe & Bond

Wayne Amaral, Public Works

TUSCAN MASTER PLAN WATER PROJECTIONS

Master Plan	Approval Date	Projected Water Demand	Change from 2021 Plan
2021 Master Plan	2/23/2021	241,000 GPD	-----
2023 Master Plan 2.0	8/22/2023	226,635 GPD	- 14,365 GPD
2025 Master Plan 3.0	n/a (amended)	210,359 GPD	- 30,641 GPD
2026 Master Plan 3.0	Pending	226,627 GPD	- 14,373 GPD

TABLE 1: TUSCAN VILLAGE ESTIMATED AVERAGE DAILY SEWER USAGE 9/4/2026 (MASTER PLAN SUBMISSION)						
BLDG ID	USE	BLDG AREA (SF)	No. of UNITS (See Table 2)	gpd/unit ^a	No. of EMPLOYEES (Per Table 4)	DESIGN FLOW (GPD)
WEST VILLAGE DISTRICT						
5000 ^{2,3}	Medical Office	62,415	1	3,121		3,121
5100 ^{2,3}	Medical Office	124,250	1	6,213		6,213
5200 ^{2,3}	Office	18,000	71	1.5	4	135
5300 ^{2,3}	Restaurant (Cold/Take Out)	3,000	85	6.2	9	593
5400 ^{2,3}	Restaurant (Fast/Casual)	7,500	208	7.2	8	47
5500 ^{2,3}	Res. Apartments (392 Units)	472,500	792	38.0	23	1,043
5600 ^{2,3}	Res. Workforce Housing (72 Units)	85,000	145	38.0		3,680
5700 ^{2,3}	Hotel (120 Rooms)	105,000	242	53.0	38	5,522
5800 ^{2,3}						13,147
KLEMM'S						60,515 GPD
6100 ^{2,3}	Convenience Store	9,500	95	5	5	525
6100 ^{2,3}	Fuel Islands	-	8	75		600
6100 ^{2,3}	Tunnel Car Wash	3,500	1	2,670		2,670
6100 ^{2,3}	Touchless Car Wash	1,280	1	1,386		1,386
PRESSED CAFÉ						5,181 GPD
6200 ^{2,3}	Restaurant (Conventional)	5,000	177	20.0	10	3,740
RESIDENTIAL (HANOVER)						3,740 GPD
7000 ^{2,3}	Res. Apartments (281 units)	306,500	568	38		21,570
RESIDENTIAL (DOLBEN)						21,570 GPD
7200 ^{2,3}	Res. Apartments (260 Units)	283,594	525	38		19,958
VEHICLE STORAGE						19,958 GPD
8000 ^{2,3}	Maintenance Garage	17,000			17	255
8100 ^{2,3}	Maintenance Garage	10,000			10	150
SOUTH VILLAGE						405 GPD
100 ²	Retail	8,039	49	1.5	6	125
100 ²	Furniture/Furnishings	26,450	104	1.5	5	159
200 ²	Retail	45,656	280	1.5	36	323
300 ²	Retail	15,384	94	1.5	12	709
400 ^{2,3}	Restaurant (Fast/Casual)	1,252	20	7.0		239
400 ^{2,3}	Restaurant (Fast/Casual)	2,300	71	7.0	7	136
400 ²	Chipotle					555
400 ²	Retail	13,683	84	1.5	11	212
500 ^{2,3}	Restaurant (Cold/Take Out)	5,046	118	6.2	12	924
	Chik Fil A					824
520 ²	Bank (Retail)	3,507	22	1.5	3	84
600 ^{2,3}	Restaurant (Fast/Casual)	3,520	202	7.0	22	1,596
600 ²	Grocery (2 Toilet Rooms)	2,494	2	300.0	1	610
600 ^{2,3}	Cooking School (Rest. Con.)	1,774	20	7.0	3	164
600 ²	Retail	5,282	32	1.5	4	82
700 ²	Retail	15,248	94	1.5	12	2452
800 ²	Retail	5,727	35	1.5	5	237
900 ²	Retail	1,932	12	1.5	2	89
900 ²	Retail	3,003	18	1.5	2	47
1100 ²	Fitness/Assembly	25,000	267	10.0	10	77
CENTRAL VILLAGE						5,576 GPD
1000 ^{2,3}	Restaurant (Fast/Casual)	3,151	78	7.0	9	616
	Shake Shack					616
1010 ^{2,3}	Restaurant (Fast/Casual)	1,260	13	7.0	1	103
1010 ²	Playa Bowls					103
1010 ²	Retail	911	6	1.5	1	14
1010 ²	Retail	931	6	1.5	1	14
1020 ²	Retail	2,136	13	1.5	2	131
1060 ²	Restaurant (Fast/Casual)	1,275	55	7.0	6	33
	Salt & Straw					33
1030 ²	Retail	7,334	45	1.5	6	435
1040 ^{2,3}	Restaurant (Fast/Casual)	2,404	67	7.0	7	114
1040 ²	Cafe Nero					114
1040 ²	Retail	1,448	9	1.5	1	529
1200 ²	Office	69,341	42	10.0	241	22
1200 ²	Furniture/Furnishings	12,623	78	1.5	0	952
1200 ^{2,3}	Restaurant (Fast/Casual)	8,809	46	7.0	2	2836
1200 ^{2,3}	Tavern in the Square	8,807	575	7.0	63	4,543
1200 ^{2,3}	Restaurant (Fast/Casual)	4,199	170	7.0	19	1,343
1300 ^{2,3}	Res. Apartments (300 Units)	353,345	606	38.0		9,004
1300 ^{2,3}	Res. Lobby/Amenities	4,872	3	10.0	17	23,028
1300 ^{2,3}	Retail	29,476	181	1.5	23	199
1300 ^{2,3}	Specialty Grocery	34,318				458
1300 ^{2,3}	Parking Garage	35,000		0.0		4,156
1400 ^{2,3}	Beer Garden (Cold/Take Out)	8,550	290	6.2	29	0
1500 ^{2,3}	Medical Office	18,000	1	900		27,841
2000 ^{2,3}	Restaurant (Fine/Casual)	14,738	479	7.0	43	8.0
2000 ^{2,3}	Tuscan Kitchen	975	21	7.0	2	166
2000 ^{2,3}	Assembly Hall (Requests)	9,064	290	2.3	45	20.0
2000 ^{2,3}	Assembly Hall (Grand Lawn)	4,543	350	3.3	23	21.0
2000 ^{2,3}	Retail	28,852	177	1.5	23	1,568
2000 ^{2,3}	Hotel (165 Rooms)	95,581	333	53.0	41	1,629
2000 ^{2,3}	Res. Condos (72 Units)	96,974	145	38.0	8.0	448
2000 ^{2,3}	Parking Garage	42,470		0.0		17,995
3000 ²	Retail	27,376	168	1.5	22	5,527
3000 ^{2,3}	Sweetgreen	2,550	59	7.0	6	0
3000 ^{2,3}	Restaurant (Fine/Casual)	5,761	165	7.0	18	31,040
3000 ^{2,3}	Restaurant (Fine/Casual)	8,926	254	7.0	23	466
3000 ^{2,3}	Leasing/Amenities	7,202	4	10.0	25	1,304
3000 ^{2,3}	Res. Apartments (230 Units)	263,060	465	38.0		1,961
4000 ^{2,3}	Restaurant (Fast/Casual w/ Bar)	6,000	370	8.2	41	295
4000 ^{2,3}	Retail	8,000	49	1.5		17,655
4000 ^{2,3}	Active Entertainment	25,000	288	1.0	37	22,105
4000 ^{2,3}	Office	180,000	110	10.0	626	3,356
NOTES						10,275
The estimated units in this column have been calculated based on peak factors supplied in Table 4.						1,044,649
Building information developed from updated Building Programs provided by TVMD on 6/18/2026 (for West Village District).						
Employee flow rates are based on NHDDES Env-Wq 1000, Table 1008-1, for factory and office uses, exclusive of industrial waste.						
Building information and design flow rate provided by GPI on June 17, 2020.						
Units have been adjusted to represent guests (hotel) or tenants (residential apartments) using the HOTEL peak factor in Table 4.						
Medical Office use estimated @ 5 GPD/100 SF, consistent with "Medical Office" flow estimates provided by GPI on June 17, 2020.						
Restaurant customer sewer usage value (GPD/UNIT) adjusted per the "customer" unit factor provided in Table 4 to estimate number of customers based on seats. "Fine/casual" customer estimates are not adjusted per Table 4 due to a unit factor of less than 1 (to remain conservative). No. of employees is estimated based on the number of seats and Unit Factors in Table 4, and therefore aren't corrected.						
45 GPD/Bed unit flow rate for "Residential" uses provided by TVMD based on water meter readings for the existing Hanover residential development under direct coordination w/ the Salem Water Department.						
Design flow has been manually input to match the DBA estimate for Whole Foods Market provided by TVMD to the Town of Salem on 6/23/2026.						
SOURCES						
Wastewater Engineering Treatment and Resource Recovery, Fifth Edition (Volume 1), 2014; Metcalf & Eddy						
Env-Wq 1000 Subdivisions, Individual Sewage Disposal Systems, 10/01/2004, NHDDES						
Env-Wq 200 Standards of Design and Construction for Sewerage and Wastewater Treatment Facilities, 10/15/2014; NHDDES						
Env-Wq 700 Standards of Design and Construction for Sewerage and Wastewater Treatment Facilities, 10/15/2014; NHDDES						
Technical Memorandum by DESMAN Design Management RE: South and Central Villages Shared Parking Analysis Report, Dated May 05, 2015						

Table 2: SCHEDULE OF UNITS ^a						
USE	UNIT					
ASSEMBLY HALL	Guest					
AUTO SERVICE/GAS STATION	Vehicle Serviced					
HOTEL	Guest					
HOUSEHOLD/RESIDENTIAL	Resident					
HOUSEHOLD/RESIDENTIAL	Bed					
INSTITUTION (OTHER)/ASSISTED LIVING	Seats					
RESTAURANT (CONVENTIONAL AND WITH BAR)	Parking Space					
SHOPPING CENTER/RETAIL	Visitor					
THEATER	Seats					

Table 3: INFILTRATION & INFLOW ^b				
Length of Sewer (mi.)	Pipe Diameter (in.)	Undeveloped Area (Acres)	Infiltration Rate	Total Flow (gal/d)
0.50	6		300 gal/day-in-mi	900
1.00	8		300 gal/day-in-mi	2,400
1.25	15		300 gal/day-in-mi	4,500
0.25			300 gal/day-in-mi	2,475
TOTAL				10,275

TABLE 4: UNIT FACTORS PER BUILDING USE				
LAND USE	Project Gross Demand (Peak) Factor, Per DESMAN Parking Study ^c	Employee	Guest	Visitor
Standard Retail (1/seat)	6.14	0.79	0	0
Specialty Grocery (1/seat)	7.11	0.5	0	0
Fine/Casual Dining (1/seat)	0.95	0.09	0	0
Fast/Casual Dining (1/seat)	1.17	0.11	0	0
Cafe/Take out (1/seat)	1.03	0.1	0	0
Furniture/Furnishings (1/seat)	3.94	0.2	0	0
Complex (1/seat)	0.51	0.01	0	0
Lifestyle/Fitness (1/seat)	10.57	0.4	0	0
Multi-Family Resid. (1/unit)	11.57	1.49	0	0
Gen. Office (1/seat)	0	0	0.2	0
Bank (1/seat)	0	3.48	0	0.61
Hotel (1/room)	5.76	1.59	0	0
	2.02	0.25	0	0
Ballroom Facility (1/seat)	25.25	4.97	0	0

TABLE 1: TUSCAN VILLAGE ESTIMATED AVERAGE DAILY SEWER USAGE 6/22/2026 (MASTER PLAN SUBMISSION)						
BLDG ID	USE	BLDG AREA (SF)	No. of UNITS (See Table 2)	No. of UNITS ¹ (See Table 2)	GPD/UNIT ² (Per Table 4)	GPD/EMPLOYEE ^{3,4}
WEST VILLAGE DISTRICT						
5000 ^{2,3}	Medical Office	62,415	1	1	3,121	3,121
5100 ^{2,3}	Medical Office	124,250	1	1	6,213	6,213
5200 ^{2,3}	Office	18,000		71	1.5	1.5
5300 ^{2,3}	Bank (Retail)	3,000		18	2	8
5400 ^{2,3}	Restaurant (Cafe/Take Out)	3,000	85	2	6.2	8.0
5500 ^{2,3}	Restaurant (Fast/Casual)	7,500	208	23	7.0	8.0
5600 ^{2,3}	Res. Apartments (392 Units)	472,500		792	38.0	1,643
5700 ^{2,3}	Res. Workforce Housing (27 Units)	85,000		145	38.0	30,090
5800 ^{2,3}	Hotel (120 Rooms)	105,000		242	53.0	5,527
					8.0	13,147
						69,515 GPD
KLENN'S						
6100 ^{2,3}	Convenience Store	9,500	95		5.0	525
6100 ^{2,3}	Fuel Islands	-	8		75.0	600
6100 ^{2,3}	Tunnel Car Wash	3,500	1		2,670.0	2,670
6100 ^{2,3}	Touchless Car Wash	1,280	1		1,386.0	1,386
						5,181 GPD
PRESSED CAFÉ						
6200 ^{2,3}	Restaurant (Conventional)	5,000	177		20.0	3,740
						3,740 GPD
RESIDENTIAL (HANOVER)						
7000 ^{2,3}	Res. Apartments (281 units)	306,500		568	38	21,570
						21,570 GPD
RESIDENTIAL (DOLBERN)						
7200 ^{2,3}	Res. Apartments (260 Units)	283,594		525	38	19,958
						19,958 GPD
VEHICLE STORAGE						
8000 ^{2,3}	Maintenance Garage	17,000			17	255
8100 ^{2,3}	Maintenance Garage	10,000			10	150
						405 GPD
SOUTH VILLAGE						
100 ²	Retail	8,039		49	1.5	125
100 ²	Furniture/Furnishings	26,450		104	1.5	159
200 ²	Retail	45,656		280	1.5	323
300 ²	Retail	15,384		94	1.5	709
400 ^{2,7}	Restaurant (Fast/Casual)	1,252	20		7.0	239
400 ^{2,7}	Restaurant (Fast/Casual)	2,300	71		7.0	156
400 ^{2,7}	Retail	13,683		84	1.5	555
500 ^{2,7}	Restaurant (Cafe/Take Out)	5,045	118		6.2	212
520 ²	Bank (Retail)	3,507		22	1.5	924
600 ^{2,7}	Restaurant (Fast/Casual)	3,520	202		7.0	824
600 ^{2,7}	Grocery (2 Toilet Rooms)	2,484	2		300.0	54
600 ^{2,7}	Cooking School (Rest.Com.)	1,774		20	7.0	1,596
600 ^{2,7}	Retail	5,282		32	1.5	610
700 ²	Retail	15,248		94	1.5	164
800 ^{2,7}	Restaurant (Fast/Casual)	5,727	248		7.0	82
900 ²	Retail	1,932		12	1.5	237
900 ²	Retail	3,003		18	1.5	435
1100 ²	Fitness/Assembly	25,000		267	10.0	114
						77
						2,748
CENTRAL VILLAGE						
1000 ^{2,7}	Restaurant (Fast/Casual)	3,151	78		7.0	8.0
1010 ^{2,7}	Restaurant (Fast/Casual)	1,260	13		7.0	616
1010 ²	Retail	911		6	1.5	616
1010 ²	Retail	931		6	1.5	103
1020 ²	Retail	2,136		13	1.5	14
1060 ²	Restaurant (Fast/Casual)	1,375	55		7.0	131
1030 ²	Retail	7,334		45	1.5	33
1040 ^{2,7}	Restaurant (Fast/Casual)	2,404	52		7.0	33
1040 ²	Retail	1,448		9	2.0	435
1200 ²	Office	69,341		42	1.5	114
1200 ²	Retail	12,723		78	1.5	411
1200 ²	Furniture/Furnishings	11,565		46	1.5	433
1200 ^{2,7}	Restaurant (Fast/Casual)	13,068	745		7.0	286
1300 ²	Res. Apartments (300 Units)	353,345		606	38.0	196
1300 ²	Res. Lobby/Amenities	4,872	3		10.0	87
1300 ²	Specialty Grocery	29,476		181	1.5	5,886
1300 ²	Parking Garage	34,318		244	4.0	23,028
1400 ^{2,7}	Beer Garden (Cafe/Take Out)	8,550	290		0.0	458
1500 ^{2,7,8}	Medical Office	18,000			6.2	1,113
2000 ^{2,7}	Restaurant (Fast/Casual)	14,738	479		900.0	0
2000 ^{2,7}	Restaurant (Fast/Casual)	975	21		7.0	24,798
2000 ²	Assembly Hall (Banquet)	9,064	290		8.0	2,024
2000 ²	Assembly Hall (Grand Lawn)	4,545	350		8.0	900
2000 ²	Retail	28,852		177	2.3	3,784
2000 ^{2,8}	Hotel (165 Rooms)	95,581		333	23.0	166
2000 ^{2,8}	Res. Apartments (70 Units)	96,974		141	21.0	1,568
2000 ²	Parking Garage	42,470			8.0	1,629
3000 ²	Retail	27,376		168	1.5	448
3000 ^{2,7}	Restaurant (Fast/Casual)	8,311	224		8.2	17,995
3000 ^{2,7}	Restaurant (Fine/Casual)	8,926	254		1.5	5,373
3000 ²	Leasing/Amenities	7,202		4	10.0	0
3000 ^{2,8}	Res. Apartments (230 Units)	263,060		465	38.0	30,963
4000 ^{2,7}	Restaurant (Fast/Casual w/ Bar)	6,000	370		8.2	425
4000 ^{2,7}	Retail	8,000		49	1.5	1,770
4000 ²	Active Entertainment	25,000		288	7.0	1,770
4000 ^{2,8}	Office	180,000		110	10.0	1,961
						295
						17,655
						22,105
						3,356
						124
						2,312
						7,362
						13,154
						104,712 GPD
						226,627
						4.80
						1,087,809
						10,275
						3,098,084

NOTES

¹The estimated units in this column have been calculated based on peak factors supplied in Table 4.

²Building information developed from updated Building Programs provided by TVMD on 10/17/2025 (North Jewel Parking Table)

³Employee flow rates are based on NHDES Env-Wq 1000, Table 1008-1, for factory and office uses, exclusive of Industrial Waste.

⁴Building information and design flow rate provided by GPT on June 17, 2020.

⁵Units have been adjusted to represent guests (hotel) or tenants (residential apartments) using the HOTEL peak factor in Table 4.

⁶"Medical Office" use estimated @ 5 GPD/100 SF, consistent with "Medical Office" flow estimates provided by GPT on June 17, 2020.

⁷Restaurant customer sewer usage value (GPD/UNIT) adjusted per the "customer" unit factor provided in Table 4 to estimate number of customers based on seats. "Fine/casual" customer estimates are not adjusted per Table 4 due to a unit factor of less than 1 (to remain conservative). No. of employees is estimated based on the number of seats and Unit Factors in Table 4, and therefore aren't corrected.

⁸Building information developed from updated Building Programs provided by TVMD on 6/18/2026 (for West Village District).

SOURCES

¹Wastewater Engineering Treatment and Resource Recovery, Fifth Edition (Volume 1), 2014: Metcalf & Eddy

²Env-Wq 1000 Subdivisions, Individual Sewage Disposal Systems, 10/01/2016: NHDES

³TR-16 Guides for the Design of Wastewater Treatment Works, May 2016: NEWPCC

⁴Env-Wq 700 Standards of Design and Construction for Sewerage and Wastewater Treatment Facilities, 10/15/2014: NHDES

⁵Technical Memorandum by DESMAN Design Management RE: South and Central Villages Shared Parking Analysis Report, Dated May 06, 2019

Table 2: SCHEDULE OF UNITS ^a			
USE	UNIT		
ASSEMBLY HALL AUTO SERVICE/GAS STATION HOTEL HOUSEHOLD/APARTMENT INSTITUTION (OTHER)/ASSISTED LIVING RESTAURANT (CONVENTIONAL AND WITH BAR) SHOPPING CENTER/RETAIL OFFICE THEATER	Guest		
	Vehicle Served		
	Guest		
	Resident		
	Bed		
	Seats		
	Parking Space		
	Visitor		
	Seats		

TABLE 4: UNIT FACTORS PER BUILDING USE				
LAND USE	Project Gross Demand (PEAK) Factor, Per DESMAN Parking Study ^f			
	Customer	Employee	Guest	Visitor
Standard Retail (/ksf)	6.14	0.79	0	0
Specialty Grocery (/ksf)	7.11	0.5	0	0
Fine/Casual Dining (/seats)	0.95	0.09	0	0
Fast/Casual Dining (/seats)	1.17	0.11	0	0
Cafe/Take out (/seats)	3.94	0.2	0	0
Furniture/Furnishings (/ksf)	0.51	0.01	0	0
Amusement (/ksf)	10.67	0.4	0	0
Active Entertainment (/ksf)	11.51	1.49	0	0
Nutritionally Basic (/unit)	0	0	0.2	0
Gen. Office (/ksf)	0	3.48	0	0.61
Bank (/ksf)	5.76	1.59	0	0
Hotel (/room)	2.02	0.25	0	0
Banquet Facility (/ksf)	25.25	4.97	0	0

VIEWSHED

Landscape Architecture | GIS | Planning

September 2, 2025

TO: Jacob LaFontaine / Planning Director, Town of Salem

FR: Terry DeWan / Hilary Oat-Judge / VIEWSHED



RE: **PEER REVIEW**

Tuscan Village Master Plan Update 3.0

Tuscan Village West Village District

Map 107, Lot 12605, Buildings 5100-5800

We are submitting this peer review for the proposed Tuscan Village Master Plan Update 3.0 as requested by the town Planning Board at the June 24, 2025 meeting. Our review will address the site planning, architecture, signage and landscaping components of the *Town of Salem Design Guidelines, March 2011*.

This Peer Review is based on the following documents that were submitted to the Planning Board:

- Tuscan Village Master Plan Update 3.0 Drawing Set dated June 3, 2025 (38 sheets) prepared by Tighe & Bond.
- Tuscan Village Master Plan Update 3.0 Site Plan Application Submittal dated June 3, 2025, including the following documents:
 - Change of Use letter outlining the updated building development program
 - Updated Master Plan Traffic Memorandum
 - Updated Parking Calculations

OVERVIEW

The Applicant has submitted a set of plans updating the Tuscan Village Master Plan 2.0 that was approved by the Planning Board on August 23, 2023. The Master Plan 3.0 Update focuses primarily on Buildings 5100 to 5800, as well as the proposed recreation space designs. As part of the Planning Board's approval of Master Plan 2.0, they required recreation/open space to be included in front of building 5300 (now shown as Building 5600 to be condominiums) and between Buildings 1200 and 1300. The Planning Board stipulated that the Applicant must "build recreation area(s) of sufficient size and character for new development."

The proposed Master Plan 3.0 includes the addition of workforce housing (Building 5700), which will be helpful to the long-term viability of the Tuscan Village development as a whole. In contrast with the previous proposal for the Life Sciences complex, which had large blocks of buildings that were largely separate from the rest of the Tuscan Village circulation system, Master Plan 3.0 extends the underlying road and walkway network to integrates the proposed residences, hotel, retail, and restaurants into the overall circulation pattern. However, there is a missing connection to the existing development that could be achieved with interconnected, lovely places to walk that would capture the interest of pedestrians.

Site Planning Overview: The proposed buildings are a marked departure from the rest of the development, with individual, widely-spaced buildings ringing large expanses of asphalt parking. The plan feels like a connection of unrelated buildings with little landscape and pedestrian connectivity.

Architectural Overview: As the Applicant refines all of the building designs to meet the Design Guidelines, we expect that the Condominium and Workforce Housing buildings will receive particular attention. The Workforce Housing (Building 5700) lacks a clear entry and a safe, accessible pathway, and the parking is so dominant that it even extends into the first floor of the building. The massing, façade, and the lack of human scale to the first floor of the Condominium Building (5600) should also receive particular attention during the design development.

Landscape Overview: The design of the public spaces and the parking lot landscaping currently does not meet the Design Guidelines and will need further development and refinement.

Lighting Overview: The Lighting design for the project has not been shown, except on the renderings of several building facades. The Lighting design will need to be reviewed in a future submission.

Signage Overview: There are several conceptual signs shown in the renderings. A full signage package will need to be reviewed in the future.

I. SITE PLANNING

The **Design Guidelines** are very specific in the need for integrated open spaces within new multiple building developments:

General Site Planning Principles: Open Space should be preserved and integrated throughout the development. Where possible, open space should be continuous and used to preserve significant natural and cultural features. Open space should be coordinated with abutting properties to create continuous open space networks for wildlife corridors, riparian buffers, visual screening, etc.

Use of Open Space. Open space should not contain any type of commercial activity, overflow parking, paved surfaces, constructed stormwater management facilities, or active recreation. Uses may include open vegetated areas, picnic areas, planting beds, bioretention areas, naturalistic water features, and similar features. (**Site Planning I-2.**)

Multiple Building Developments: Objectives. Developments consisting of more than one structure should exhibit a high degree of coordination in site planning, architectural design, site design, and site detailing. All physical components should be designed to complement an overall plan.

Building Orientation. Multiple building developments should be designed to create usable, safe and attractive pedestrian spaces, preserve significant site features, and minimize the appearance of parking areas. (**Site Planning: Multiple Building Developments I-13.**)

The majority of the buildings that have already been constructed on the east side of Tuscan Boulevard have been sited to create attractive and human-scaled spaces, with each structure contributing to an overall sense of order and design...buildings that are in dialogue with each other. However, Master Plan 3.0 is much more automobile-oriented, with buildings placed around the outside edge of large-scale,

visually-dominant parking lots. The result is a landscape that is not particularly pedestrian friendly, with little in the way of useable outdoor spaces or pedestrian connectivity.

Open Space. Overall, the new development is markedly under typical open space expectations for residential uses. As shown in the plan on Sheet 24, there is no new dedicated open space anywhere in the new development. The amount of open space has actually been reduced from plans shown in Master Plan 2.0. Buildings 5300 and 5400 adjacent to Mall Road now occupy land that had been open space. Similarly, what had been open space between the flyover and Buildings 5100 and 5200 is now dedicated to parking and circulation.

There is no open space dedicated to the residents of the workforce housing (Building 5700). There is a lack of green space in front and behind Building 5700 as well as a lack of any visual separation between it and the existing gas station and car wash. The building has been located mere feet from the roadway, precluding any meaningful buffer or usable outdoor space.

In contrast, there are two private residential amenity/recreation areas for the luxury condominium building, as well as a planned public open space area adjacent to Tuscan Boulevard that will need further design development and refinement.

Circulation Planning. In the proposed plans, the buildings are served by a new set of tertiary streets that connect to Artisan Drive and Tuscan Boulevard. The Applicant should consider adding an express bus stop and planning for school bus circulation.

Parking Areas. The proposed parking quantities may need to be refined as the proposed uses for each building are finalized.

- **Building 5100:** it has been noted in previous peer reviews that there could be an issue with snow being pushed/falling from the overhead ramp that is above some of the proposed at-grade parking.

Accessible Parking: Accessible parking spaces have been delineated in proximity to each building's entrance. The Site Plan for Building 5100 indicates 8 accessible spaces. While this may meet code requirements, additional accessible spaces may be desirable, given the nature of the facility. The final number should be informed by the experience that MGB has had with their accessible spaces.

The Parking Plan (Sheet 6) indicates 4 accessible spaces for Building 5600 (condominiums) out of the 73 spaces in the surface lot. There is no indication of how many accessible spaces there are in the underground parking area (with 180 total spaces).

Sheet 6 also shows 2 accessible spaces opposite the middle of Building 5700 (workforce housing), plus four additional covered spaces on the first floor. It is unclear whether the covered spaces are dedicated to residents or whether they will be open and available to all.

Backing out of the enclosed accessible spaces in Building 5700 may be challenging due to the presence of the stairway enclosure that could block the view of approaching traffic.

Pedestrian Spaces. Building 5600 (luxury condominiums) has a visually significant entry near the middle roundabout. However, the face of the building along the public park space is unwelcoming in materials and in the way that it is fenced and privatized, pushing the public spaces toward the street.

Public Sidewalks, Internal Walkways and Crosswalks. Overall, the new sidewalks in the new development are generally well located. There are some areas that warrant further consideration as the plan is refined:

- The sidewalk network and crosswalks stop at the edge of the parking lot for the fast-food restaurants (Buildings 5300 and 5400). A complete sidewalk and crosswalk network that connects all buildings in this portion of the development is essential to ensure walkability between all buildings and to reduce unnecessary car trips and auto-dependency.
- The walkway connection between Buildings 5600 (Condominiums) and 5500 (Restaurant) seems to force residents to walk to the corner to cross. Consideration should be given to a secondary crosswalk to better align the front of the restaurant with the main entry of the condo building.
- None of the plans show walkways leading into Building 5700 (Workforce Housing).

Outdoor Service and Storage. As the design is developed, we expect to see planting buffers between the trash enclosures and the sidewalks, parking areas and roadways to enhance the visual quality of the development. The trash enclosure for Building 5700 (Workforce Housing) is shown in different locations between the plans and the renderings. We encourage the Applicant to locate the dumpster enclosure in accordance with the Design Guidelines: at the side or rear of the building. (Site Planning I-14)

Stormwater Management. The extensive surface parking will generate a large volume of stormwater. There is a great opportunity here for the Applicant to include visually appealing, planted stormwater treatment options such as rain gardens in the design. These could provide much-needed vegetation in the parking areas, help reduce the heat island effect, and lessen the intensity and volume of storm runoff.

Rec Park. The previously-approved recreation park will include one play structure for each age group (2-5 and 5-12 years old), a dry creek with boulders and wood bridges, a 5-foot high lawn mound, 5 additional benches and some open play areas. While the play surface for the space under the play structures will be ADA compliant, there is no mention of how a child with physical challenges would interact with the structures. The U.S. Access Board has a Guide to the ADA Accessibility Standards, which includes a Summary of Accessibility Guidelines for Play Areas: <https://www.access-board.gov/ada/guides/chapter-10-play-areas/> The Applicant's design team should review the current standards to assure the Planning Board that the playground Accessibility standards are being met.

The site plan for the Rec Park (Sheet 25) indicates ADA-compliant safety surface under the play structures, colored a light purple. However, it is unclear whether this surface will be used throughout the park (in the areas shown as green and white), or whether the majority of the park will be lawn. If the intent is to use lawn grass turf, maintenance could be an ongoing issue.

Since the Rec Park is adjacent to the Hanover and Dolben residential buildings, (and requires crossing two busy roadways from the new residential buildings), additional recreation and play spaces are recommended in the Master Plan 3.0 area to serve residents in the multiple new buildings. Creating flexible spaces that are comfortable and appealing to residents of all ages is essential to the success of the proposed open spaces.

II. ARCHITECTURE

General Architectural Principles and Façade Design.

In general, the scale of the proposed buildings is in keeping with the other buildings in the Tuscan development. However, we expect to see further refinement in the following areas:

- **Building 5600 (Condominiums):** The east facade along the public green space (Overlook Park) and Tuscan Boulevard is lacking in human scale, especially at the street level. The linear park along the boulevard links the whole Tuscan development, where people should be made to feel welcome. The perspectives (Sheets 28 and 30) show fencing to define the private courtyards, large commercial-scaled openings, and tall unadorned walls that all contribute to a distinctively non-residential appearance.
- **Building 5700 (Workforce Housing):** The location of the main entry(s) is very unclear in the plan and renderings. There appears to be a single opening on the east face, opposite the two accessible parking spaces. In addition, we assume that there would be entrances at both ends. However, the plans show no sidewalks, tree plantings, or green space in any of these locations. Further information on the design of the building, including pedestrian access and green space, is needed. The Design Guidelines are very specific in the need for clearly defined entrances:
 - **Entrances.** Major entrances to new or renovated buildings should be emphasized through the use of canopies, recessed entries, seating areas, decorative plantings and lighting, sculpture. (**Site Planning: Pedestrian Spaces, I-7.**)

Building 5800 (Hotel): The porte-cochere feels quite small in the rendering (Sheet 18) and does not seem to be fully coordinated with the site plan (Sheet 4). The glass façade extends much further into the driveway in the rendering than in the plan. The planted sidewalk that leads to the main entry is a welcome element to the design.

Roofs. The proposed flat roofs shown on all of the proposed buildings offer a great opportunity for solar arrays and/or green roof installations. Since this new development is characterized by large expanses of paving surrounding each building, green roofs could generate electricity, help keep the buildings cool, and reduce the heat island effect from the asphalt and hardscape.

Design of National Franchises and Drive-Throughs. At this point the renderings of the fast-food restaurants are considered placeholders. Final architectural forms should be derived from local and New England regional prototypes and should fit into the overall established aesthetic of Tuscan Village. Drive-through canopies should be well-integrated into the overall building design, and clear pedestrian circulation should be maintained along the front of each building.

Multi-Family Housing. The design of multi-family housing (which includes both the condominiums and the workforce housing) is addressed in detail in the Design Guidelines (Architecture, pp II-24 and 25). The overall objective is to provide housing that has character, richness, and visual interest, with detailing that reflects historic styles of the community. The conceptual design for the workforce housing does not meet the intent of the Guidelines in several areas:

- The facade does not have a well-defined foundation, since the ground floor facing the parking lot seems to be dedicated to interior parking.

- The ground level interior parking is atypical of the residential development throughout the rest of Tuscan Village. Starting the living units on the second level deprives occupants with the opportunity to interact with passersby and be part of the community.
- The massing and style of the structure is not distinctly residential in character; it could easily house offices or other commercial uses.
- As noted above and shown in the illustrations, there does not appear to be any well-defined, prominent entrances or other features to lead the eye (and the residents) into the building. The main entrance is flush with the edge of the parking lot with no defined outdoor landing space. It does not appear to comply with accessibility regulations as the entry does not appear to have a pedestrian walkway or landing protected from vehicular traffic.
- There are no variations in window size and shape, roof heights, or façade elements to reduce the scale and add visual variety to the building.

III. LANDSCAPE

Overview. One of the predominant features of Master Plan 3.0 is the size and scale of the parking areas. We look forward to seeing further refinements to the conceptual renderings of the landscape provided in this submission, including planting plans that will meet the Design Guidelines. We anticipate seeing much more vegetation in all parking lots once the team has run the calculations on the required tree and buffer plantings.

Overlook Park (adjacent to Building 5600). The proposed public open space, Overlook Park, is shown on the renderings as a large open lawn ringed by a paved walkway. Since there are no grading plans as of now it is unclear whether the park will actually overlook the pond or will have any visual connection with it (which would be ideal). The walkway at the base of the building appears to be a continuous part of the circulation system on the aerial renderings (e.g., Sheet 11, 12, 13). However, Sheet 27 and 29 indicate that a portion of this area is private, that the continuous pathway shown in the renderings would be interrupted by plantings, and there would be no public way paralleling the east side of the condominium building. Ideally, the public walkway would continue for the length of the east façade, with consideration given to the need for privacy for any ground-floor residences or indoor activity areas.

Sheets 27-30 show some alternate layout options for the park. Further refinement is needed to make this space engaging, comfortable and appealing for people to spend time in. A great local example of such spaces is at the MGB Building (5000), where layers of tree plantings, shrubs, perennials, and well-detailed planters and furnishings surrounding well-designed patios have created inviting spaces that feel welcoming and comfortable despite the site's location adjacent to major roads and a parking lot. The inclusion of public art and multiple types of seating options would also be welcome in the Overlook Park.

As shown in Sheets 28 and 30, the linear park opposite the condominium building has been redesigned to follow the edge of Tuscan Boulevard, with no esplanades or planted buffer along the roadway. This design creates an uncomfortably exposed condition for walkers and cyclists, with no shade from trees or physical separation from traffic. The sketches on Sheets 27 and 29 indicate a shallow swale (for stormwater management) that could be used to separate the walkway from the travel lanes and create a more pedestrian friendly experience.

Linear Park Niches. A clearly-defined program for the linear park and the large open paved areas will be necessary for the spaces to function as intended (see Sheet 31 and 34). While the two swing benches and musical instruments will likely be appealing, they are shown in the plan as being set on a wide-open expanse of concrete, with a handful of trees and no other plantings. In contrast, the original niche option seating concepts on Sheet 36 show nuanced designs with multiple seating options, thoughtfully-located trees and layered plantings, bike racks, and informal places for kids to play and climb. We look forward to seeing how the Applicant will incorporate this type of detailed, considered design into all of the public spaces along the open space path (see Sheets 31-35, 37-38).

Planting Strips and Areas. The planting strips shown on the renderings primarily contain lawn and canopy trees. We expect that the designs will be refined to show a greater variety of plantings to give scale and add visual interest to these large spaces.

The aerial renderings (Sheets 11, 12, 14, 21, 22, and 23) all show curb cuts (parking lot entrances) on the access drive between Buildings 5600 and 5200 and landscaped islands within the lots. It is unclear whether these islands are designed as part of the stormwater management system and/or as traffic calming measures within the lots. Neither the curb cuts nor the planted islands are shown on any of the site plans. The curb cuts and islands shown in the renderings would reduce the overall number of parking spaces in each lot, which should be reflected on the Parking Plan (Sheet 6).

Parking Lot Landscaping. In general, we expect that the inclusion of the required planting islands (end caps) and trees at the recommended spacing will help mitigate heat from the extensive parking areas and hardscape. Meeting or exceeding the requirement for a minimum of 10% planted landscape space and 1 tree per every 8 parking spaces will improve the parking areas.

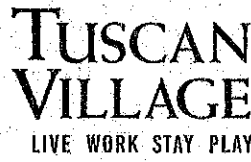
Rec Park. While the Swamp White Oak can be a suitable tree for many landscape settings, it can present maintenance and potentially safety problems in the fall when its acorns (mast) start to fall on the grass and safety surface.

IV. LIGHTING

The Applicant's proposed site plans and renderings generally do not indicate proposed site lighting locations, except in limited areas where lighting fixtures are shown on the building facades (see Sheet 15). More information on the proposed lighting throughout the project area will be needed for review to ensure compliance with the Design Guidelines.

V. SIGNAGE

The conceptual signage shown on the proposed hotel, condominium building, and furniture store renderings seems generally in keeping with the Design Guidelines but a signage package indicating the proposed sizes, locations, colors and materials for all signage will be needed to verify compliance with the guidelines.



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August 26, 2026

Mr. Jacob La Fontaine, Planning Director
Salem Municipal Office Building
33 Geremonty Drive
Salem, New Hampshire 03079

RE: Conceptual Master Plan Update 3.0
Peer Review letter from S.G. Pernaw – Trip Generation/Traffic 7-31-2026

Dear Jacob:

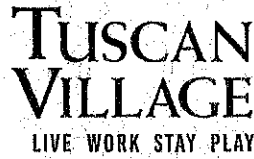
On behalf of Tuscan Village Master Development, this letter serves as our response to comments to the review letter from Steve Pernaw of S.G. Pernaw & Co. Inc., dated July 31, 2026, for the Tuscan Village Master Plan Update 3.0 plans. Based on those comments the Tuscan Village project team offers the following:

Comment: In reviewing the updated external vehicle-trip generation budget dated 6/15/26, we note that the cumulative vehicle-trips have increased by +41 AM vehicle-trips and have decreased by -220 PM and -552 SAT peak hour trips as a result of the 3.0 Master Plan Update. In terms of “percent utilization” (compared to the original budget), it has increased from 141 to 144% for the AM peak hour and decreased from 92 to 86% (PM) and from 86 to 74% (SAT).

Response: Comment acknowledged. The external vehicle-trip generation budget has been further updated based on comments below. The “percent utilization” (compared to the original budget) has remained the same as the previous submission.

Comment: The anticipated trip reductions during the worst-case PM and SAT peak hour periods are due to the proposed changes in land use types as part of the Master Plan Update 3.0. As part of our review process, our office compared the Previously Approved Master Plan 2.0 (see Plan Sheet 2) with the Master Plan Overview (see Plan Sheet 3), and it appears that the following changes are proposed:

- South Village is being reduced by 8,550 sf (from 189,054 to 197,604 sf) due to the elimination of the beer garden.



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- Central Village is being reduced by 89,839 sf (from 1,536,350 to 1,446,511 sf) due to:
 - Increased standard retail by +134,165 sf
 - Reduced entertainment/retail by -26,500 sf
 - Reduced restaurant/banquet by -779 sf
 - Reduced office space by -62,400 sf
 - Elimination of the medical office space by -18,000 sf
 - Introduction of grand lawn tent area by +4,545 sf
- West Village District is being reduced by 394,890 sf (from 1,275,555 to 880,665 sf) due to:
 - Elimination of the Life Science complex by -1,213,140 sf
 - Introduction of office space by +142,250 sf
 - Introduction of bank space by +3,000 sf
 - Introduction of restaurants by +10,500 sf
 - Introduction of 464 residences by +557,500 sf
 - Introduction of hotel space by +105,000 sf
- Mall Road Parcels – No change.

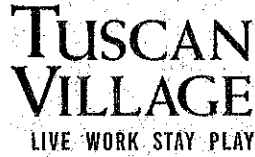
Response: Comment acknowledged.

Comment: It is recommended that GPI review the list of changes for accuracy. Also, GPI should verify/clarify that the external vehicle-trip summary on Page 1 of this memorandum (and the budget sheet dated 6/15/26) reflects all of the changes cited above.

Response: The external vehicle-trip generation budget has been further updated based on comments provided and is included with this letter. The updated external vehicle-trip generation budget is dated 8/17/2026 to match the updated masterplan 3.0 revision. See Attachment 1.

Comment: In the course of our review, we have discovered several possible discrepancies on Sheets 2-4 & 6. It is recommended that these sheets be revised accordingly (with a revision date), or an explanation/clarification should be provided. GPI should also determine if any such corrections affect the external trip budget calculations dated 6/15/26.

- Sheet 2 – Previously approved Master Plan 2.0
The tabulation in the upper right-hand corner of this Sheet does not add up to 3,632,553. It appears that the restaurant/banquet space should be changed from 87,530 to 92,530 sf.



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- Sheet 3 – Master Plan Overview
The total gfa for the Central Village District should be changed from 1,446,966 to 1,446,511 for the math to add up and to be consistent with Sheet 5.
- Sheet 4 – West Village District
The table in the upper right-hand corner is not consistent with the information on the plan view. The gfa for Building 5000 should be changed from 63,000 to 62,415 sf for consistency with Sheet 5.
- Sheet 6 – Parking Plan
The gfa for Building 5000 should be changed from 63,000 to 62,415 sf for consistency with Sheet 5.

Response: All these sheets have been updated accordingly. The sf areas in some of the districts have been updated based on changes of use in those areas. (i.e in the South Village District the restaurant in B 800 is now retail). The listed Restaurant/Banquet space listed on Sheet 2 has been adjusted to 92,350 sf such that the sum of all uses equals 3,652,553. The values within District Summary and Building Use Summary tables on Sheet 3 have been revised to be consistent with the tables on Sheet 5 for all districts. The GFA shown within the footprint of Building 5000 on Sheet 4 has been adjusted to 62,415 sf. The GFA shown within the footprint of Building 5000 on Sheet 6 has been adjusted to 62,415 sf. See attached updated Sheets 2-7.

Comment: According to the updated parking calculations on Sheet 7, the West Village District provides 1,733 parking stalls (not verified); whereas the zoning regulations require 1,621 parking stalls (surplus = 87 parking stalls, excluding 25 non-shared spaces for Building 5600).

Response: Correct. Comment acknowledged. The minimum requirements of the Zoning Ordinance are met.

Comment: To reiterate, the Board should require new intersection counts be conducted simultaneously at all eight “gateways” to Tuscan Village during the AM, PM, & SAT peak hour periods at some point, to ensure that no intersections are nearing capacity. Although the AM peak hour is generally of less concern since traffic levels are generally lower at that time; it should be noted that this trip budget is exceeded by a considerable margin.

Response: Comment acknowledged. Traffic counts at all eight “gateways” to Tuscan Village will be counted in the future once Tuscan Village reaches a higher occupancy.



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Comment: Given recent concerns with “spillback” occurring on Rockingham Park Boulevard from the southern roundabout on Tuscan Boulevard, it makes sense to collect traffic count data at these two locations now, and to analyze the same.

Response: Traffic counts at the intersection of Rockingham Park Boulevard and Tuscan Boulevard and at the roundabout at Tuscan Boulevard and South Village Drive were collected on Thursday, August 13, 2026, and Saturday, August 15th. GPI has analyzed these locations, and the results are summarized in the Action Items below.

Action Items:

1. **Comment:** GPI should review the list of changes summarized on Page 2 for accuracy.

Response: We have reviewed the sheets, and the changes are consistent with the response above.

2. **Comment:** GPI should verify/clarify that the external vehicle-trip summary on Page 1 of this memorandum (and the budget sheet dated 6/15/26) reflects all of the changes summarized on Page 2.

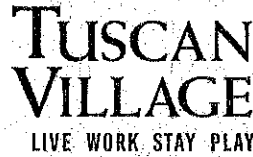
Response: The external vehicle-trip generation budget has been further updated based on comments provided and are included with this letter. The updated external vehicle-trip generation budget is dated 8/17/2026 to match the updated masterplan 3.0 revision.

3. **Comment:** GPI should revise Sheets 2,3,4 & 6 as necessary, and include a revision date.

Response: Tighe and Bond have revised the sheets per the response above. Sheets 2, 3, 4, and 6 have been revised accordingly to address other comments from this review letter. Revision dates are included.

4. **Comment:** GPI should determine if any such corrections affect the external trip budget calculations dated 6/15/26.

Response: The external vehicle-trip generation budget has been further updated based on comments provided and are included with this letter. The updated external vehicle-trip generation budget is dated 8/17/2026 to match the updated masterplan 3.0 revision.



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- 5. Comment:** GPI should collect Saturday traffic count data at the Rockingham Park Boulevard/Tuscan Boulevard intersection and at the southern roundabout on Tuscan Boulevard and evaluate the same in terms of roundabout capacity and queuing.

Response: GPI collected traffic count data on the following days/times at the signalized intersection of Rockingham Park Boulevard / Tuscan Boulevard and the roundabout of Tuscan Boulevard / South Village Drive:

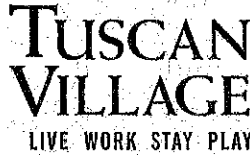
- Thursday, August 13, 2026, from 3:00 to 6:00 PM
- Saturday, August 15, 2026, from 11:00 AM to 2:00 PM
-

It should be noted that based on the 2024 seasonal adjustment data for Group 4 (Urban Highways), August represents peak-month conditions, and therefore, no adjustments were needed to be made along Rockingham Park Boulevard. The traffic count data and seasonal adjustment data are attached for reference. See Attachments 2 & 3.

GPI analyzed the signal in Synchro 12 and the roundabout in Sidra 11, and the results are enclosed with this letter. See Attachment 4. The analysis results indicate that the signalized intersection is currently operating an overall LOS B (with all movements at LOS D or better) during the weekday PM peak hour and LOS C (with all movements at LOS E or better) during the Saturday midday peak hour. The Sidra analysis indicates that the roundabout is currently operating at optimal levels (LOS A) on all approaches.

Although the analyses indicate acceptable operations at both intersections, video observations during the traffic count periods identified queue spillback from the adjacent four-way STOP-controlled intersection east of the roundabout. Specifically, the intersection of South Village Drive and the Retail Driveways generates eastbound queues on South Village Drive that extend into the Tuscan Boulevard/South Village Drive roundabout, and at times onto Tuscan Boulevard between Rockingham Park Boulevard and the adjacent roundabout network.

In summary, because since both the signalized intersection and roundabout analyses demonstrate acceptable operations based on the collected traffic data, the observed congestion does not appear to be related to the design or timing of these intersections. Rather, it is driven by the operational constraints at the four-way STOP-controlled intersection to the east, which restrict traffic progression and create spillback through the roundabout network.



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6. **Comment:** GPI should conduct a vehicle queuing analysis for the drive-through lane at the quick service restaurant (Building 5400) to demonstrate/ensure that vehicle queues will not “spillback” to the right-in/right-out driveway on the Mall Road access road (and the adjacent traffic aisle).

Response: On the updated masterplan 3.0 revision dated 8/17/2026, the locations of the quick service restaurant and the bank have been swapped. This allows for additional queuing for the drive-through lane at the quick service restaurant without spillback onto the main driveway to the north. Queue data was reviewed for quick service restaurants (fast-food restaurants and coffee shops) and banks. The back-up data is provided with this letter. See Attachment 5.

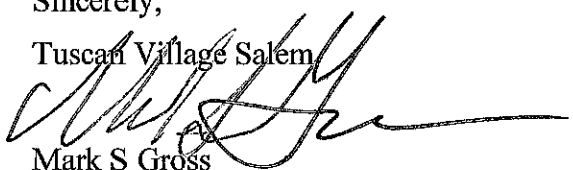
The 85th percentile queue for a quick service restaurant is expected to be up to 13 vehicles (260 feet) depending on the type of restaurant. The drive-through lane provides storage for approximately 7 vehicles (140 feet), plus an additional 6 vehicles (120 feet) without blocking on-site circulation, which is expected to accommodate the proposed queue.

The 85th percentile queue for the bank is expected to be 8 vehicles (160 feet). The bank provides two drive-through lanes, providing a total of 340 feet of storage, which is expected to accommodate the proposed queue. Calculations are attached to this letter. See Attachment 5.

If you have any questions or need additional information, please feel free to contact me at your convenience at (603) 475-7593 or mgross@tuscanvillagesalem.com

Sincerely,

Tuscan Village Salem



Mark S Gross

Director of Permitting/Entitlements

Cc: Tuscan Village Team

Steve Pernaw, S.G.Pernaw & Co. Inc.

TUSCAN VILLAGE TRIP GENERATION BUDGET - EXTERNAL VEHICLE-TRIPS

(Master Plan 11/16/20, Letter dated 4/14/21, Building 3000 dated 10/19/21, Building 1200 Site Plan dated 3/22/22,
Jewel Building Site Plans dated 06/21/22, Master Plan 11/4/22 rev. 3/29/23, Master Plan 7/28/23, West Village District Plan dated 6/3/25, Jewel Bldg
Site Plan dated 10/21/25), Master Plan Update 3.0 dated 6/29/26 rev. 8/17/26

	WEEKDAY	AM PEAK HOUR	PM PEAK HOUR	SATURDAY	SAT PEAK HOUR	
BUDGET FOR 170-ACRES (Master Plan dated 6/5/2017)	39,284	1,510	3,592	47,718	4,864	
						Block
<u>50-ACRE NORTH VILLAGE</u> ¹						H, I, J, K
CUMULATIVE SUBTOTAL	15,762	657	1,313	24,254	1,790	
BALANCE REMAINING	23,522	853	2,279	23,464	3,074	
PERCENT UTILIZED	40%	44%	37%	51%	37%	
<u>HANOVER</u> ²	410	134	17	518	42	G-S
CUMULATIVE SUBTOTAL	16,172	791	1,330	24,772	1,832	
BALANCE REMAINING	23,112	719	2,262	22,946	3,032	
PERCENT UTILIZED	41%	52%	37%	52%	38%	
<u>SOUTH/CENTRAL VILLAGE</u> ³	12,070	745	1,218	9,644	1,518	A, B
CUMULATIVE SUBTOTAL	28,242	1,536	2,548	34,416	3,350	
BALANCE REMAINING	11,042	-26	1,044	13,302	1,514	
PERCENT UTILIZED	72%	102%	71%	72%	69%	
<u>KLEMM GAS/C-STORE/CAR WASH</u> ⁴	190	4	20	270	27	E
CUMULATIVE SUBTOTAL	28,432	1,540	2,568	34,686	3,377	
BALANCE REMAINING	10,852	-30	1,024	13,032	1,487	
PERCENT UTILIZED	72%	102%	71%	73%	69%	
<u>PRESSED CAFÉ</u> ⁵	102	2	11	142	15	F
CUMULATIVE SUBTOTAL	28,534	1,542	2,579	34,828	3,392	
BALANCE REMAINING	10,750	-32	1,013	12,890	1,472	
PERCENT UTILIZED	73%	102%	72%	73%	70%	
<u>DOLBEN 2.0</u> ⁶	866	119	41	874	40	G-N
CUMULATIVE SUBTOTAL	29,400	1,661	2,620	35,702	3,432	
BALANCE REMAINING	9,884	-151	972	12,016	1,432	
PERCENT UTILIZED	75%	110%	73%	75%	71%	
<u>MGB Medical Office</u> ⁷	696	81	61	164	6	C
CUMULATIVE SUBTOTAL	30,096	1,742	2,681	35,866	3,438	
BALANCE REMAINING	9,188	-232	911	11,852	1,426	
PERCENT UTILIZED	77%	115%	75%	75%	71%	
<u>WEST VILLAGE - FINAL 170</u> ⁸	3,346	431	418	2,894	181	C
CUMULATIVE SUBTOTAL	33,442	2,173	3,099	38,760	3,619	
BALANCE REMAINING	5,842	-663	493	8,958	1,245	
PERCENT UTILIZED	85%	144%	86%	81%	74%	

1. Updated based on North Village changes as presented in Trip Generation Letter dated 2/14/20.

2. Updated based on North Village changes.

3. Updated based on North Village changes, Master Plan 11/16/20, Bldg 3000 Letter dated 10/19/21, Bldg 1200 Site Plan dated 3/22/22,
Jewel Bldg Site Plan dated 6/21/22, Master Plan 11/4/22 rev. 3/29/23, Master Plan 7/28/23, Jewel Bldg Site Plan dated 10/21/25, Master Plan Update 3.0 dated 6/29/26 rev. 8/17/26.

4. Updated based on North Village changes, Master Plan 11/16/20, Bldg 3000 Letter dated 10/19/21, Bldg 1200 Site Plan dated 3/22/22,
Jewel Bldg Site Plan dated 6/21/22, Master Plan 11/4/22 rev. 3/29/23, Master Plan 7/28/23, Jewel Bldg Site Plan dated 10/21/25, Master Plan Update 3.0 dated 6/29/26 rev. 8/17/26.

5. Updated based on North Village changes, Master Plan 11/16/20, Bldg 3000 Letter dated 10/19/21, Bldg 1200 Site Plan dated 3/22/22,
Jewel Bldg Site Plan dated 6/21/22, Master Plan 11/4/22 rev. 3/29/23, Master Plan 7/28/23, Jewel Bldg Site Plan dated 10/21/25, Master Plan Update 3.0 dated 6/29/26 rev. 8/17/26.

6. Updated based on North Village changes, Master Plan 11/16/20, Dolben Letter dated 4/14/21, Bldg 3000 Letter dated 10/19/21, Bldg 1200 Site Plan dated 3/22/22,
Jewel Bldg Site Plan dated 6/21/22, Master Plan 11/4/22 rev. 3/29/23, Master Plan 7/28/23, Jewel Bldg Site Plan dated 10/21/25, Master Plan Update 3.0 dated 6/29/26 rev. 8/17/26.

7. Updated based on North Village changes, Master Plan 11/16/20, Dolben Letter dated 4/14/21, Life Science Campus Plan dated 8/10/21,
Bldg 3000 Letter dated 10/19/21, Bldg 1200 Site Plan dated 3/22/22, Jewel Bldg Site Plan dated 6/21/22,
Master Plan 11/4/22 rev. 3/29/23, Master Plan 7/28/23, Jewel Bldg Site Plan dated 10/21/25, Master Plan Update 3.0 dated 6/29/26 rev. 8/17/26.

8. Updated based on North Village changes, Master Plan 11/16/20, Dolben Letter dated 4/14/21, Bldg 3000 Letter dated 10/19/21,
Bldg 1200 Site Plan dated 3/22/22, Jewel Bldg Site Plan dated 6/21/22, Master Plan 11/4/22 rev. 3/29/23, Master Plan 7/28/23,
West Village District Plan dated 6/3/25, Jewel Bldg Site Plan dated 10/21/25, Master Plan Update 3.0 dated 6/29/26 rev. 8/17/26.

Use	Block Size												TOTAL
	A	B	C	D	E	F	G-N	G-S	H	I	J	K	
Retail (Includes 15,000 SF of hotel retail, cinema, D&B, bowling, Gas Station/Convenience Store, Restaurant, Auto Dealership, Supermarket)	167,471	321,188	13,500	--	9,500	5,000	--	--	--	38,500	164,100	--	719,259
Gas Station (fueling positions)***	--	--	--	--	16	--	--	--	--	--	--	--	16
Office	--	256,069	142,250	--	--	--	--	--	--	--	--	--	398,319
Corporate Headquarters	--	--	--	--	--	--	--	--	--	--	--	--	0
R&D/Manufacturing	--	--	--	--	--	--	--	--	--	--	--	--	0
Medical Office	--	18,000	--	--	--	--	--	--	--	--	--	--	18,000
Medical Facility	--	--	62,415	--	--	--	--	--	--	--	--	--	62,415
Warehousing	--	--	--	--	--	--	--	--	--	--	--	--	0
Hotel (rooms) (includes banquet/kitchen)	--	165	120	--	--	--	--	--	--	--	--	--	285
Apartments (units)	--	530	464	--	--	--	260	281	256	--	--	--	1,791
Condominiums (units)	--	70	--	--	--	--	--	--	--	--	--	85	155
Senior House (units)	--	--	--	--	--	--	--	--	--	--	--	--	0
Assisted Living (units)	--	--	--	--	--	--	--	--	--	--	--	--	0
	South	Central	West		Klemm	Pressed	Dolben	Hanover			North Village		

These buildings are considered South Village on the Change Of Use Tables/Plan (Sheet 5 of Master Plan Update 3.0), but due to their location, they are included in the Central Village LUC 820 Trip Gen calcs:

Bldg 900 5,133 SF
Bldg 1100 25,000 SF
Total 30,133 SF

Rockingham Park Mixed-Use Development			
Size	Units	Land Use	Weighted LUC
0 SF	Car Dealership	(LUC 841)	(LUC 820)
719,239 SF	Retail	(LUC 820)	(LUC 820)
0 SF	Sporting Goods	(LUC 861)	(LUC 820)
0 SF	Discount HFSD	(LUC 889)	(LUC 820)
0 SF	Furniture Store	(LUC 860)	(LUC 820)
0 SF	Supermarket	(LUC 850)	(LUC 820)
0 SF	Fast-Food Restaurant	(LUC 820)	(LUC 820)
0 SF	High Turnover SF-R	(LUC 820)	(LUC 820)
0 SF	Quality Restaurant	(LUC 820)	(LUC 820)
0 SF	Night Club	(LUC 820)	(LUC 820)
0 Square	Cinema	(LUC 448)	(LUC 820)
0 Lanes	Bowling Alley	(LUC 437)	(LUC 820)
388,316 SF	General Office	(LUC 710)	(LUC 710)
0 SF	Corporate Hq.	(LUC 714)	(LUC 714)
0 SF	Pharm/Manufacturing	(LUC 140)	(LUC 140)
16,000 SF	Warehouse	(LUC 180)	(LUC 180)
0 SF	Medical Office	(LUC 720)	(LUC 720)
0 SF	Medical Facility	(LUC 810)	Weighted Value
388 Rooms	Hotel	(LUC 310)	(LUC 310)
1,781 Units	Apartments	(LUC 220)	(LUC 220)
100 Units	Condominiums	(LUC 230)	(LUC 230)
0 Units	Senior Housing	(LUC 281)	(LUC 281)
0 Units	Assisted Living	(LUC 284)	(LUC 284)

719,239

388,316

16,000

81,415

1,781

Total Trips

	Car Dealership (LUC 841)	Retail (LUC 820)	Sporting Goods (LUC 861)	Discount Home Furniture (LUC 889)	Furniture Store (LUC 860)	Supermarket (LUC 850)	Fast Food Restaurant (LUC 820)	High Turnover SF-Restaurant (LUC 820)	Quality Restaurant (LUC 820)	Night Club (LUC 820)	Cinema (LUC 448)	Bowling Alley (LUC 437)	General Office (LUC 710)	Corporate Headquarters (LUC 714)	R&D/ Manufacturing (LUC 140)	Warehouse (LUC 180)	Medical Office (LUC 720)	Medical Facility (LUC 810)	Hotel (LUC 310)	Apartments (LUC 220)	Condos (LUC 230)	Senior Adult Housing (LUC 281)	Assisted Living (LUC 284)	Total Trips
Weekday Daily	Entering 0	12,243 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1,877 0	1,877 0	0 0	0 0	242 0	577 0	1,772 0	5,628 0	4,711 0	0 0	0 0	22,961
Weekday AM Peak Hour	Entering 0	322 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	666 0	666 0	0 0	0 0	38 0	78 0	111 0	176 0	13 0	0 0	0 0	1,345
Weekday PM Peak Hour	Entering 0	1,079 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	161 0	161 0	0 0	0 0	18 0	17 0	58 0	852 0	58 0	0 0	0 0	2,023
Saturday Daily	Entering 0	18,013 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	490 0	490 0	0 0	0 0	77 0	143 0	1,497 0	3,722 0	438 0	0 0	0 0	24,381
Saturday Midday Peak Hour	Entering 0	1,539 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	92 0	92 0	0 0	0 0	22 0	11 0	124 0	498 0	48 0	0 0	0 0	2,432
Total	0	3,152	0	0	0	0	0	0	0	0	0	0	171	0	0	0	38	32	248	832	58	0	0	4,851

*Daily Trip Rate based on Danvers MGH Traffic Study, and
Peak Hour Trip Rate based on Danvers MGH Traffic Study in March 2018.

Mixed-Use Groupings

	1 Retail	2 Restaurant	3 Retail	4 Office	5 Office	6 Office
Weekday Daily	Entering 13,243	8,428	0	1,372	0	5,758
Weekday AM Peak Hour	Entering 322	188	0	111	0	823
Weekday PM Peak Hour	Entering 1,079	710	0	66	0	138
Saturday Daily	Entering 18,013	8,141	0	1,487	0	715
Saturday Midday Peak Hour	Entering 1,539	514	0	124	0	125
Total	3,152	1,946	0	285	0	478,734

External Trips																							
Car Dealership (LUC 84)	Retail (LUC 82)	Sporting Goods (LUC 81)	Discount Home Furnishing Superstore (LUC 80)	Furniture Store (LUC 80)	Supermarket (LUC 80)	Fast Food Restaurant (LUC 83)	High Turnover SB-Owned Restaurant (LUC 82)	Quality Restaurant (LUC 81)	Night Club (LUC 83)	Cinema (LUC 84)	Bowling Alley (LUC 83)	General Office (LUC 718)	Corporate Headquarters (LUC 714)	R&D/ Manufacturing (LUC 145)	Warehousing (LUC 150)	Medical Office (LUC 720)	Medical Facility (emph 84)	Hotel (LUC 310)	Apartments (LUC 225)	Condos (LUC 225)	Senior Adult Housing (LUC 92)	Assisted Living (LUC 94)	External Total
0	10,315	0	0	0	0	0	0	0	0	0	0	1,115	0	0	0	228	434	913	1,165	260	0	0	14,722
0	8,264	0	0	0	0	0	0	0	0	0	0	1,066	0	0	0	424	559	1,013	1,461	281	0	0	18,722
0	19,029	0	0	0	0	0	0	0	0	0	0	2,921	0	0	0	470	599	1,919	7,006	901	0	0	33,442
0	372	0	0	0	0	0	0	0	0	0	0	461	0	0	0	34	69	111	172	13	0	0	1,122
0	108	0	0	0	0	0	0	0	0	0	0	50	0	0	0	5	22	52	186	59	0	0	341
0	440	0	0	0	0	0	0	0	0	0	0	511	0	0	0	42	91	161	838	72	0	0	2,175
0	866	0	0	0	0	0	0	0	0	0	0	73	0	0	0	13	12	70	392	32	0	0	1,431
0	824	0	0	0	0	0	0	0	0	0	0	413	0	0	0	38	62	85	327	19	0	0	1,088
0	1,593	0	0	0	0	0	0	0	0	0	0	466	0	0	0	51	74	156	589	55	0	0	3,098
0	13,987	0	0	0	0	0	0	0	0	0	0	382	0	0	0	82	116	1,003	3,427	294	0	0	19,361
0	13,259	0	0	0	0	0	0	0	0	0	0	378	0	0	0	58	110	814	4,218	323	0	0	18,239
0	27,068	0	0	0	0	0	0	0	0	0	0	770	0	0	0	121	229	1,917	8,543	617	0	0	33,193
0	1,412	0	0	0	0	0	0	0	0	0	0	84	0	0	0	13	6	78	283	30	0	0	1,699
0	1,224	0	0	0	0	0	0	0	0	0	0	82	0	0	0	13	6	78	312	22	0	0	1,723
0	2,644	0	0	0	0	0	0	0	0	0	0	117	0	0	0	26	14	157	854	87	0	0	3,819

Discount Home																						
Car Dealership (LUC 84)	Retail (LUC 82)	Sporting Goods (LUC 81)	Furnishing Superstore (LUC 80)	Furniture Store (LUC 80)	Supermarket (LUC 80)	Fast Food Restaurant (LUC 83)	SB-Owned Restaurant (LUC 82)	Quality Restaurant (LUC 81)	Night Club (LUC 83)	Cinema (LUC 84)	Bowling Alley (LUC 83)	General Office (LUC 718)	Corporate Headquarters (LUC 714)	R&D/ Manufacturing (LUC 145)	Warehousing (LUC 150)	Medical Office (LUC 720)	Medical Facility (emph 84)	Hotel (LUC 310)	Apartments (LUC 225)	Condos (LUC 225)	Senior Adult Housing (LUC 92)	Assisted Living (LUC 94)
0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.00	0.11	0.21	1.00	0.93	0.07	0.00	0.00
0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.06	0.12	1.00	0.93	0.07	0.00	0.00
0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.10	0.28	1.00	0.92	0.08	0.00	0.00
0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.00	0.00	0.13	0.13	1.00	0.92	0.08	0.00	0.00
0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.07	0.12	1.00	0.93	0.07	0.00	0.00
0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.11	0.20	1.00	0.93	0.07	0.00	0.00
0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.00	0.00	0.16	0.09	1.00	0.91	0.09	0.00	0.00
0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.15	0.10	1.00	0.92	0.08	0.00	0.00

[illegible]Greenman-Pedersen Inc.

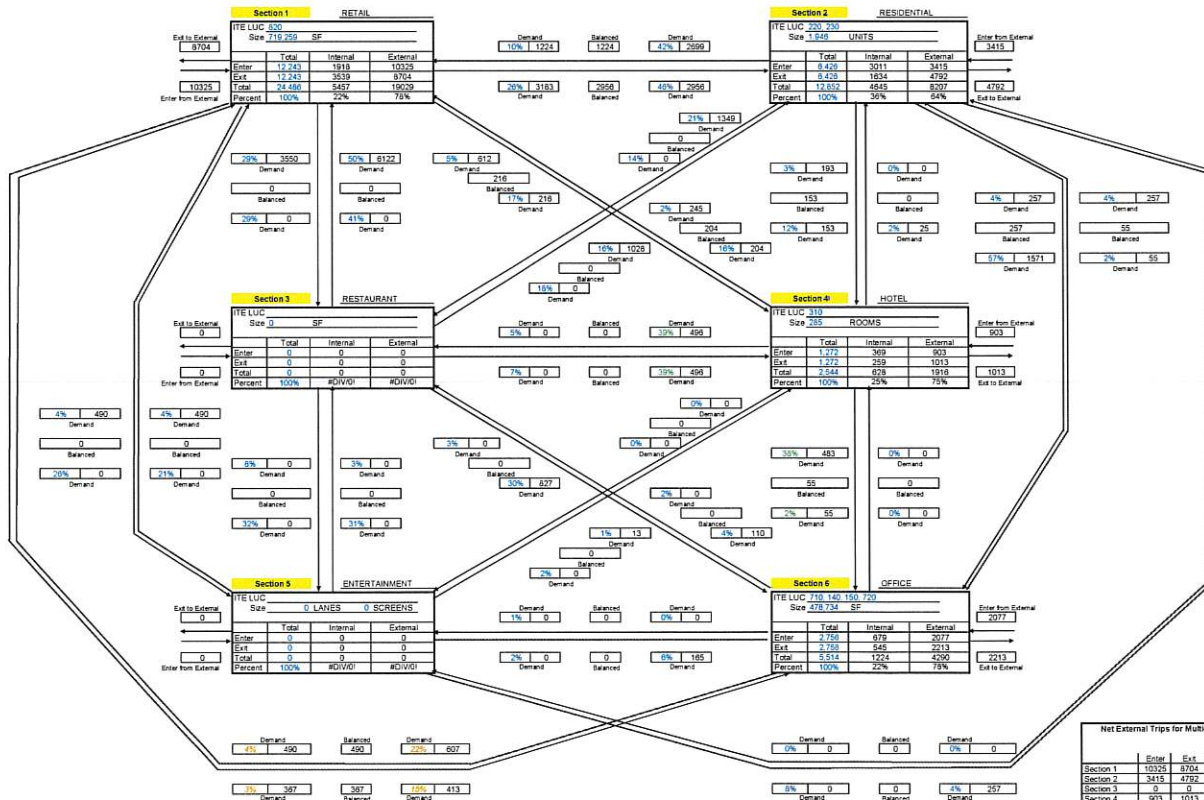
New Type																			
Car Dealership	Retail	Sporting Goods	Discount Home Furnishings	Furniture Store	Supermarket	Pet Food Restaurant	High Turnover Restaurant	Quality Restaurant	Night Club	Cinema	Bowling Alley	General Office	Corporate Headquarters	R&D/Manufacturing	Warehousing	Medical Office	Medical Facility	Hotel	Apartment
(IUC 411)	(IUC 410)	(IUC 361)	(IUC 360)	(IUC 360)	(IUC 400)	(IUC 370)	(IUC 370)	(IUC 370)	(IUC 370)	(IUC 440)	(IUC 437)	(IUC 710)	(IUC 711)	(IUC 440)	(IUC 370)	(IUC 700)	(IUC 700)	(IUC 710)	(IUC 700)
0	7,548	0	0	0	0	0	0	0	0	0	0	1,410	0	0	0	228	434	603	3,165
0	0	0	0	0	0	0	0	0	0	0	0	1,500	0	0	0	242	498	1,013	4,141
0	14,271	0	0	0	0	0	0	0	0	0	0	2,821	0	0	0	470	890	1,916	7,808
0	217	0	0	0	0	0	0	0	0	0	0	461	0	0	0	34	69	111	172
0	113	0	0	0	0	0	0	0	0	0	0	50	0	0	0	6	22	50	156
0	330	0	0	0	0	0	0	0	0	0	0	511	0	0	0	42	91	181	836
0	687	0	0	0	0	0	0	0	0	0	0	73	0	0	0	13	12	79	362
0	813	0	0	0	0	0	0	0	0	0	0	413	0	0	0	38	62	85	327
0	1,398	0	0	0	0	0	0	0	0	0	0	488	0	0	0	51	74	156	559
0	10,304	0	0	0	0	0	0	0	0	0	0	382	0	0	0	62	116	1,003	3,827
0	2,006	0	0	0	0	0	0	0	0	0	0	378	0	0	0	59	110	815	2,718
0	20,000	0	0	0	0	0	0	0	0	0	0	776	0	0	0	121	228	1,917	8,043
0	1,081	0	0	0	0	0	0	0	0	0	0	54	0	0	0	13	6	78	293
0	891	0	0	0	0	0	0	0	0	0	0	53	0	0	0	12	8	33	211
0	1,862	0	0	0	0	0	0	0	0	0	0	117	0	0	0	20	14	157	564

Total		Residential	
Entering	892	165	1,055
Exiting	243	243	243
Total	1,135	973	1,298
Entering	825	394	1,219
Exiting	1,211	243	1,454
Total	2,299	637	2,673
Entering	1,233	323	1,556
Exiting	1,056	243	1,299
Total	2,299	661	2,955

Analyst: Rebecca L. Brown
Date: June 22, 2016

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlp: Tuscan Village
Time Period: Weekday Daily



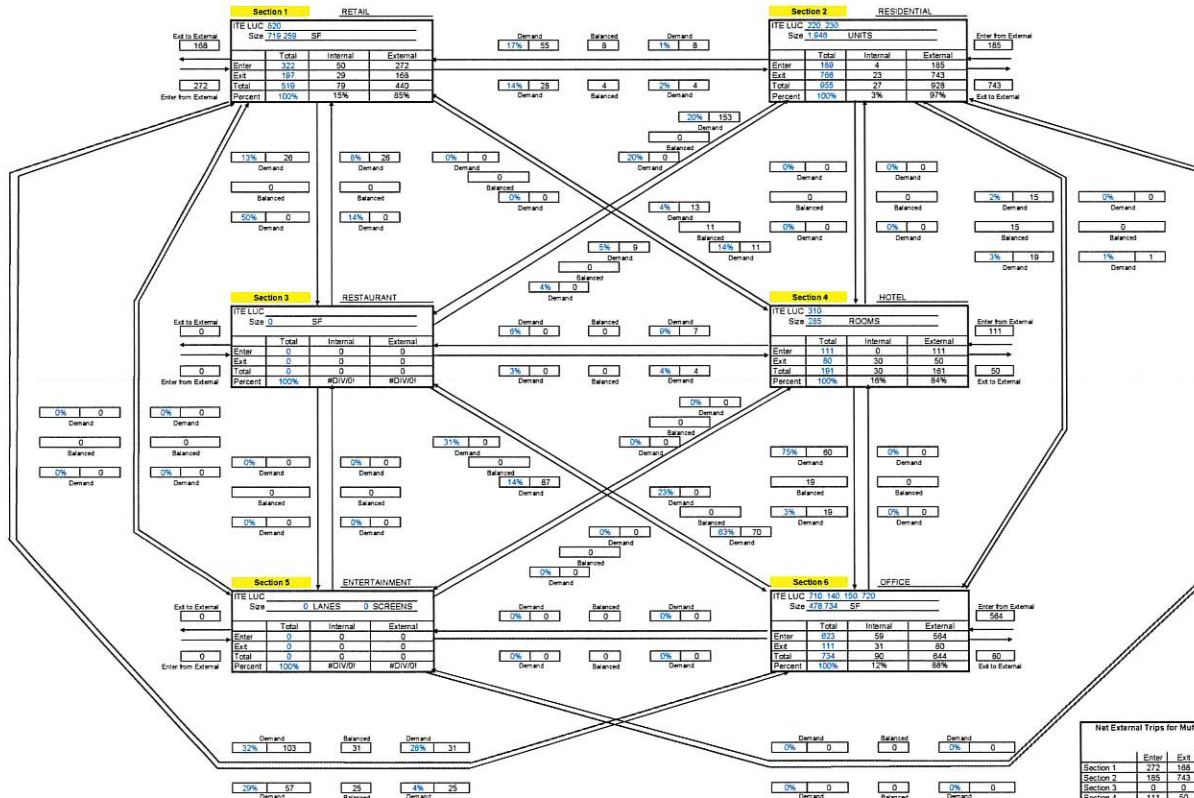
	Enter	Exit	Total	Single-Use Trip Gen Est.
Section 1	10,325	8,406	19,009	24,488
Section 2	3,415	4,792	8,207	17,852
Section 3	0	0	0	0
Section 4	903	1,013	1,916	2,544
Section 5	0	0	0	0
Section 6	2,077	2,213	4,290	5,514
TOTAL	16,720	16,722	33,442	48,394

Based on Weekday PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on an average of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014.
Based on ITE Trip Generation Handbook, 2nd Edition, June 2004.

Analyst: Rebecca L. Brown
Date: June 22, 2016

**MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY**

Name of Dvlp: Tuscan Village
Time Period: Weekday AM



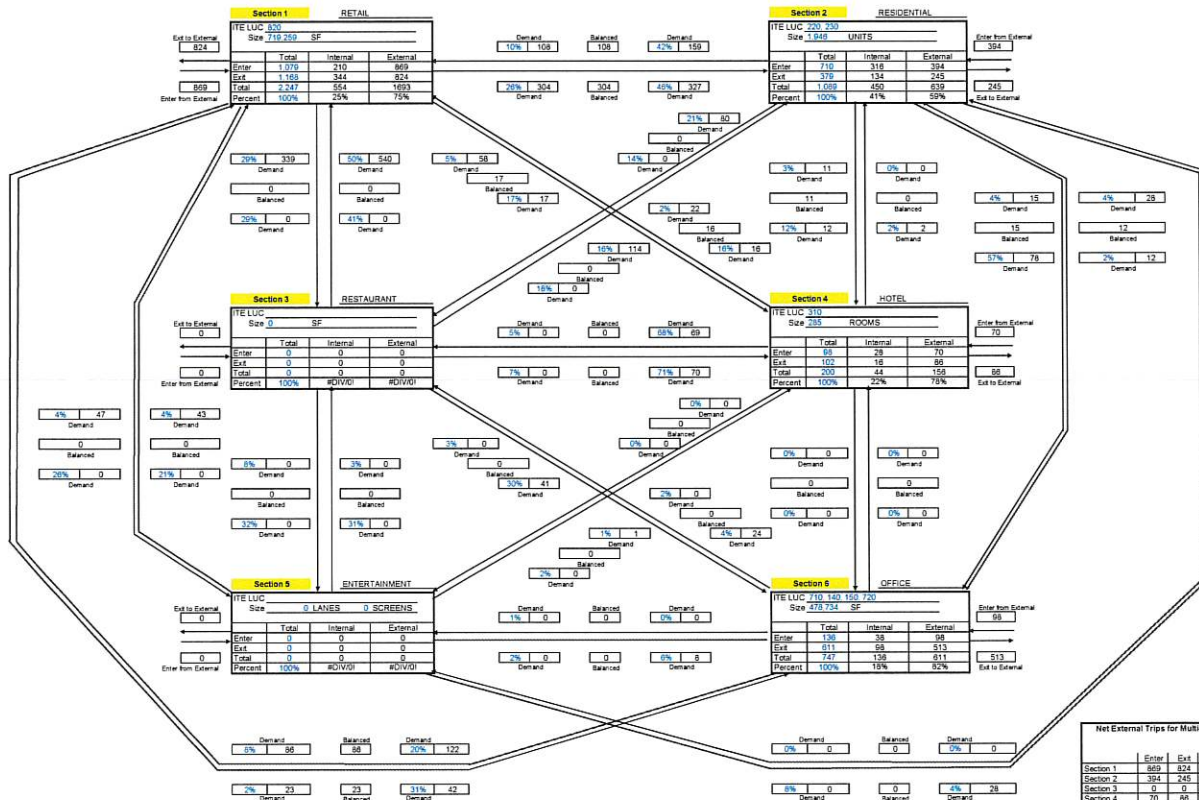
Net External Trips for Multi-Use Development				
	Enter	Exit	Total	Single-Use Trip Gen Est.
Section 1	272	158	440	519
Section 2	185	743	928	955
Section 3	0	0	0	0
Section 4	111	50	161	191
Section 5	0	0	0	0
Section 6	564	80	644	734
TOTAL	1132	1041	2173	2399
				9%

Based on ITE Trip Generation Handbook, 3rd Edition, August 2014.

Analyst: Rebecca L. Brown
Date: 9/17/21

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt: Tuscan Village
Time Period: Weekday PM



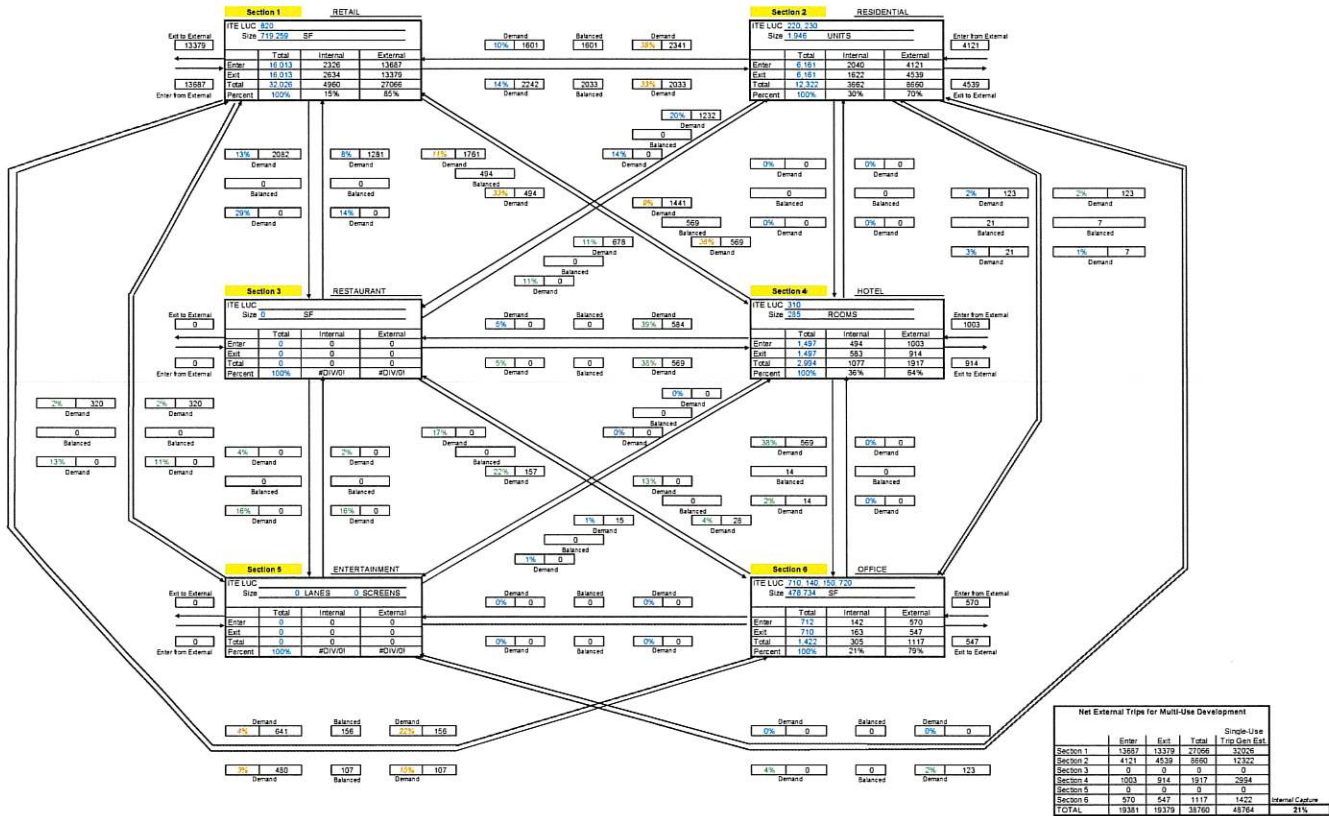
Net External Trips for Multi-Use Development				
	Enter	Exit	Total	Single-Use Trip Dem. Bal.
Section 1	869	824	1693	2247
Section 2	394	245	639	1089
Section 3	0	0	0	0
Section 4	70	68	138	200
Section 5	0	0	0	0
Section 6	98	513	611	747
TOTAL	1431	1650	3081	4283
				28%

Based on ITE Trip Generation Handbook, 3rd Edition, August 2014.

Analyst: Rebecca L. Brown
Date: June 22, 2016

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

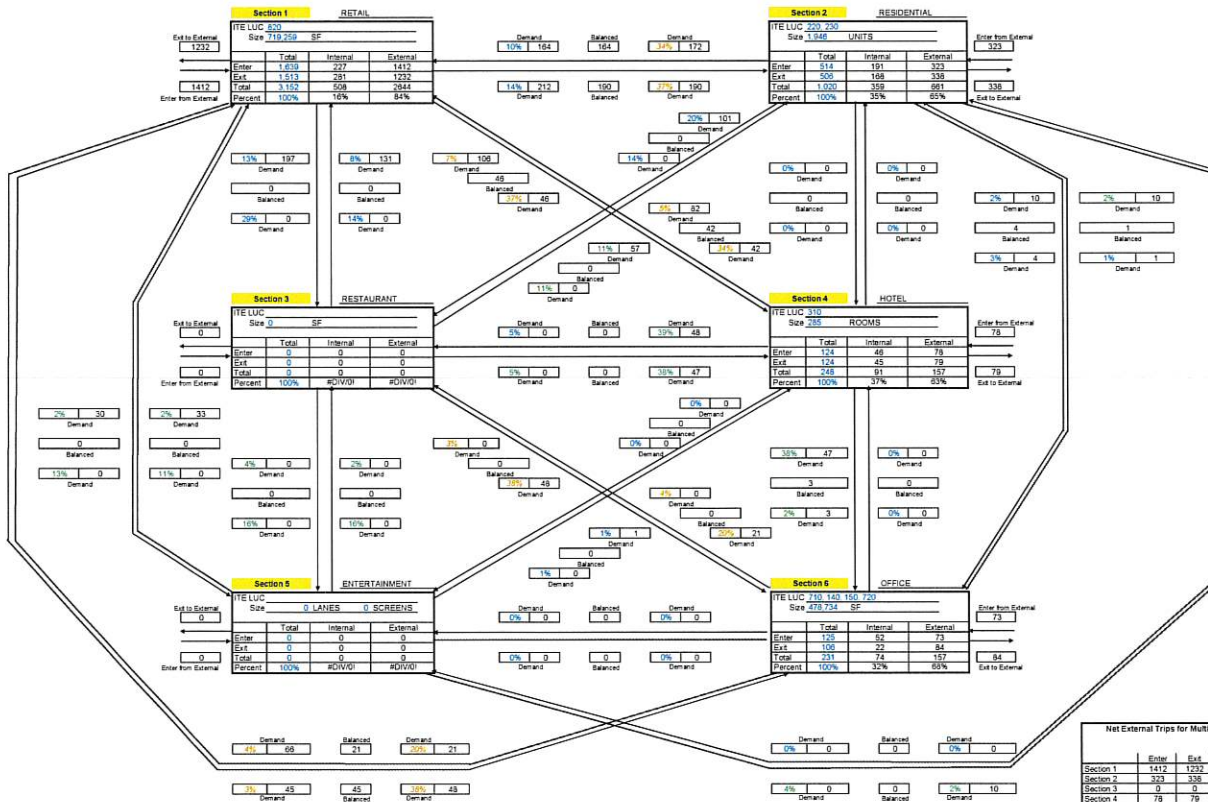
Name of Dvlt: Tuscan Village
Time Period: Saturday Daily



Analyst: Rebecca L. Brown
Date: June 22, 2016

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlp: Tuscan Village
Time Period: Saturday Midday



Net External Trips for Multi-Use Development				
	Enter	Exit	Total	Single-Use Trip Gen Est.
Section 1	1412	1412	2824	3152
Section 2	323	323	646	1020
Section 3	0	0	0	0
Section 4	79	79	157	248
Section 5	0	0	0	0
Section 6	73	73	146	231
TOTAL	1887	1733	3620	4431
				Internal Capture

Based on most conservative of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014
Based on an average of Weekday AM or PM from ITE Trip Generation Handbook, 3rd Edition, August 2014
Based on ITE Trip Generation Handbook, 2nd Edition, June 2004

Institute of Transportation Engineers (ITE)
Land Use Code (LUC) 820 - Shopping Center

Average Vehicle Trips Ends vs: 1,000 Sq. Feet Gross Leasable Area
Independent Variable (X): 719.259

AVERAGE WEEKDAY DAILY

$$\text{Ln } T = 0.65 \text{ Ln } (X) + 5.83$$

$$\text{Ln } T = 0.65 \text{ Ln } 719.259 + (5.83)$$

$$\text{Ln } T = 10.11$$

$$T = 24485.69$$

$$T = 24,486 \text{ vehicle trips}$$

with 50% (12,243 vpd) entering and 50% (12,243 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\text{Ln } T = 0.61 \text{ Ln } (X) + 2.24$$

$$\text{Ln } T = 0.61 \text{ Ln } 719.259 + (2.24)$$

$$\text{Ln } T = 6.25$$

$$T = 519.42$$

$$T = 519 \text{ vehicle trips}$$

with 62% (322 vph) entering and 38% (197 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\text{Ln } T = 0.67 \text{ Ln } (X) + 3.31$$

$$\text{Ln } T = 0.67 \text{ Ln } 719.259 + (3.31)$$

$$\text{Ln } T = 7.72$$

$$T = 2247.13$$

$$T = 2,247 \text{ vehicle trips}$$

with 48% (1,079 vph) entering and 52% (1,168 vph) exiting.

SATURDAY DAILY

$$\text{Ln } T = 0.63 \text{ Ln } (X) + 6.23$$

$$\text{Ln } T = 0.63 \text{ Ln } 719.259 + (6.23)$$

$$\text{Ln } T = 10.37$$

$$T = 32025.24$$

$$T = 32,026 \text{ vehicle trips}$$

with 50% (16,013 vpd) entering and 50% (16,013 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$$\text{Ln } T = 0.65 \text{ Ln } (X) + 3.78$$

$$\text{Ln } T = 0.65 \text{ Ln } 719.259 + (3.78)$$

$$\text{Ln } T = 8.06$$

$$T = 3152.16$$

$$T = 3,152 \text{ vehicle trips}$$

with 52% (1,639 vph) entering and 48% (1,513 vph) exiting.

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 710 - General Office Building

Average Vehicle Trips Ends vs: 1,000 Sq. Feet Gross Floor Area
Independent Variable (X): 398.319

AVERAGE WEEKDAY DAILY

$$\ln T = 0.76 \ln (X) + 3.68$$

$$\ln T = 0.76 \ln 398.319 + (3.68)$$

$$\ln T = 8.23$$

$$T = 3753.01$$

$$T = 3,754 \text{ vehicle trips}$$

with 50% (1,877 vph) entering and 50% (1,877 vph) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\ln T = 0.80 \ln (X) + 1.57$$

$$\ln T = 0.80 \ln 398.319 + (1.57)$$

$$\ln T = 6.36$$

$$T = 578.13$$

$$T = 578 \text{ vehicle trips}$$

with 88% (509 vph) entering and 12% (69 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 1.49 * (X)$$

$$T = 1.49 * 398.319$$

$$T = 593.50$$

$$T = 593 \text{ vehicle trips}$$

with 17% (101 vph) entering and 83% (492 vph) exiting.

SATURDAY DAILY

$$T = 2.46 * (X)$$

$$T = 2.46 * 398.319$$

$$T = 979.86$$

$$T = 980 \text{ vehicle trips}$$

with 50% (490 vpd) entering and 50% (490 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$$T = 0.43 * (X)$$

$$T = 0.43 * 398.319$$

$$T = 171.28$$

$$T = 171 \text{ vehicle trips}$$

with 54% (92 vph) entering and 46% (79 vph) exiting.

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 720 - Medical Dental Office Building

General Urban/Suburban

Average Vehicle Trips Ends vs: 1000 Sq. Feet Gross Floor Area
Independent Variable (X): 18.000

AVERAGE WEEKDAY DAILY

$$T = 34.82 * (X) - 87.62$$

$$T = 38.42 * 18.000 - 87.62$$

$$T = 603.94$$

$$T = 604 \text{ vehicle trips} \\ \text{with 50\% (302 vpd) entering and 50\% (302 vpd) exiting.}$$

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\ln(T) = 0.89 \ln(X) + 1.31$$

$$\ln(T) = 0.89 \ln(18.000) + 1.31$$

$$\ln(T) = 3.88$$

$$T = 48.54$$

$$T = 49 \text{ vehicle trips} \\ \text{with 78\% (38 vph) entering and 22\% (11 vph) exiting.}$$

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 3.39 * (X) + 2.02$$

$$T = 3.39 * 18.000 + 2.02$$

$$T = 63.04$$

$$T = 63 \text{ vehicle trips} \\ \text{with 28\% (18 vph) entering and 72\% (45 vph) exiting.}$$

SATURDAY DAILY

$$T = 8.57 * (X)$$

$$T = 8.57 * 18.000$$

$$T = 154.26$$

$$T = 154 \text{ vehicle trips} \\ \text{with 50\% (77 vpd) entering and 50\% (77 vpd) exiting.}$$

SATURDAY PEAK HOUR OF GENERATOR

$$T = 4.94 * (X) - 50.78$$

$$T = 4.94 * 18.000 - 50.78$$

$$T = 38.14$$

$$T = 38 \text{ vehicle trips} \\ \text{with 57\% (22 vph) entering and 43\% (16 vph) exiting.}$$

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 310 - Hotel

Average Vehicle Trips Ends vs: Occupied Rooms
Independent Variable (X): 285

AVERAGE WEEKDAY DAILY

$$T = 8.92 * (X)$$

$$T = 8.92 * 285$$

$$T = 2542.20$$

T = 2,544 vehicle trips
with 50% (1,272 vph) entering and 50% (1,272 vph) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.67 * (X)$$

$$T = 0.67 * 285$$

$$T = 190.95$$

T = 191 vehicle trips
with 58% (111 vph) entering and 42% (80 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.70 * (X)$$

$$T = 0.70 * 285$$

$$T = 199.50$$

T = 200 vehicle trips
with 49% (98 vph) entering and 51% (102 vph) exiting.

SATURDAY DAILY

$$T = 10.50 * (X)$$

$$T = 10.50 * 285$$

$$T = 2992.50$$

T = 2,994 vehicle trips
with 50% (1,497 vph) entering and 50% (1,497 vph) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$$T = 0.87 * (X)$$

$$T = 0.87 * 285$$

$$T = 247.95$$

T = 248 vehicle trips
with 50% (124 vph) entering and 50% (124 vph) exiting.

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 220 - Apartment

Average Vehicle Trips Ends vs: Dwelling Units

Independent Variable (X): 1,791

AVERAGE WEEKDAY DAILY

$$T = 6.65 * (X)$$

$$T = 6.65 * 1,791$$

$$T = 11910.15$$

$$T = 11,910 \text{ vehicle trips}$$

with 50% (5,955 vpd) entering and 50% (5,955 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.49 * (X) + 3.73$$

$$T = 0.49 * 1791 + (3.73)$$

$$T = 881.32$$

$$T = 881 \text{ vehicle trips}$$

with 20% (176 vph) entering and 80% (705 vph) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$T = 0.55 * (X) + 17.65$$

$$T = 0.55 * 1791 + (17.65)$$

$$T = 1002.70$$

$$T = 1,003 \text{ vehicle trips}$$

with 65% (652 vph) entering and 35% (351 vph) exiting.

SATURDAY DAILY

$$T = 6.39 * (X)$$

$$T = 6.39 * 1791$$

$$T = 11444.49$$

$$T = 11,444 \text{ vehicle trips}$$

with 50% (5,722 vpd) entering and 50% (5,722 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$$T = 0.52 * (X)$$

$$T = 0.52 * 1,791$$

$$T = 931.32$$

$$T = 932 \text{ vehicle trips}$$

with 50% (466 vpd) entering and 50% (466 vpd) exiting.

Institute of Transportation Engineers (ITE)

Land Use Code (LUC) 230 - Residential Condominium/Townhouse

Average Vehicle Trips Ends vs: Dwelling Units

Independent Variable (X): 155

AVERAGE WEEKDAY DAILY

$$\ln T = 0.870 \ln (X) + 2.46$$

$$\ln T = 0.870 \ln 155 + (2.46)$$

$$\ln T = 6.85$$

$$T = 941.79$$

$$T = 942 \text{ vehicle trips}$$

with 50% (471 vpd) entering and 50% (471 vpd) exiting.

WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\ln T = 0.80 \ln (X) + 0.26$$

$$\ln T = 0.80 \ln 155 + (0.26)$$

$$\ln T = 4.29$$

$$T = 73.31$$

$$T = 74 \text{ vehicle trips}$$

with 17% (13 vpd) entering and 83% (61 vpd) exiting.

WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC

$$\ln T = 0.82 \ln (X) + 0.32$$

$$\ln T = 0.82 \ln 155 + (0.32)$$

$$\ln T = 4.46$$

$$T = 86.11$$

$$T = 86 \text{ vehicle trips}$$

with 67% (58 vph) entering and 33% (28 vph) exiting.

SATURDAY DAILY

$$T = 5.67 * (X)$$

$$T = 5.67 * 155$$

$$T = 878.85$$

$$T = 878 \text{ vehicle trips}$$

with 50% (439 vpd) entering and 50% (439 vpd) exiting.

SATURDAY MIDDAY PEAK HOUR OF GENERATOR

$$T = 0.29 * (X) + 42.63$$

$$T = 0.29 * 155 + (42.63)$$

$$T = 87.58$$

$$T = 88 \text{ vehicle trips}$$

with 54% (48 vph) entering and 46% (40 vph) exiting.



Location Map: 261331 Salem, NH

Precision Data Industries, LLC 157 Washington Street, Suite 2, Hudson, MA 01749 ph: 508-875-0100 email: datarequests@pdillc.com

(2) Thurs 3-6pm/ Sat 11am-2pm TMCs
A and B
** 5 PLUS
VCUs must see this Queue in Red



Client: GPI	Engineer: S. Theriault	Site Code: MAX-0404016.01	Date: Thurs 8/13 and Sat 8/15/2026	PDI Job # 261331	City, State: Salem, NH
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PDI File #: 231331 A

Location: N: Tuscan Boulevard
Location: E/W: Rockingham Park Boulevard (Route 38)
City, State: Salem, NH
Client: GPI/S. Theriault
Site Code: MAX-0404016.01
Count Date: Thursday, August 13, 2026
Start Time: 3:00 PM
End Time: 6:00 PM
Class:



Cars and Heavy Vehicles (Combined)

	Tuscan Boulevard					Rockingham Park Boulevard (Route 38)					Rockingham Park Boulevard (Route 38)				
	from North					from East					from West				
	Right	Left	U-Turn	Total		Right	Thru	Left	U-Turn	Total	Thru	Left	U-Turn	Total	
3:00 PM	85	26	0	111		40	247	0	287		269	62	0	331	729
3:15 PM	77	28	0	105		34	219	0	253		271	90	0	361	719
3:30 PM	84	40	0	124		24	241	0	265		290	86	0	376	765
3:45 PM	69	27	0	96		44	201	0	245		321	79	0	400	741
Total	315	121	0	436		142	908	0	1050		1151	317	0	1468	2954
4:00 PM	86	34	0	120		26	222	0	248		283	61	0	344	712
4:15 PM	72	34	0	106		34	192	0	226		275	75	0	350	682
4:30 PM	67	28	1	96		30	223	0	253		347	87	0	434	783
4:45 PM	82	26	1	109		34	209	0	243		287	98	0	385	737
Total	307	122	2	431		124	846	0	970		1192	321	0	1513	2914
5:00 PM	74	16	0	90		32	213	0	245		309	87	0	396	731
5:15 PM	87	32	0	119		39	198	0	237		340	89	0	429	785
5:30 PM	77	28	0	105		36	210	0	246		326	120	0	446	797
5:45 PM	72	28	0	100		41	178	0	219		365	139	0	504	823
Total	310	104	0	414		148	799	0	947		1340	435	0	1775	3136
Grand Total	932	347	2	1281		414	2553	0	2967		3683	1073	0	4756	9004
Approach %	72.8	27.1	0.2	100.0		14.0	86.0	0.0	33.0		77.4	22.6	0.0	52.8	
Total %	10.4	3.9	0.0	14.2		4.6	28.4	0.0	33.0		40.9	11.9	0.0	52.8	
Exiting Leg Total	1489					4030					3485				
Cars	928	343	2	1273		412	2520	0	2932		3652	1068	0	4720	8925
% Cars	99.6	98.8	100.0	99.4		99.5	98.7	0.0	98.8		99.2	99.5	0.0	99.1	
Exiting Leg Total	1482					3995					3448				
Heavy Vehicles	4	4	0	8		2	33	0	35		31	5	0	36	79
% Heavy Vehicles	0.4	1.2	0.0	0.6		0.5	1.3	0.0	1.2		0.8	0.5	0.0	0.8	0.9
Exiting Leg Total	7					35					37				

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

	Tuscan Boulevard					Rockingham Park Boulevard (Route 38)					Rockingham Park Boulevard (Route 38)				
	from North					from East					from West				
	Right	Left	U-Turn	Total		Right	Thru	Left	U-Turn	Total	Thru	Left	U-Turn	Total	
5:00 PM	74	16	0	90		32	213	0	245		309	87	0	396	731
5:15 PM	87	32	0	119		39	198	0	237		340	89	0	429	785
5:30 PM	77	28	0	105		36	210	0	246		326	120	0	446	797
5:45 PM	72	28	0	100		41	178	0	219		365	139	0	504	823
Total Volume	310	104	0	414		148	799	0	947		1340	435	0	1775	3136
% Approach Total	74.9	25.1	0.0	100.0		15.6	84.4	0.0	9.6		75.5	24.5	0.0	100.0	
PHF	0.891	0.813	0.000	0.870		0.902	0.938	0.000	0.962		0.918	0.782	0.000	0.880	0.953
Cars	309	102	0	411		147	795	0	942		1332	434	0	1766	3119
Cars %	99.7	98.1	0.0	99.3		99.3	99.5	0.0	99.5		99.4	99.8	0.0	99.5	99.5
Heavy Vehicles	1	2	0	3		1	4	0	5		8	1	0	9	17
Heavy Vehicles %	0.3	1.9	0.0	0.7		0.7	0.5	0.0	0.5		0.6	0.2	0.0	0.5	0.5
Cars Enter Leg	309	102	0	411		147	795	0	942		1332	434	0	1766	3119
Heavy Enter Leg	1	2	0	3		1	4	0	5		8	1	0	9	17
Total Entering Leg	310	104	0	414		148	799	0	947		1340	435	0	1775	3136
Cars Exiting Leg	581					1434					1104				
Heavy Exiting Leg	2					10					5				
Total Exiting Leg	583					1444					1109				

PDI File #: 231331 A

Location: N: Tuscan Boulevard
Location: E/W: Rockingham Park Boulevard (Route 38)
City, State: Salem, NH
Client: GP/S: Theriault
Site Code: MAX-0404016.01
Count Date: Thursday, August 13, 2026
Start Time: 3:00 PM
End Time: 6:00 PM



157 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-975-0100 Fax: 508-975-0118

Bicycles (on Roadway and Crosswalks)

	Tuscan Boulevard										Rockingham Park Boulevard (Route 38)									
	from North										from West									
	Right	Left	U-Turn	Crosswalk	Crosswalk	Total	Right	Thru	Left	U-Turn	Crosswalk	Crosswalk	Total	Right	Thru	Left	U-Turn	Crosswalk	Crosswalk	Total
3:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	1										0									

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Tuscan Boulevard										Rockingham Park Boulevard (Route 38)									
	from North										from West									
	Right	Left	U-Turn	Crosswalk	Crosswalk	Total	Right	Thru	Left	U-Turn	Crosswalk	Crosswalk	Total	Right	Thru	Left	U-Turn	Crosswalk	Crosswalk	Total
3:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1
Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1										1									

PDI File #: 231331 A

Location: N: Tuscan Boulevard

Location: E/W: Rockingham Park Boulevard (Route 38)

City, State: Salem, NH

Client: GPI/S. Theriault

Site Code: MAX-0404016.01

Count Date: Thursday, August 13, 2026

Start Time: 3:00 PM

End Time: 6:00 PM

Class:



157 Washington Street, Suite 2
Salem, NH 03079
Office: 508-475-0100 Fax: 508-475-0118

Pedestrians

	Tuscan Boulevard						Rockingham Park Boulevard (Route 38)						Rockingham Park Boulevard (Route 38)							
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-EB	CW-WB	Total		
3:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg Total							1							0						

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

3:00 PM	Tuscan Boulevard						Rockingham Park Boulevard (Route 38)						Rockingham Park Boulevard (Route 38)							
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-EB	CW-WB	Total		
3:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg							1							0						
Total							2							0						

PDI File #: 231331 A

Location: N: Tuscan Boulevard
Location: E/W: Rockingham Park Boulevard (Route 38)
City, State: Salem, NH
Client: GPI/S. Theriault
Site Code: MAX-040416.01
Count Date: Saturday, August 15, 2026
Start Time: 11:00 AM
End Time: 2:00 PM



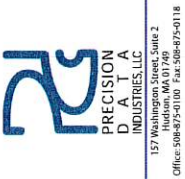
Cars and Heavy Vehicles (Combined)

	Tuscan Boulevard						Rockingham Park Boulevard (Route 38)					
	from North						from East					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total
11:00 AM	56	22	0	78	32	209	0	241	321	72	0	393
11:15 AM	56	36	0	92	45	220	0	265	273	78	0	351
11:30 AM	72	30	0	102	39	267	0	306	251	63	0	314
11:45 AM	70	31	0	101	33	258	0	291	291	112	1	404
Total	254	119	0	373	149	954	0	1103	1136	325	1	1462
12:00 PM	70	23	0	93	27	260	0	287	316	76	0	392
12:15 PM	73	35	0	108	44	229	0	273	296	109	0	405
12:30 PM	81	33	1	115	34	275	0	309	273	86	1	360
12:45 PM	65	38	1	104	56	196	0	252	289	105	0	394
Total	289	129	2	420	161	960	0	1121	1174	376	1	1551
1:00 PM	88	35	0	123	41	312	0	353	285	81	0	366
1:15 PM	79	32	1	112	37	218	0	255	302	90	1	393
1:30 PM	98	25	0	123	41	277	0	318	292	92	0	384
1:45 PM	89	36	0	125	30	257	0	287	318	110	0	428
Total	354	128	1	483	149	1064	0	1213	1197	373	1	1571
Grand Total	897	376	3	1276	459	2978	0	3437	3507	1074	3	4584
Approach %	70.3	29.5	0.2	100.0	13.4	86.6	0.0	37.0	76.5	23.4	0.1	99.4
Total %	9.6	4.0	0.0	13.7	4.9	32.0	0.0	37.0	37.7	11.6	0.0	49.3
Exiting Leg Total	1536						3883					
Cars	894	373	3	1270	456	2954	0	3410	3495	1067	3	4565
% Cars	99.7	99.2	100.0	99.5	99.3	99.2	0.0	99.2	99.7	99.3	100.0	99.6
Exiting Leg Total	1526						3868					
Heavy Vehicles	3	3	0	6	3	24	0	27	12	7	0	19
% Heavy Vehicles	0.3	0.8	0.0	0.5	0.7	0.8	0.0	0.8	0.3	0.7	0.0	0.4
Exiting Leg Total	10						15					

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

1:00 PM	Tuscan Boulevard						Rockingham Park Boulevard (Route 38)					
	from North						from East					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total
1:00 PM	88	35	0	123	41	312	0	353	285	81	0	366
1:15 PM	79	32	1	112	37	218	0	255	302	90	1	393
1:30 PM	98	25	0	123	41	277	0	318	292	92	0	384
1:45 PM	89	36	0	125	30	257	0	287	318	110	0	428
Total Volume	354	128	1	483	149	1064	0	1213	1197	373	1	1571
% Approach Total	73.3	26.5	0.2	100.0	12.3	87.7	0.0	12.3	76.2	23.7	0.1	100.0
PHF	0.903	0.889	0.250	0.966	0.909	0.853	0.000	0.859	0.941	0.848	0.250	0.918
Cars	352	128	1	481	148	1060	0	1208	1193	373	1	1567
% Cars	99.4	100.0	100.0	99.6	99.3	99.6	0.0	99.6	99.7	100.0	100.0	99.7
Heavy Vehicles	2	0	0	2	1	4	0	5	4	0	0	4
% Heavy Vehicles	0.6	0.0	0.0	0.4	0.7	0.4	0.0	0.4	0.3	0.0	0.0	0.3
Cars Enter Leg	352	128	1	481	148	1060	0	1208	1193	373	1	1567
Heavy Enter Leg	2	0	0	2	1	4	0	5	4	0	0	4
Total Entering Leg	354	128	1	483	149	1064	0	1213	1197	373	1	1571
Cars Exiting Leg	352	128	1	481	148	1060	0	1208	1193	373	1	1567
Heavy Exiting Leg	2	0	0	2	1	4	0	5	4	0	0	4
Total Exiting Leg	354	128	1	483	149	1064	0	1213	1197	373	1	1571

Location: N: Tuscan Boulevard
 Location: E/W: Rockingham Park Boulevard (Route 38)
 City, State: Salem, NH
 Client: GP/S. Theriault
 Site Code: MAX-0404016.01
 Count Date: Saturday, August 15, 2026
 Start Time: 11:00 AM
 End Time: 2:00 PM



Bicycles (on Roadway and Crosswalks)

	Tuscan Boulevard										Rockingham Park Boulevard (Route 38)									
	from North					from East					from West					from South				
	Right	Left	U-Turn	CR-EB	Total	Right	Thru	U-Turn	CR-EB	Total	Right	Thru	U-Turn	CR-EB	Total	Right	Thru	U-Turn	CR-EB	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					1					0				

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

11:00 AM	Tuscan Boulevard										Rockingham Park Boulevard (Route 38)									
	from North					from East					from West					from South				
	Right	Left	U-Turn	CR-EB	Total	Right	Thru	U-Turn	CR-EB	Total	Right	Thru	U-Turn	CR-EB	Total	Right	Thru	U-Turn	CR-EB	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1					1					1					2				

PDI File #: 231331 A

Location: N: Tuscan Boulevard
Location: E/W: Rockingham Park Boulevard (Route 38)
City, State: Salem, NH
Client: GPI/S. Theriault
Site Code: MAX-0404016.01
Count Date: Saturday, August 15, 2026
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Pedestrians

	Tuscan Boulevard										Rockingham Park Boulevard (Route 38)										Rockingham Park Boulevard (Route 38)									
	from North										from East										from West									
	Right	Left	U-Turn	CW-EB	CW-EB	Total	Right	Thru	U-Turn	CW-EB	CW-EB	Total	Thru	Left	U-Turn	CW-WB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-WB	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

	Tuscan Boulevard										Rockingham Park Boulevard (Route 38)										Rockingham Park Boulevard (Route 38)									
	from North										from East										from West									
	Right	Left	U-Turn	CW-EB	CW-EB	Total	Right	Thru	U-Turn	CW-EB	CW-EB	Total	Thru	Left	U-Turn	CW-WB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-WB	Total	Thru	Left	U-Turn	CW-WB	CW-WB	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PDI File #: 231331 B

Location: N: Tuscan Boulevard S: Tuscan Boulevard

City, State: E: South Village Drive W: South Village Drive

Client: GP/S. Theriault

Site Code: MAX-0404016.01

Count Date: Thursday, August 13, 2026

Start Time: 3:00 PM

End Time: 6:00 PM

Class:



157 Washington Street, Suite 2
Salem, NH 03079
Office: 508-875-0100 Fax: 508-875-0118

Cars and Heavy Vehicles (Combined)

	Tuscan Boulevard						South Village Drive						Tuscan Boulevard						South Village Drive					
	from North			from East			from South			from West			from South			from West								
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total				
3:00 PM	2	46	28	0	76	18	4	54	1	77	58	33	9	1	101	11	4	5	0	20				
3:15 PM	4	33	25	0	62	29	2	63	1	95	76	32	9	1	118	11	8	3	0	22				
3:30 PM	4	51	38	0	93	22	1	57	0	80	66	45	10	0	121	16	4	8	0	28				
3:45 PM	0	30	27	1	58	25	2	49	0	76	79	33	6	2	120	10	3	1	0	14				
Total	10	160	118	1	289	94	9	223	2	328	279	143	34	4	460	48	19	17	0	84				
4:00 PM	0	38	29	0	67	24	2	67	0	93	51	27	10	4	92	16	4	1	0	21				
4:15 PM	2	48	35	1	86	27	3	45	0	75	61	34	8	0	103	13	2	2	0	17				
4:30 PM	0	36	23	0	59	14	2	43	1	60	71	41	5	2	119	17	3	2	0	22				
4:45 PM	0	33	31	1	65	24	4	59	1	88	79	48	4	1	132	13	2	3	0	18				
Total	2	155	118	2	277	89	11	214	2	316	262	150	27	7	446	59	11	8	0	78				
5:00 PM	0	35	29	2	66	20	3	49	1	73	77	37	1	2	117	9	1	1	0	11				
5:15 PM	1	38	41	2	82	23	3	63	3	92	63	50	7	1	121	13	2	2	0	17				
5:30 PM	1	44	45	1	91	25	4	49	1	79	87	63	7	3	160	11	1	3	0	15				
5:45 PM	0	37	51	2	90	35	3	57	0	95	71	73	10	4	158	2	0	1	0	3				
Total	2	154	166	7	329	103	13	218	5	339	298	223	25	10	556	35	4	7	0	46				
Grand Total	14	469	402	10	895	286	33	653	9	983	839	516	86	21	1462	142	34	32	0	208				
Approach %	1.6	52.4	44.9	1.1		29.1	3.4	66.6	0.9		57.4	35.3	5.9	1.4		68.3	16.3	15.4	0.0					
Total %	0.4	13.2	11.3	0.3	25.2	8.1	0.9	18.5	0.3	27.7	23.6	14.5	2.4	0.6	41.2	4.0	1.0	0.9	0.0	5.9				
Exiting Leg Total	844						1284						1287						133					
Cars	12	467	401	10	890	284	33	653	9	979	837	511	85	21	1454	139	34	32	0	205				
% Cars	85.7	99.6	99.8	100.0	99.4	99.3	100.0	99.7	100.0	99.6	99.8	99.0	98.8	100.0	99.5	97.9	100.0	100.0	0.0	98.6				
Exiting Leg Total	837						1281						1280						130					
Heavy Vehicles	2	2	1	0	5	2	0	2	0	4	2	5	1	0	8	3	0	0	0	3				
% Heavy Vehicles	14.3	0.4	0.2	0.0	0.6	0.7	0.0	0.3	0.0	0.4	0.2	1.0	1.2	0.0	0.5	2.1	0.0	0.0	0.0	1.4				
Exiting Leg Total	7						3						7						3					

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

5:00 PM	Tuscan Boulevard						South Village Drive						Tuscan Boulevard						South Village Drive						
	from North			from East			from South			from West			from South			from East			from North						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total
5:00 PM	0	35	29	2	66	20	3	49	1	73	77	37	1	2	117	9	1	1	0	11	267				
5:15 PM	1	38	41	2	82	23	3	63	3	92	63	50	7	1	121	13	2	2	0	17	312				
5:30 PM	1	44	45	1	91	25	4	49	1	79	87	63	7	3	160	11	1	3	0	15	345				
5:45 PM	0	37	51	2	90	35	3	57	0	95	71	73	10	4	158	2	0	1	0	3	346				
Total Volume	2	154	166	7	329	103	13	218	5	339	298	223	25	10	556	35	4	7	0	46	1270				
% Approach Total	0.6	46.8	50.5	2.1		30.4	3.8	64.3	1.5		53.6	40.1	4.5	1.8		76.1	8.7	15.2	0.0						
PHF	0.500	0.875	0.814	0.875	0.904	0.736	0.813	0.865	0.417	0.892	0.856	0.764	0.625	0.625	0.869	0.673	0.500	0.583	0.000	0.676	0.918				
Cars	1	153	166	7	327	102	13	218	5	338	298	221	25	10	554	34	4	7	0	45	1264				
Cars %	50.0	99.4	100.0	100.0	99.4	99.0	100.0	100.0	100.0	99.7	100.0	99.1	100.0	100.0	99.6	97.1	100.0	100.0	0.0	97.8	99.5				
Heavy Vehicles	1	1	0	0	2	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	6				
Heavy Vehicles %	50.0	0.6	0.0	0.0	0.6	1.0	0.0	0.0	0.0	0.3	0.0	0.9	0.0	0.0	0.4	2.9	0.0	0.0	0.0	2.2	0.5				
Cars Enter Leg	1	153	166	7	327	102	13	218	5	338	298	221	25	10	554	34	4	7	0	45	1264				
Heavy Enter Leg	1	1	0	0	2	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	6				
Total Entering Leg	2	154	166	7	329	103	13	218	5	339	298	223	25	10	556	35	4	7	0	46	1270				
Cars Exiting Leg					337					473					415					39	1264				
Heavy Exiting Leg					3					0					2					1	6				
Total Exiting Leg					340					473					417					40	1270				

PDI File #: 231331 B

Location: N: Tuscan Boulevard S: Tuscan Boulevard
E: South Village Drive W: South Village Drive

City, State: Salem, NH

Client: GPI/S. Theriault

Site Code: MAX-0404016.01

Count Date: Thursday, August 13, 2026

Start Time: 3:00 PM

End Time: 6:00 PM

Class:



PRECISION
DATA
ANALYTICS

137 Washington Street, Suite 2
Hudson, MA 01749
Office: 508-675-9100 Fax: 508-675-9118

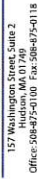
Bicycles (on Roadway and Crosswalks)

	Tuscan Boulevard										South Village Drive										Tuscan Boulevard										South Village Drive									
	from North										from East										from South										from West									
	Right	Thru	Left	U-Turn	Coverd	Total	Right	Thru	Left	U-Turn	Coverd	Total	Right	Thru	Left	U-Turn	Coverd	Total	Right	Thru	Left	U-Turn	Coverd	Total																
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2														
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
4:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2															
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2															
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Grand Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0		0.0	50.0	0.0	0.0	0.0	50.0															
Total %	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0															
Exiting Leg Total	1										1										0										2									

Peak Hour Analysis from 03:00 PM to 06:00 PM begins at:

	Tuscan Boulevard										South Village Drive										Tuscan Boulevard										South Village Drive									
	from North										from East										from South										from West									
	Right	Thru	Left	U-Turn	Cvt-EB	Cvt-WB	Total	Right	Thru	Left	U-Turn	Cvt-EB	Cvt-WB	Total	Right	Thru	Left	U-Turn	Cvt-EB	Cvt-WB	Total	Right	Thru	Left	U-Turn	Cvt-EB	Cvt-WB	Total												
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2										
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2										
% Approach Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0										
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250										
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	1	2										
Exiting Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2										
Total	1										0										1										2									

Location: N: Tuscan Boulevard S: Tuscan Boulevard
 Location: E: South Village Drive W: South Village Drive
 City, State: Salem, NH
 Client: GP/J.S. Theriault
 Site Code: MAX-0404016.01
 Count Date: Thursday, August 13, 2026
 Start Time: 3:00 PM
 End Time: 6:00 PM



	Tuscan Boulevard	South Village Drive						Tuscan Boulevard							South Village Drive										
	from North						from East						from South						from West						
	Rght	Thru	Lft	U+Lght	Cvt Wgt	Total	Rght	Thru	Lft	U+Lght	Cvt Rht	Total	Rght	Thru	Lft	U+Lght	Cvt Lft	Total	Rght	Thru	Lft	U+Lght	Cvt Rgh	Total	
3:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
3:30 PM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
3:45 PM	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5
4:00 PM	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
4:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
4:45 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
Total	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	4	1	5
5:00 PM	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
5:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	6
5:45 PM	0	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7
Total	0	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	10	1	11
Grand Total	0	0	0	28	4	32												1	2	0	0	0	17	4	21
Approach %	0	0	0	87.5	12.5													50	50	0	0	0	81	19	
Total %	0	0	0	50.9	7.27	58.2												1.82	1.82	0	0	0	30.9	7.27	38.2
Exiting Leg Total				32		0												2						21	55

5:00 PM	Tuscan Boulevard						South Village Drive						Tuscan Boulevard						South Village Drive							
	from North			from East			from South			from West			from North			from East			from South			from West				
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	
5:00 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4
5:45 PM	0	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	20
Total Volume	0	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	11	33
% Approach Total	0.0	0.0	0.0	300.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.9	9.1		0.13
PHF	0.000	0.000	0.000	0.464	0.000	0.464	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.357	0.250	0.393	
Entering Leg	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	11	33
Exiting Leg				21	0	0																	11	33		11
Total				42	0	0																	22	66		66

PDI File #: 231331 B

Location: N: Tuscan Boulevard S: Tuscan Boulevard
 Location: E: South Village Drive W: South Village Drive
 City, State: Salem, NH
 Client: GPI/S. Theriault
 Site Code: MAX-0404016.01
 Count Date: Saturday, August 15, 2026
 Start Time: 11:00 AM
 End Time: 2:00 PM



Cars and Heavy Vehicles (Combined)

	Tuscan Boulevard					South Village Drive					Tuscan Boulevard					South Village Drive					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
11:00 AM	1	27	25	0	53	23	0	42	0	65	77	31	0	5	113	0	0	0	0	0	231
11:15 AM	0	45	25	2	72	26	1	45	0	72	77	28	1	3	109	2	1	1	0	4	257
11:30 AM	0	49	31	0	80	27	2	47	1	77	74	31	2	4	111	3	0	1	0	4	272
11:45 AM	0	49	41	0	90	28	1	46	0	75	77	36	0	5	118	1	0	0	0	1	284
Total	1	170	122	2	295	104	4	180	1	289	305	126	3	17	451	6	1	2	0	9	1044
12:00 PM	1	40	31	1	73	27	0	47	1	75	76	32	0	6	114	0	0	1	0	1	263
12:15 PM	3	50	37	0	90	32	0	52	1	85	79	47	0	3	129	1	0	0	0	1	305
12:30 PM	3	55	41	1	100	41	1	60	0	102	83	40	1	4	128	1	0	1	0	2	332
12:45 PM	1	49	37	2	89	39	2	43	0	84	82	59	2	7	150	3	1	3	0	7	330
Total	8	194	146	4	352	139	3	202	2	346	320	178	3	20	521	5	1	5	0	11	1230
1:00 PM	0	59	35	0	94	29	4	60	0	93	85	41	2	7	135	4	0	1	0	5	327
1:15 PM	0	51	53	1	105	44	1	61	0	106	80	31	0	4	115	1	0	1	0	2	328
1:30 PM	0	51	36	0	87	38	2	71	0	111	83	40	0	1	124	1	0	0	0	1	323
1:45 PM	0	63	31	0	94	34	2	68	1	105	74	49	0	6	129	0	0	3	0	3	331
Total	0	224	155	1	380	145	9	260	1	415	322	161	2	18	503	6	0	5	0	11	1309
Grand Total	9	588	423	7	1027	388	16	642	4	1050	947	465	8	55	1475	17	2	12	0	31	3583
Approach %	0.9	57.3	41.2	0.7	37.0	1.5	61.1	0.4	64.2	31.5	0.5	3.7	54.8	6.5	38.7	0.0	0.0	0.3	0.0	0.9	0.9
Total %	0.3	16.4	11.8	0.2	28.7	10.8	0.4	17.9	0.1	29.3	26.4	13.0	0.2	1.5	41.2	0.5	0.1	0.3	0.0	0.9	0.9
Exiting Leg Total	872					1376					1302					33					3583
Cars	8	585	423	7	1023	387	16	641	4	1048	945	457	8	55	1465	16	2	12	0	30	3566
% Cars	88.9	99.5	100.0	100.0	99.6	99.7	100.0	99.8	100.0	99.8	99.8	98.3	100.0	100.0	99.3	94.1	100.0	100.0	0.0	96.8	99.5
Exiting Leg Total	863					1374					1297					32					3566
Heavy Vehicles	1	3	0	0	4	1	0	1	0	2	2	8	0	0	10	1	0	0	0	1	17
% Heavy Vehicles	11.1	0.5	0.0	0.0	0.4	0.3	0.0	0.2	0.0	0.2	0.2	1.7	0.0	0.0	0.7	5.9	0.0	0.0	0.0	3.2	0.5
Exiting Leg Total	9					2					5					1					17

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:30 PM	Tuscan Boulevard from North					South Village Drive from East					Tuscan Boulevard from South					South Village Drive from West					Total				
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total					
12:30 PM	3	55	41	1	100	41	1	60	0	102	83	40	1	4	128	1	0	1	0	2	332				
12:45 PM	1	49	37	2	89	39	2	43	0	84	82	59	2	7	150	3	1	3	0	7	330				
1:00 PM	0	59	35	0	94	29	4	60	0	93	85	41	2	7	135	4	0	1	0	5	327				
1:15 PM	0	51	53	1	105	44	1	61	0	106	80	31	0	4	115	1	0	1	0	2	328				
Total Volume	4	214	166	4	388	153	8	224	0	385	330	171	5	22	528	9	1	6	0	16	1317				
% Approach Total	1.0	55.2	42.8	1.0	39.7	2.1	58.2	0.0	62.5	32.4	0.9	4.2	56.3	6.3	37.5	0.0	0.563	0.250	0.500	0.000	0.571				
PHF	0.333					0.869					0.971					0.563					0.992				
Cars	4	213	166	4	387	153	8	223	0	384	329	171	5	22	527	9	1	6	0	16	1314				
Cars %	100.0	99.5	100.0	100.0	99.7	100.0	100.0	99.6	0.0	99.7	99.7	100.0	100.0	100.0	99.8	100.0	100.0	100.0	0.0	100.0	99.8				
Heavy Vehicles	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3				
Heavy Vehicles %	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.3	0.3	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2				
Cars Enter Leg	4	213	166	4	387	153	8	223	0	384	329	171	5	22	527	9	1	6	0	16	1314				
Heavy Enter Leg	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3				
Total Entering Leg	4	214	166	4	388	153	8	224	0	385	330	171	5	22	528	9	1	6	0	16	1317				
Cars Exiting Leg	334					496					467					17					1314				
Heavy Exiting Leg	0					1					2					3					0				
Total Exiting Leg	334					497					469					17					1317				

PDI File #: 231331 B

Location: N: Tuscan Boulevard S: Tuscan Boulevard
Location: E: South Village Drive W: South Village Drive
City, State: Salem, NH
Client: GPI/S. Theriault
Site Code: MAX-0404016.01
Count Date: Saturday, August 15, 2026
Start Time: 11:00 AM
End Time: 2:00 PM
Class:



Bicycles (on Roadway and Crosswalks)

	Tuscan Boulevard										South Village Drive									
	from North					from East					from South					from West				
	Right	Thru	Left	Cycle	Total	Right	Thru	Left	Cycle	Total	Right	Thru	Left	Cycle	Total	Right	Thru	Left	Cycle	Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	50.0	0.0	50.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	16.7	0.0	16.7	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	4										1									

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

12:45 PM	Tuscan Boulevard										South Village Drive									
	from North					from East					from South					from West				
	Right	Thru	Left	Cycle	Total	Right	Thru	Left	Cycle	Total	Right	Thru	Left	Cycle	Total	Right	Thru	Left	Cycle	Total
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0
Exiting Leg	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0
Total	3										3									

Pedestrians

Pedestrians

Peak Hour Analysis from 11:00 AM to 02:00 PM begins at:

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Year 2024 Monthly Data

Group 4 Averages: Urban Highways

Month	MADT	Adjustment to Average	Adjustment to Peak
January	14,556	1.04	1.09
February	15,385	0.98	1.03
March	14,276	1.06	1.11
April	14,515	1.04	1.10
May	15,571	0.97	1.02
June	15,918	0.95	1.00
July	15,765	0.96	1.01
August	15,856	0.95	1.00
September	15,571	0.97	1.02
October	15,698	0.96	1.01
November	14,429	1.05	1.10
December	13,960	1.08	1.14

Average ADT: 15,125

Peak ADT: 15,918

GROUP	Station	TOWN	LOCATION
04	02051003	Bow	NH 3A south of Robinson Rd
04	02089001	Chichester	NH 28 (Suncook Valley Rd) north of Bear Hill Rd
04	02091001	Claremont	NH 12/103 east of Vermont SL
04	02125001	Dover	Dover Point Rd south of Thornwood Ln
04	02133021	Durham	US 4 east of NH 108
04	02229022	Hudson	Circumferential Hwy east of Nashua TL
04	02253025	Lebanon	NH 120 1 mile south of Hanover TL (south of Lahaye Dr)
04	02255001	Barrington	NH 125 (Calef Hwy) north of Pinkham Rd
04	02287001	Marlborough	NH 12 at Swanzey TL
04	02297001	Merrimack	US 3 (Daniel Webster Hwy) north of Hilton Dr
04	02303001	Amherst	NH 101A at Amherst TL (west of Overlook Dr)
04	02315051	Hudson	NH 111 (Bridge / Ferry St) at Hudson TL
04	02339001	Newport	NH 10 1 mile south of Croydon TL (north of Corbin Rd)
04	02345001	North Hampton	US 1 (Lafayette Rd) north of North Rd
04	02445001	Wilton	NH 101 at Wilton TL (west of Old County Farm Rd)
04	02489001	Windham	NH 28 at Derry TL (north of Northland Rd)
04	62099056	Concord	NH 106 (Sheep Davis Rd) at Loudon TL (north of Ashby Rd)
04	62099059	Concord	Clinton St Rte: NH 13
04	62387052	Rindge	US 202 at Jaffrey TL (north of County Rd)
04	62389040	Rochester	Spaulding Tpke N
04	72099278	Concord	US 3 (Fisherville Rd) north of Sewalls Falls Rd
04	82037087	Bedford	New Boston Rd
04	82101031	Conway	White Mountain Hwy at Washington St
04	82101032	Conway	Pleasant St
04	82101033	Conway	White Mountain Hwy at Pleasant St
04	82169060	Gilford	Weirs Rd Rte: NH 11B
04	82197076	Hampton Falls	US 1 (Lafayette Rd) south of Ramp to NH 101
04	82213067	Henniker	Rush Rd
04	82237075	Keene	Keene By-Pass Rte: NH 101
04	82243052	Kingston	NH Route 125 Rte: NH 107
04	82253117	Lebanon	Meriden Rd Rte: NH 120
04	82253119	Lebanon	Etna Rd
04	82303020	Milford	NH 101 (Milford Bypass) North of Phelan Rd
04	82303066	Milford	NH 101 (Milford Bypass) East of NH 13

* denotes Station that is not included in calculation

RESPONSE TO COMMENTS

Tuscan Village – Salem, New Hampshire

TABLE 1
Intersection Capacity Analysis Summary

Intersection/Peak Hour/Lane Group	2026 Existing			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d
Rockingham Park Boulevard / Tuscan Boulevard				
<i>Weekday PM:</i>	Cycle Length = 120 seconds			
Rockingham Park Blvd EB left-turn	0.87	52.6	D	192/231
Rockingham Park Blvd EB through	0.37	4.0	A	90/126
Rockingham Park Blvd WB through	0.28	12.7	B	111/168
Rockingham Park Blvd WB right-turn	0.00	0.0	A	<25/<25
Tuscan Boulevard SB left-turn	0.32	49.8	D	46/73
Tuscan Boulevard SB right-turn	0.47	36.9	D	51/76
Overall Intersection	--	18.6	B	--/--
<i>Saturday Midday:</i>	Cycle Length = 140 seconds			
Rockingham Park Blvd EB left-turn	0.87	61.5	E	186/233
Rockingham Park Blvd EB through	0.31	3.4	A	100/138
Rockingham Park Blvd WB through	0.38	12.1	B	205/271
Rockingham Park Blvd WB right-turn	0.00	0.0	A	<25/<25
Tuscan Boulevard SB left-turn	0.38	59.4	E	58/88
Tuscan Boulevard SB right-turn	0.56	48.2	D	114/147
Overall Intersection	--	20.3	C	--/--

^a Volume-to-capacity ratio.^b Average control delay in seconds per vehicle.^c Level of service.^d Average/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

TABLE 2
Roundabout Capacity Analysis Summary

Intersection/Peak Hour/Lane Group	2026 Existing			
	V/C ^a	Del. ^b	LOS ^c	Queue ^d
Tuscan Boulevard / South Village Drive				
<i>Weekday PM:</i>				
Tuscan Boulevard NB left/through	0.26	5.4	A	--/31
Tuscan Boulevard NB through/right	0.29	5.8	A	--/36
South Village Drive WB approach	0.38	7.7	A	--/53
Tuscan Boulevard SB left/through	0.29	6.2	A	--/34
Tuscan Boulevard SB through/right	0.06	4.1	A	--/<25
West Village EB approach	0.10	6.2	A	--/<25
Overall Intersection	--	6.2	A	--/--
<i>Saturday Midday:</i>				
Tuscan Boulevard NB left/through	0.19	4.7	A	--/<25
Tuscan Boulevard NB through/right	0.32	6.0	A	--/41
South Village Drive WB approach	0.39	7.4	A	--/58
Tuscan Boulevard SB left/through	0.32	6.5	A	--/40
Tuscan Boulevard SB through/right	0.07	4.0	A	--/<25
West Village EB approach	0.04	5.7	A	--/<25
Overall Intersection	--	6.2	A	--/--

^a Volume-to-capacity ratio.^b Average control delay in seconds per vehicle.^c Level of service.^d Average/95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

12: Rockingham Park Blvd & Tuscan Blvd
Lanes, Volumes, Timings

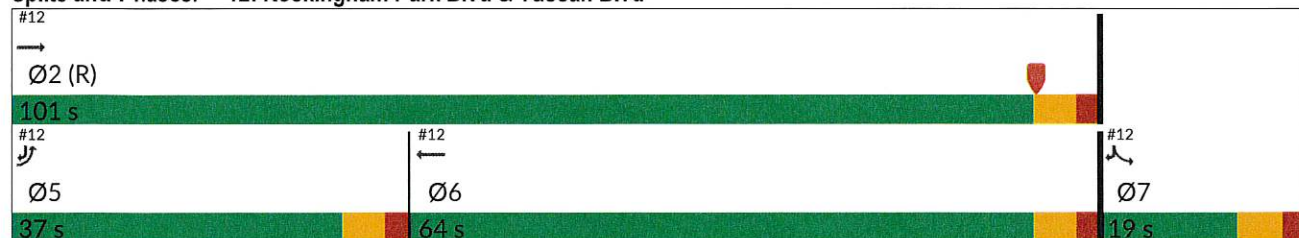
2026 Existing
Timing Plan: Weekday PM

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	435	1340	799	148	104	310
Future Volume (vph)	435	1340	799	148	104	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			425	0	0
Storage Lanes	2			1	2	2
Taper Length (ft)	150			125	25	25
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		991	1101		534	
Travel Time (s)		22.5	25.0		12.1	
Peak Hour Factor	0.88	0.88	0.96	0.96	0.87	0.87
Heavy Vehicles (%)	1%	1%	1%	1%	2%	1%
Shared Lane Traffic (%)						
Turn Type	Prot	NA	NA	Free	Prot	pt+ov
Protected Phases	5	2	6		7	5 7
Permitted Phases				Free		
Detector Phase	5	2	6		7	5 7
Switch Phase						
Minimum Initial (s)	6.0	10.0	10.0		6.0	
Minimum Split (s)	12.0	16.0	16.0		12.0	
Total Split (s)	37.0	101.0	64.0		19.0	
Total Split (%)	30.8%	84.2%	53.3%		15.8%	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None	C-Min	Min		None	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 54 (45%), Referenced to phase 2:EBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 12: Rockingham Park Blvd & Tuscan Blvd



12: Rockingham Park Blvd & Tuscan Blvd
Queues

2026 Existing
Timing Plan: Weekday PM

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	494	1523	832	154	120	356
v/c Ratio	0.79	0.36	0.28	0.10	0.41	0.35
Control Delay (s/veh)	56.4	3.4	13.6	0.1	55.3	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.4	3.4	13.6	0.1	55.3	13.4
Queue Length 50th (ft)	192	90	111	0	46	51
Queue Length 95th (ft)	231	126	168	0	73	76
Internal Link Dist (ft)		911	1021		454	
Turn Bay Length (ft)	500			425		
Base Capacity (vph)	895	4192	2998	1599	379	1185
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.36	0.28	0.10	0.32	0.30
Intersection Summary						

12: Rockingham Park Blvd & Tuscan Blvd
 HCM 7th Signalized Intersection Summary

2026 Existing
 Timing Plan: Weekday PM

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	435	1340	799	148	104	310
Future Volume (veh/h)	435	1340	799	148	104	310
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1870	1885
Adj Flow Rate, veh/h	494	1523	832	0	120	356
Peak Hour Factor	0.88	0.88	0.96	0.96	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	2	1
Cap, veh/h	565	4074	2983		374	761
Arrive On Green	0.16	0.79	0.58	0.00	0.11	0.11
Sat Flow, veh/h	3483	5316	5316	1598	3456	2812
Grp Volume(v), veh/h	494	1523	832	0	120	356
Grp Sat Flow(s),veh/h/ln	1742	1716	1716	1598	1728	1406
Q Serve(g_s), s	16.6	10.5	9.7	0.0	3.8	12.7
Cycle Q Clear(g_c), s	16.6	10.5	9.7	0.0	3.8	12.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	565	4074	2983		374	761
V/C Ratio(X)	0.87	0.37	0.28		0.32	0.47
Avail Cap(c_a), veh/h	900	4074	2983		374	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	49.1	3.7	12.7	0.0	49.4	36.6
Incr Delay (d2), s/veh	3.6	0.3	0.0	0.0	0.4	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	3.0	3.7	0.0	1.7	10.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	52.6	4.0	12.7	0.0	49.8	36.9
LnGrp LOS	D	A	B		D	D
Approach Vol, veh/h		2017	832		476	
Approach Delay, s/veh		15.9	12.7		40.1	
Approach LOS		B	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		101.0		19.0	25.5	75.5
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		95.0		13.0	31.0	58.0
Max Q Clear Time (g_c+I1), s		12.5		14.7	18.6	11.7
Green Ext Time (p_c), s		10.8		0.0	0.8	4.5
Intersection Summary						
HCM 7th Control Delay, s/veh			18.6			
HCM 7th LOS			B			

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

12: Rockingham Park Blvd & Tuscan Blvd
Lanes, Volumes, Timings

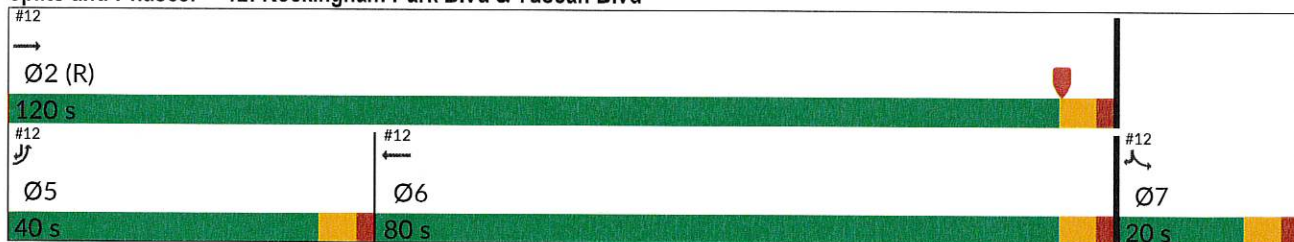
2026 Existing
Timing Plan: SAT Midday

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	374	1197	1064	149	129	354
Future Volume (vph)	374	1197	1064	149	129	354
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			425	0	0
Storage Lanes	2			1	2	2
Taper Length (ft)	150			125	25	25
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		991	1101		534	
Travel Time (s)		22.5	25.0		12.1	
Peak Hour Factor	0.92	0.92	0.86	0.86	0.97	0.97
Heavy Vehicles (%)	0%	1%	1%	1%	0%	1%
Shared Lane Traffic (%)						
Turn Type	Prot	NA	NA	Free	Prot	pt+ov
Protected Phases	5	2	6		7	5 7
Permitted Phases				Free		
Detector Phase	5	2	6		7	5 7
Switch Phase						
Minimum Initial (s)	6.0	10.0	10.0		6.0	
Minimum Split (s)	12.0	16.0	16.0		12.0	
Total Split (s)	40.0	120.0	80.0		20.0	
Total Split (%)	28.6%	85.7%	57.1%		14.3%	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?						
Recall Mode	None	C-Min	Min		None	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 79 (56%), Referenced to phase 2:EBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 12: Rockingham Park Blvd & Tuscan Blvd



12: Rockingham Park Blvd & Tuscan Blvd
Queues

2026 Existing
Timing Plan: SAT Midday

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	407	1301	1237	173	133	365
v/c Ratio	0.78	0.32	0.40	0.11	0.33	0.39
Control Delay (s/veh)	67.8	4.3	15.7	0.1	58.1	29.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.8	4.3	15.7	0.1	58.1	29.2
Queue Length 50th (ft)	186	100	205	0	58	114
Queue Length 95th (ft)	233	138	271	0	88	147
Internal Link Dist (ft)		911	1021		454	
Turn Bay Length (ft)	500			425		
Base Capacity (vph)	850	4200	3111	1599	420	1167
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.31	0.40	0.11	0.32	0.31

Intersection Summary

12: Rockingham Park Blvd & Tuscan Blvd
 HCM 7th Signalized Intersection Summary

2026 Existing
 Timing Plan: SAT Midday

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	374	1197	1064	149	129	354
Future Volume (veh/h)	374	1197	1064	149	129	354
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1885	1885	1885	1900	1885
Adj Flow Rate, veh/h	407	1301	1237	0	133	365
Peak Hour Factor	0.92	0.92	0.86	0.86	0.97	0.97
Percent Heavy Veh, %	0	1	1	1	0	1
Cap, veh/h	467	4191	3285		351	655
Arrive On Green	0.13	0.81	0.64	0.00	0.10	0.10
Sat Flow, veh/h	3510	5316	5316	1598	3510	2812
Grp Volume(v), veh/h	407	1301	1237	0	133	365
Grp Sat Flow(s),veh/h/ln	1755	1716	1716	1598	1755	1406
Q Serve(g_s), s	15.9	8.8	16.0	0.0	5.0	14.0
Cycle Q Clear(g_c), s	15.9	8.8	16.0	0.0	5.0	14.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	467	4191	3285		351	655
V/C Ratio(X)	0.87	0.31	0.38		0.38	0.56
Avail Cap(c_a), veh/h	853	4191	3285		351	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	3.2	12.1	0.0	58.9	47.3
Incr Delay (d2), s/veh	2.0	0.2	0.0	0.0	0.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	2.6	6.1	0.0	2.2	12.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	61.5	3.4	12.1	0.0	59.4	48.2
LnGrp LOS	E	A	B		E	D
Approach Vol, veh/h		1708	1237		498	
Approach Delay, s/veh		17.3	12.1		51.2	
Approach LOS		B	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		120.0		20.0	24.6	95.4
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		114.0		14.0	34.0	74.0
Max Q Clear Time (g_c+1), s		10.8		16.0	17.9	18.0
Green Ext Time (p_c), s		8.4		0.0	0.7	7.7
Intersection Summary						
HCM 7th Control Delay, s/veh			20.3			
HCM 7th LOS			C			

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

LANE SUMMARY

 **Site: [1] Weekday PM (Tuscan Blvd / South Village Dr)**
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance															
	Demand Flows Arrival Flows				Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total	HV]	[Total	HV]						[Veh	Dist]				
	veh/h	%	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: Tuscan Boulevard															
Lane 1	297	0.9	297	0.9	1156	0.256	88 ⁵	5.4	LOS A	1.2	30.5	Full	1600	0.0	0.0
Lane 2 ^d	343	0.0	343	0.0	1169	0.293	100	5.8	LOS A	1.5	36.4	Full	1600	0.0	0.0
Approach	639	0.4	639	0.4		0.293		5.6	LOS A	1.5	36.4				
East: South Village Drive															
Lane 1 ^d	381	0.3	381	0.3	995	0.383	100	7.7	LOS A	2.1	52.9	Full	1600	0.0	0.0
Approach	381	0.3	381	0.3		0.383		7.7	LOS A	2.1	52.9				
North: Tuscan Boulevard															
Lane 1 ^d	302	0.4	302	0.4	1049	0.288	100	6.2	LOS A	1.3	33.6	Full	1600	0.0	0.0
Lane 2	64	2.7	64	2.7	1016	0.063	22 ⁶	4.1	LOS A	0.2	5.9	Full	1600	0.0	0.0
Approach	366	0.8	366	0.8		0.288		5.8	LOS A	1.3	33.6				
West: South Village Drive															
Lane 1 ^d	68	2.3	68	2.3	701	0.097	100	6.2	LOS A	0.4	9.5	Full	1600	0.0	0.0
Approach	68	2.3	68	2.3		0.097		6.2	LOS A	0.4	9.5				
All Vehicles	1453	0.6	1453	0.6		0.383		6.2	LOS A	2.1	52.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stoeline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglach M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

⁵ Lane under-utilisation found by the program

⁶ Lane under-utilisation due to downstream effects

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)															
South: Tuscan Boulevard															
Mov.	U	L2	T1	R2	Total	%HV									
From S							Cap. veh/h	Deg. Satn	Lane Util.	Prob. SL	Ov. Lane				

To Exit:	S	W	N	E			v/c	%	%	No.
Lane 1	11	29	256	-	297	0.9	1156	0.256	88 ⁵	NA
Lane 2	-	-	-	343	343	0.0	1169	0.293	100	NA
Approach	11	29	256	343	639	0.4		0.293		
East: South Village Drive										
Mov.	U	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.
From E							Cap.	Satn	Util.	SL Ov.
To Exit:	E	S	W	N			veh/h	v/c	%	%
Lane 1	6	245	15	116	381	0.3	995	0.383	100	NA
Approach	6	245	15	116	381	0.3		0.383		
North: Tuscan Boulevard										
Mov.	U	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.
From N							Cap.	Satn	Util.	SL Ov.
To Exit:	N	E	S	W			veh/h	v/c	%	%
Lane 1	8	184	110	-	302	0.4	1049	0.288	100	NA
Lane 2	-	-	61	2	64	2.7	1016	0.063	22 ⁶	NA
Approach	8	184	171	2	366	0.8		0.288		
West: South Village Drive										
Mov.	L2	T1	R2	Total	%HV		Deg.	Lane	Prob.	Ov.
From W							Cap.	Satn	Util.	SL Ov.
To Exit:	N	E	S				veh/h	v/c	%	%
Lane 1	10	6	51	68	2.3		701	0.097	100	NA
Approach	10	6	51	68	2.3			0.097		
Total %HV Deg.Satn (v/c)										
All Vehicles	1453	0.6		0.383						

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

⁵ Lane under-utilisation found by the program

⁶ Lane under-utilisation due to downstream effects

Merge Analysis												
Exit Lane Number	Short Lane Length	Percent Opng in Lane	Opposing Flow Rate	Critical Gap	Follow-up Headway	Lane Capacity Flow Rate	Deg. Satn	Min. Delay	Merge Delay	Merge Queue [Veh	Dist]	
	ft	% veh/h	pcu/h	sec	sec	veh/h	veh/h	v/c	sec	sec		ft
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis				
	Initial Queued Demand	Residual Queued Demand	Time for Residual Demand to Clear	Duration of Oversatn
	veh	veh	sec	sec
South: Tuscan Boulevard				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: South Village Drive				

Lane 1	0.0	0.0	0.0	0.0
North: Tuscan Boulevard				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: South Village Drive				
Lane 1	0.0	0.0	0.0	0.0

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LANE SUMMARY

 **Site: [1 (2)] Saturday Midday** (Tuscan Blvd / South Village Dr)
Output produced by SIDRA INTERSECTION Version: 11.0.2

New Site
Roundabout
Site Scenario: 1 | Local Volumes

Lane Use and Performance															
	Demand Flows Arrival Flows				Cap.	Deg. Satn	Lane Util.	Aver. Delay	Level of Service	95% Back Of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	[Total veh/h	HV %	[Total veh/h	HV %	veh/h	v/c	%	sec		[Veh	Dist] ft		ft	%	%
South: Tuscan Boulevard															
Lane 1	225	0.0	225	0.0	1187	0.190	59 ⁵	4.7	LOS A	0.8	21.2	Full	1600	0.0	0.0
Lane 2 ^d	375	1.0	375	1.0	1172	0.320	100	6.0	LOS A	1.6	41.0	Full	1600	0.0	0.0
Approach	600	0.6	600	0.6		0.320		5.5	LOS A	1.6	41.0				
East: South Village Drive															
Lane 1 ^d	423	0.6	423	0.6	1073	0.394	100	7.4	LOS A	2.3	57.6	Full	1600	0.0	0.0
Approach	423	0.6	423	0.6		0.394		7.4	LOS A	2.3	57.6				
North: Tuscan Boulevard															
Lane 1 ^d	347	0.5	347	0.5	1073	0.323	100	6.5	LOS A	1.6	39.6	Full	1600	0.0	0.0
Lane 2	75	0.9	75	0.9	1066	0.070	22 ⁶	4.0	LOS A	0.3	6.8	Full	1600	0.0	0.0
Approach	422	0.6	422	0.6		0.323		6.1	LOS A	1.6	39.6				
West: South Village Drive															
Lane 1 ^d	28	0.0	28	0.0	679	0.041	100	5.7	LOS A	0.2	4.0	Full	1600	0.0	0.0
Approach	28	0.0	28	0.0		0.041		5.7	LOS A	0.2	4.0				
All Vehicles	1473	0.6	1473	0.6		0.394		6.2	LOS A	2.3	57.6				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

⁵ Lane under-utilisation found by the program

⁶ Lane under-utilisation due to downstream effects

^d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)															
South: Tuscan Boulevard															
Mov.	U	L2	T1	R2	Total	%HV									
From S							Cap. veh/h	Deg. Satn	Lane Util.	Prob. SL	Ov. Lane				

To Exit:	S	W	N	E			v/c	%	%	No.
Lane 1	25	6	194	-	225	0.0	1187	0.190	59 ⁵	NA
Lane 2	-	-	-	375	375	1.0	1172	0.320	100	NA
Approach	25	6	194	375	600	0.6		0.320		
East: South Village Drive										
Mov.	L2	T1	R2	Total	%HV		Cap.	Deg.	Lane	Prob.
From E							Satn	Util.	SL	Ov.
To Exit:	S	W	N				veh/h	v/c	%	%
Lane 1	246	9	168	423	0.6		1073	0.394	100	NA
Approach	246	9	168	423	0.6			0.394		
North: Tuscan Boulevard										
Mov.	U	L2	T1	R2	Total	%HV		Cap.	Deg.	Lane
From N								Satn	Util.	SL
To Exit:	N	E	S	W			veh/h	v/c	%	%
Lane 1	4	180	162	-	347	0.5	1073	0.323	100	NA
Lane 2	-	-	71	4	75	0.9	1066	0.070	22 ⁶	NA
Approach	4	180	233	4	422	0.6		0.323		
West: South Village Drive										
Mov.	L2	T1	R2	Total	%HV		Cap.	Deg.	Lane	Prob.
From W							Satn	Util.	SL	Ov.
To Exit:	N	E	S				veh/h	v/c	%	%
Lane 1	11	2	16	28	0.0		679	0.041	100	NA
Approach	11	2	16	28	0.0			0.041		
Total %HV Deg.Satn (v/c)										
All Vehicles	1473	0.6		0.394						

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

⁵ Lane under-utilisation found by the program

⁶ Lane under-utilisation due to downstream effects

Merge Analysis

Exit Lane Number	Short Lane Length	Percent Opng in Lane	Opposing Flow Rate	Critical Gap	Follow-up Headway	Lane Capacity Flow Rate	Deg. Satn	Min. Delay	Merge Delay	Merge Queue [Veh]	Queue Dist [ft]
	ft	% veh/h	pcu/h	sec	sec	veh/h	v/c	sec	sec		

There are no Exit Short Lanes for Merge Analysis at this Site.

Variable Demand Analysis

	Initial Queued Demand	Residual Queued Demand	Time for Residual Demand to Clear	Duration of Oversatn
	veh	veh	sec	sec
South: Tuscan Boulevard				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
East: South Village Drive				

Lane 1	0.0	0.0	0.0	0.0
North: Tuscan Boulevard				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
West: South Village Drive				
Lane 1	0.0	0.0	0.0	0.0

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Drive-Through Queue Generation, 1st Edition¹**VARIOUS DRIVE-THROUGH QUEUE OBSERVATIONS**

Site	Average Max Queue	85 th Percentile Queue
Fast Food Restaurants ^a	9	12
Coffee Shops ^b	10	13
Banks ^c	6	8

^a Observations made in August 2011 and February 2012 at Arby's, Burger King, McDonald's, Taco Bell, White Castle.

^b Observations made in November 2010, August 2011, and February 2012 at Caribou and Starbucks.

^c Observations made in August 2011 and February 2012 at Citizens Bank, SharePoint Credit Union, TCF, US Bank, Wells Fargo.

Queuing at Dunkin' Donuts Stand-Alone Facilities**DUNKIN' DRIVE-THROUGH QUEUE OBSERVATIONS**

Site	Average Max Queue	85 th Percentile Queue
Dunkin' Donuts ^a	10	N/A

^a Observations made on April 15, 2014, May 31, 2016, October 22, 2013.

¹ Drive-Through Queue Generation, 1st Edition, Mike Spack, PE, PTOE, Max Moreland, EIT, Lindsay de Leeuw, Nate Hood; February 2012.

Drive-Through Queue Generation, 1st Edition

By [Mike Spack](#), P.E., PTOE



Wells Fargo drive-through, Friday March 23, 2012 at 9:30am in St. Louis Park, Minnesota

Businesses with drive-through lanes are commonplace in the United States. Yet, up-to-date queue-generation data isn't available. The most recent ITE article published on the topic was in 1995 (ITE Technical Council Committee 5D-10) using data collected between the late 1960s and early 1990s.

Things have changed in the past 17 years, and we felt it was necessary to create an up-to-date report that provided accurate queuing data for businesses with drive-through lanes to aid engineers and site designers. We modeled our data collection similar to that of the Institute of Transportation Engineers' Trip Generation and Parking Generation reports and a presentation by Mark Stuecheli at the 2009 ITE Annual Meeting that concentrated on bank and coffee shop drive-through lanes.

Of course, this type data collection effort is daunting if we're putting people in the field to count cars. Our traffic innovation firm (CountingCars.com) solved this issue by developing new hardware and software systems. For this project, we used portable COUNTcams to collect 1,220 hours of drive-through video footage for up to five straight days at a minimum of six locations for each land use. Videos were collected throughout Minneapolis and several suburbs between 2010 and 2012 at banks, car washes, coffee shops, fast food restaurants and pharmacies.

The 1,220 hours of videos were watched in 120 labor hours at high speeds using PC-TAS counting software and maximum queues throughout the day were recorded. The COUNTcam video system made it possible to observe the drive-through lanes 24 hours a day and the PC-TAS software made the data reduction practical.



Starbucks drive-through, Friday, March 23, 2012 at 9:15am in St. Louis Park, Minnesota

Once the maximum queue length for each day at each location was determined, the data was compiled and statistics for each land use were calculated. The average maximum queue, standard deviation, coefficient of variation, range, 85th percentile and 33rd percentile were calculated (see Table 1).

Designers can choose whether the average maximum queue or the 85th percentile maximum should be designed to. As conservative engineers, we lean towards the 85th percentile maximum. We recommend using the following design queues (assuming each vehicle occupies 20 feet in the queue, which matches our observations):

- **Banks:** 160 feet (*eight vehicles*)
- **Car washes:** 140 feet (*seven vehicles*)
- **Coffee shops:** 260 feet (*13 vehicles*)
- **Fast food restaurants:** 240 feet (*12 vehicles*)
- **Pharmacies:** 100 feet (*five vehicles*)

	Fast Food	Coffee Shops	Banks	Pharmacies	Car Washes
Number of Data Points	14	26	21	12	12
Average Maximum Queue (vehicles)	8.50	10.23	5.76	2.92	4.42
Standard Deviation (vehicles)	2.68	2.76	2.21	1.16	2.31
Coefficient of Variation	32%	27%	38%	40%	52%
Range (vehicles)	5 to 13	3 to 16	1 to 10	1 to 5	1 to 10
85th Percentile (vehicles)	12.00	13.00	8.00	4.05	6.20

33rd Percentile (vehicles)	7.90	9.91	5.00	2.00	3.00
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Table 1 - Queue Statistics

Fast food restaurants and coffee shops have the longest maximum queues of the five land uses observed. Coffee shops have a maximum 85th percentile queue of 13 vehicles and fast food restaurants have a maximum 85th percentile queue of 12 vehicles. Coffee shops have a tendency for the morning queues to build up so long that they spill out onto the street, though, as is expected, their afternoon and evening queues are minimal. Fast food restaurants typically have sizeable queues, but they tended to have enough dedicated space that stacking did not go beyond the designated queuing area. Bank and pharmacy drive-through lanes seem to be significantly over-designed for today's use. Car washes also seem to be significantly overdesigned, but they can have significant peaks in Minnesota based on weather conditions. We may not have observed extreme peak conditions.

To read the full study, including data from each site observed, please visit MikeonTraffic.com.

Drive-Through Queue Generation

Mike Spack, PE, PTOE, Max Moreland, EIT, Lindsay de Leeuw, Nate Hood

1.0 Introduction

This report provides queuing data for businesses with drive-through services. It is intended to be an aid for site designers and reviewers, similar to the Institute of Transportation Engineers' *Trip Generation* and *Parking Generation* reports. The data presentation is modeled on the *Parking Generation* report and data is provided based on at least six sites, similar to data sets marked as statistically significant in *Trip Generation*.

Businesses with drive-through lanes are very common in the United States and having data that gives usage information for drive-through lanes will assist designers as well as cities in determining the appropriate amount of storage needed for proposed drive-through businesses. Data for drive-through queues was published by the ITE Technical Council Committee 5D-10 in 1995 based on information collected between the late 1960's and the 1990's. A paper was also published in 2009 by Mark Stuecheli, PTP giving updated information for bank and coffee shop drive-through lanes. The results from the 2009 study are incorporated into this paper (thank you Mark for your assistance).

2.0 Data Collection

Data was collected using COUNTcam video recording systems at a total of 30 drive-through locations in Minneapolis, MN and several surrounding suburbs between 2010 and 2012 (26 of the 30 videos were recorded in February of 2012, which should represent peak usage in the cold Minnesota winter). Videos of drive-through lanes were collected at banks, car washes, coffee shops, fast food restaurants and pharmacies. A total of six locations were selected for each of the five different land uses. Each location was recorded for between one and five days where the majority of locations were recorded for two consecutive days. The days of the week that each video was recorded on varies.

The 24-hour videos were watched at high speeds with the PC-TAS counting software and maximum queues throughout the day were noted. Most of the COUNTcams were set up such that the entire queue lane could be seen, but at a few locations the drive-through lanes wrapped around the building in a way that the entire queue length would not be able to be seen. For these situations, the COUNTcams were set up so that the ordering window and back of the queue could be seen and it was noted how many vehicles could fit between the ordering window and the front of the queue. For drive-through locations with multiple lanes, the number of lanes was noted but the maximum queue is defined as the sum of the queues at each lane for any given point in time, not the queue per lane. This approach provides overall demand, which may assist designers in determining how many drive through lanes are appropriate in addition to determining how long they should be.

Once the maximum queue for each day at each location was determined, the data was compiled and statistics for each land use were calculated. The average maximum queue, standard deviation, coefficient of variation, range, 85th percentile and 33rd percentile were calculated for each land use.

Data for drive-through coffee shops and banks from the Kansas City, Kansas metropolitan area was published in the 2009 paper New Drive-Through Stacking Information for Banks and Coffee Shops by Mark Stuecheli. This data is included in the analysis.

3.0 Data Analysis

Based on the peak queue lengths, it is apparent that each land use will require a different minimum drive through stacking distance. The results for each land use can be found below. The peak queue lengths for each location, broken down by land use and day of the week, can be found in the Appendix.

3.1 Banks

Data collection was done at six banks with drive-through services (including one credit union) in August 2011 and February 2012. Twelve days of data were collected. The banks were located in the cities of Minneapolis, Robbinsdale and St. Louis Park, MN.

All of the locations had a lane with a drive-through ATM and at least two other lanes. Though service times may differ for ATM lanes compared to the regular lanes, the maximum queues were counted together. This is because based upon what was observed, vehicles would occasionally switch the lane they were in. For example, a vehicle waiting in the ATM line with a queue of three vehicles may move over to a regular line with a queue of only one vehicle. Much of what can be done at the bank's drive-through lane can also be accomplished at that bank's ATM and vice versa. Vehicles being served were counted as being in the queue.

Nine days of data from the Kansas City, Kansas area is also included. This data does not factor in vehicles in ATM lanes.

Table 3.1 – Drive-Through Bank Maximum Queue Statistics

	Minnesota Data	Minnesota + Kansas Data
Number of Data Points	12	21
Average Maximum Queue (Vehicles)	5.83	5.76
Standard Deviation (Vehicles)	1.85	2.21
Coefficient of Variation	32%	38%
Range (Vehicles)	3 to 8	1 to 10
85th Percentile (Vehicles)	8.00	8.00
33rd Percentile (Vehicles)	5.00	5.00

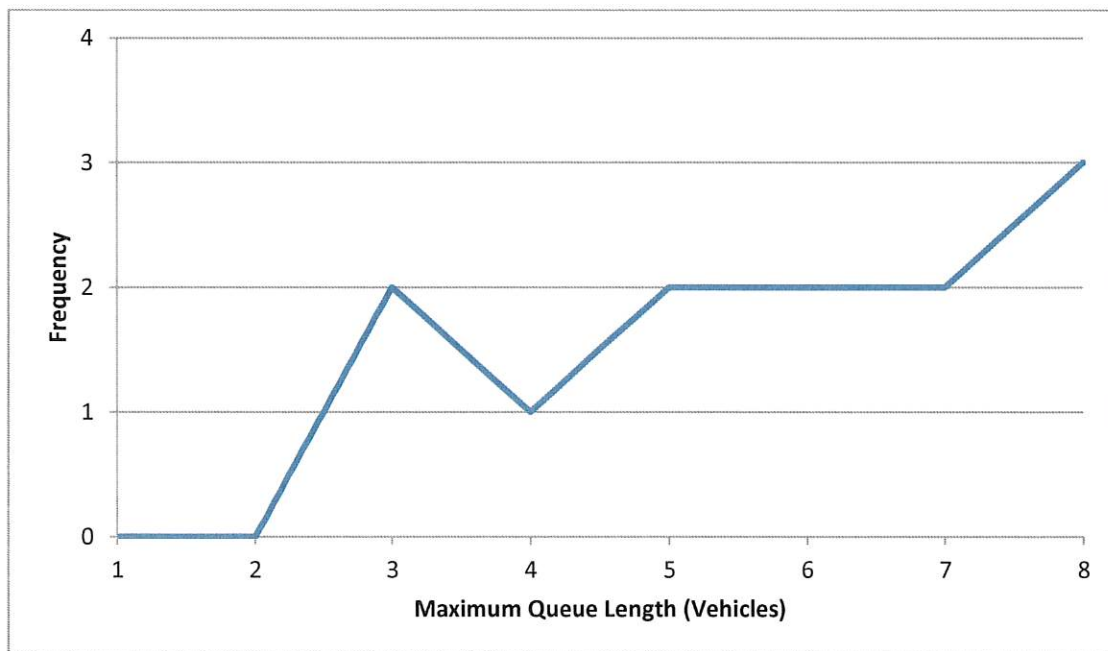


Figure 3.1.1 – Drive-Through Bank Maximum Queue Frequency – Minnesota Data

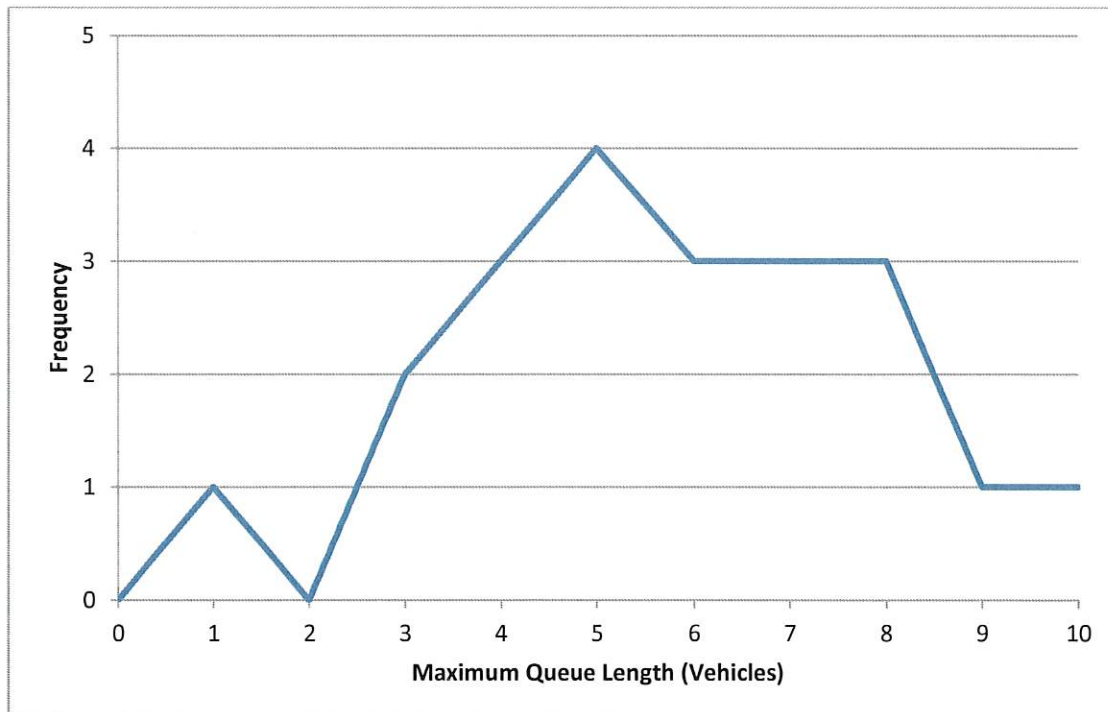


Figure 3.1.2 – Drive-Through Bank Maximum Queue Frequency – Minnesota + Kansas Data

The data for Kansas banks was collected between 4:30pm and 6:00pm. While many of the maximum queues for the data collected in Minnesota were between these times, maximum queues occurred between 8:30am and 5:30pm so it is possible that some of the Kansas data does not capture the actual maximum queues for the day.

The number of available lanes at banks, not including the ATM lane, ranged from two to seven lanes (though the most open at one time was five lanes). Even though plenty of lanes were available, cars often stacked at the lane closest to the building, thus additional lanes may not result in shorter queues. With an 85th percentile maximum queue of eight vehicles, the data suggests that banks with drive-through lanes should be able to accommodate 160 feet of vehicle stacking.

3.2 Car Washes

Data collection was done at six car washes with drive-through services (including one full-service car wash) in February 2012. Twelve days of data were collected. The car washes were located in the cities of Falcon Heights, Hopkins, Minneapolis, Roseville and St. Louis Park, MN. Five of the six car washes (excluding the full-service car wash) were located at gas stations. Only the vehicles waiting in line were counted; vehicles being washed were not added to the queue.

Table 3.2 – Drive-Through Car Wash Maximum Queue Statistics

Number of Data Points	12
Average Maximum Queue (Vehicles)	4.42
Standard Deviation (Vehicles)	2.31
Coefficient of Variation	52%
Range (Vehicles)	1 to 10
85th Percentile (Vehicles)	6.20
33rd Percentile (Vehicles)	3.00

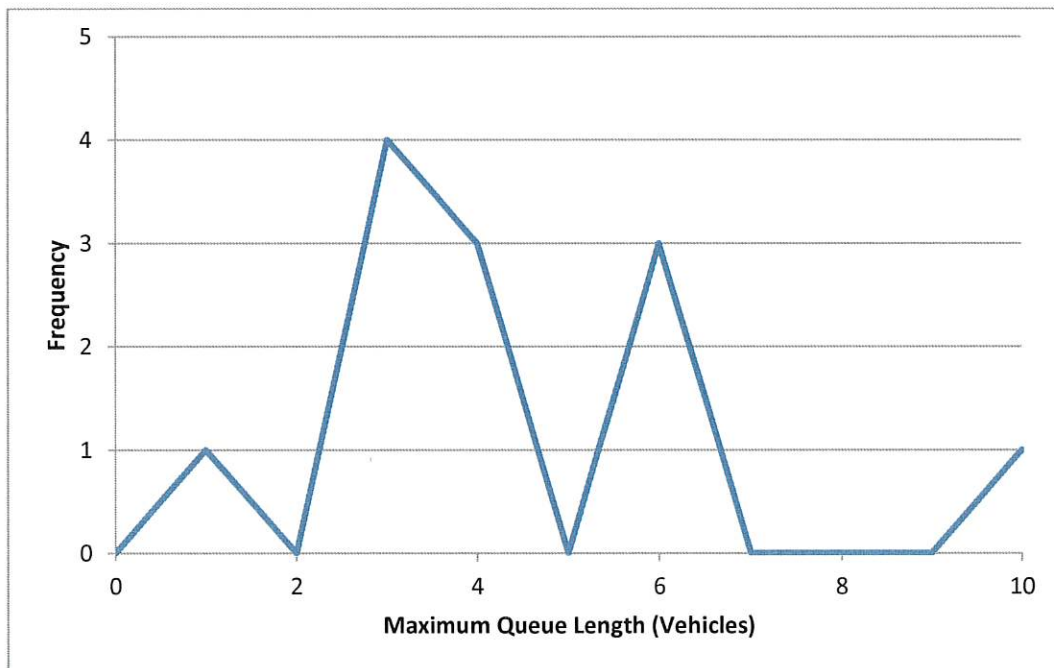


Figure 3.2 – Drive-Through Car Wash Maximum Queue Frequency

Two of the car washes had two lanes while the other four were one lane car washes. The full-service car wash had two lanes and also produced the highest maximum queue of 10 vehicles. The maximum queues for car washes were spread throughout the afternoon from 12:30pm to 8:30pm. With an 85th percentile maximum queue of more than six vehicles, the data suggests that car washes with drive-through lanes should be able to accommodate 140 feet of vehicle stacking throughout the day.

3.3 Coffee Shops

Data collection was done at six coffee shops with drive-through services in November 2010, August 2011 and February 2012. Fourteen days of data were collected. The coffee shops were located in the cities of Edina, Hopkins, Minneapolis, Roseville and St. Louis Park, MN. Vehicles being served were counted as being in the queue. Twelve days of data from the Kansas City, Kansas area is also included.

Table 3.3 – Drive-Through Coffee Shop Maximum Queue Statistics

	Minnesota Data	Minnesota + Kansas Data
Number of Data Points	14	26
Average Maximum Queue (Vehicles)	11.00	10.23
Standard Deviation (Vehicles)	2.25	2.76
Coefficient of Variation	20%	27%
Range (Vehicles)	7 to 16	3 to 16
85th Percentile (Vehicles)	13.50	13.00
33rd Percentile (Vehicles)	10.00	9.91

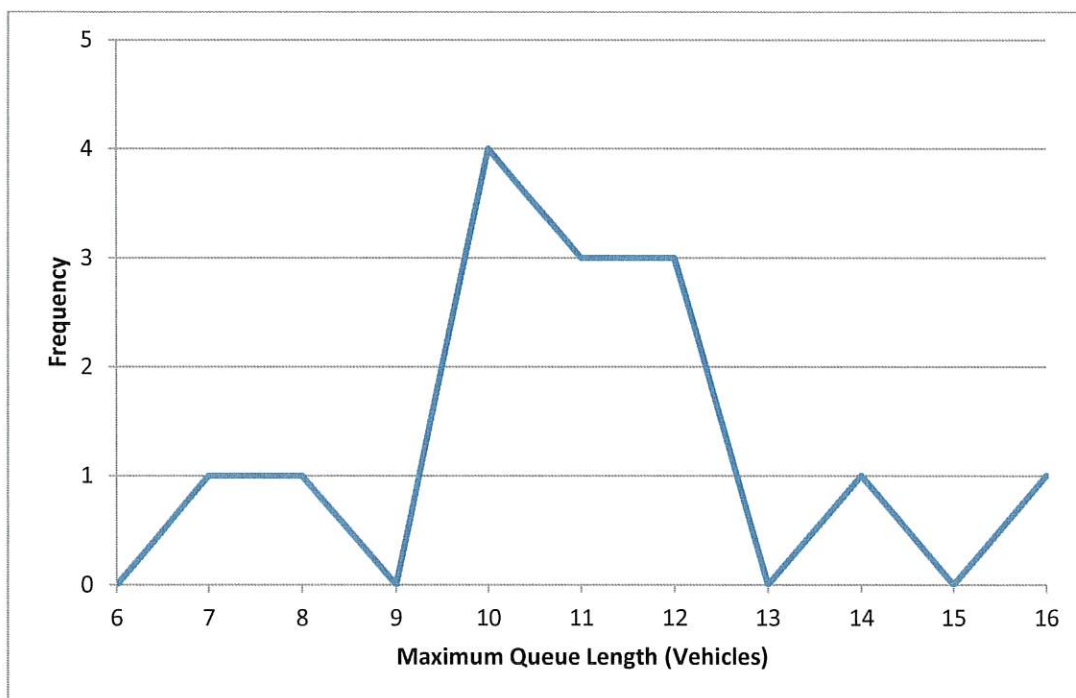


Figure 3.3.1 – Drive-Through Coffee Shop Maximum Queue Frequency – Minnesota Data

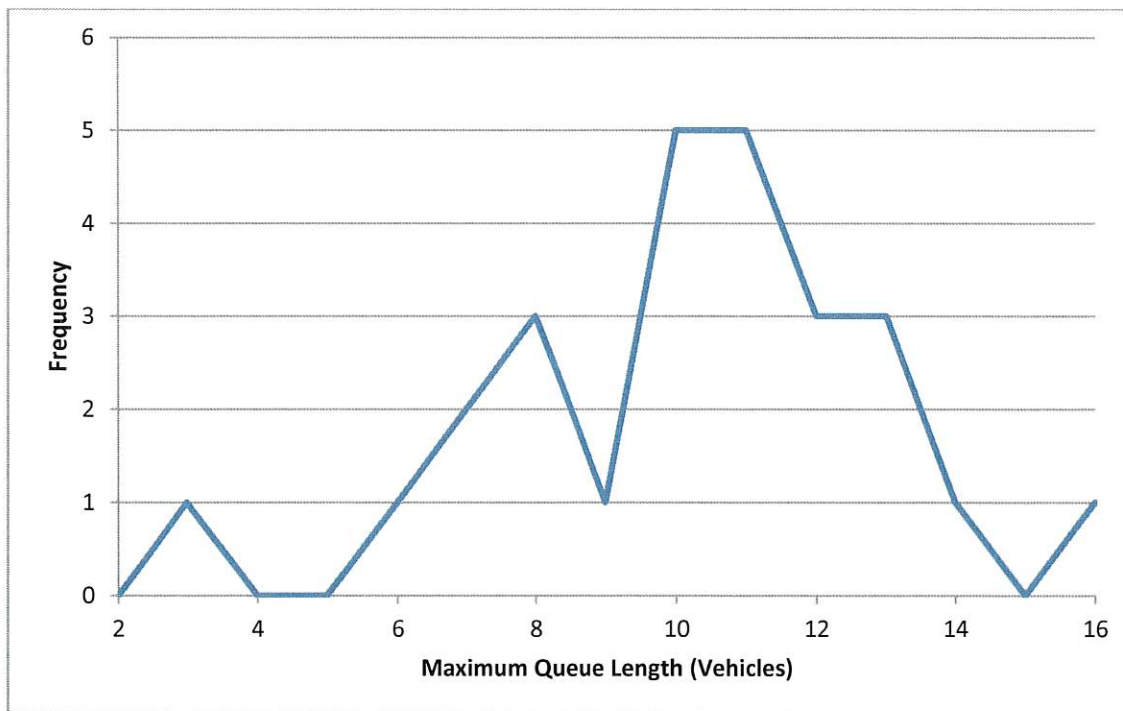


Figure 3.3.2 – Drive-Through Coffee Shop Maximum Queue Frequency – MN + KS Data

Coffee shops produced the longest maximum queues of any of the land uses in this study with all of the maximum queues occurring in the morning. In four of the six cases, the queues spilled out of the parking lot and into the street. These spillovers would typically only happen once or twice a day and last only a few minutes, however, one location had stacking into the street for about 15 minutes in addition to multiple periods of several minutes where cars would queue in the street.

With an 85th percentile maximum queue of 13 vehicles, the data suggests that coffee shops with drive-through lanes should be able to accommodate at least 260 feet of vehicle stacking during morning hours.

3.4 Fast Food Restaurants

Data collection was done at six fast food restaurants with drive-through services in August 2011 and February 2012. Fourteen days of data were collected. The restaurants were located in the cities of Golden Valley, Hopkins, Minneapolis and St. Louis Park, MN. Vehicles being served were counted as being in the queue.

Table 3.4 – Drive-Through Fast Food Restaurant Maximum Queue Statistics

Number of Data Points	14
Average Maximum Queue (Vehicles)	8.50
Standard Deviation (Vehicles)	2.68
Coefficient of Variation	32%
Range (Vehicles)	5-13
85th Percentile (Vehicles)	12.00
33rd Percentile (Vehicles)	7.90

Appendix A

Day of Week Maximum Queues

		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Fast Food	Arby's				5	5		
	Burger King	6	12				10	8
	McDonald's				12	13		
	McDonald's				9	8		
	Taco Bell				10	8		
	White Castle				8	5		
Car Wash	BP				6	6		
	BP			1	3			
	BP			4	3			
	Holiday				3	4		
	Mister Car Wash				10	6		
	Mobil				4	3		
Coffee	Caribou				11	10		
	Caribou	7	10	12			12	8
	Starbucks				14	16		
	Starbucks				10	11		
	Starbucks			10	12			
	Starbucks				11			
Bank	Citizens Independent Bank			5	5			
	SharePoint Credit Union				3	3		
	TCF	4					8	8
	US Bank				7	7		
	Wells Fargo			8	6			
	Wells Fargo			6				
Pharmacy	CVS			1	2			
	CVS			4	4			
	CVS			2	2			
	Walgreens				4	5		
	Walgreens			3	3			
	Walgreens			3	2			

Appendix D

Drive-Through Queuing Data Form

ITE Land Use Code:
 Land Use/Building Type:

Name of Business:
 Address:
 City:
 State:
 Zip Code:

Date(s):

Weather Conditions:

Location Within Area (select one):
 CBD ☐
 Urban (non-CBD) ☐
 Suburban (non-CBD) ☒ X
 Suburban CBD ☐
 Rural ☐
 Not Given ☐

Competition Within Area (select one):
 High ☐
 Medium ☐
 Low ☒ X

Drive-Through Description :

Gross Floor Area (estimated)

	Maximum Queue	Time Max Queue Occurred
Sunday		
Monday		
Tuesday		
Wednesday	14	7:22am, 7:49am
Thursday	16	8:56am
Friday		
Saturday		

Appendix D

Drive-Through Queuing Data Form

ITE Land Use Code:
 Land Use/Building Type:

Name of Business:
 Address:
 City:
 State:
 Zip Code:

Date(s):

Weather Conditions:

Location Within Area (select one):
 CBD ☐
 Urban (non-CBD) ☐
 Suburban (non-CBD) ☒ X
 Suburban CBD ☐
 Rural ☐
 Not Given ☐

Competition Within Area (select one):
 High ☐
 Medium ☒ X
 Low ☐

Drive-Through Description :

Gross Floor Area (estimated)

	Maximum Queue	Time Max Queue Occurred
Sunday		
Monday		
Tuesday		
Wednesday	10	7:42am, 8:41am, 8:59am
Thursday	11	7:33am
Friday		
Saturday		

Appendix D

Drive-Through Queuing Data Form

ITE Land Use Code:
 Land Use/Building Type:

Name of Business:
 Address:
 City:
 State:
 Zip Code:

Date(s):

Weather Conditions:

Location Within Area (select one):
 CBD ☐
 Urban (non-CBD) ☐
 Suburban (non-CBD) ☒ X
 Suburban CBD ☐
 Rural ☐
 Not Given ☐

Competition Within Area (select one):
 High ☐
 Medium ☒ X
 Low ☐

Drive-Through Description :

1 Lane, Queue Lengths Recorded at 5 min Intervals

Gross Floor Area (estimated)

2,550 sq. ft.

	Maximum Queue	Time Max Queue Occurred
Sunday		
Monday		
Tuesday		
Wednesday	11	8:45am
Thursday		
Friday		
Saturday		

Appendix D

Drive-Through Queuing Data Form

ITE Land Use Code:
 Land Use/Building Type:

Name of Business:
 Address:
 City:
 State:
 Zip Code:

Date(s)

Weather Conditions

Location Within Area (select one):
 CBD
 Urban (non-CBD)
 Suburban (non-CBD) ☒
 Suburban CBD
 Rural
 Not Given

Competition Within Area (select one):
 High
 Medium ☒
 Low

Drive-Through Description :

Gross Floor Area (estimated)

	Maximum Queue	Time Max Queue Occurred
Sunday		
Monday		
Tuesday	10	8:09am
Wednesday	12	7:57am
Thursday		
Friday		
Saturday		



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L n.	No.	Joined Queue	Released From Queue	Delay
1	7	7:00:18 AM	7:03:07 AM	169
1	8	7:01:16 AM	7:03:25 AM	129
1	9	7:01:24 AM	7:03:41 AM	137
1	10	7:02:51 AM	7:03:46 AM	55
1	11	7:04:07 AM	7:05:37 AM	90
1	12	7:04:08 AM	7:05:47 AM	99
1	13	7:04:22 AM	7:06:04 AM	102
1	14	7:04:23 AM	7:06:35 AM	132
1	15	7:05:12 AM	7:07:09 AM	117
1	16	7:05:53 AM	7:07:28 AM	95
1	17	7:06:27 AM	7:07:47 AM	80
1	18	7:06:29 AM	7:08:04 AM	95
1	19	7:07:06 AM	7:08:40 AM	94
1	20	7:07:07 AM	7:08:49 AM	102
1	21	7:07:07 AM	7:09:01 AM	114
1	22	7:07:44 AM	7:09:30 AM	106
1	23	7:08:28 AM	7:09:43 AM	75
1	24	7:08:33 AM	7:09:57 AM	84
1	25	7:09:22 AM	7:10:48 AM	86
1	26	7:10:01 AM	7:11:16 AM	75
1	27	7:10:11 AM	7:11:29 AM	78
1	28	7:11:39 AM	7:12:20 AM	41
1	29	7:11:46 AM	7:12:32 AM	46
1	30	7:12:10 AM	7:13:05 AM	55
1	31	7:12:14 AM	7:13:28 AM	74
1	32	7:14:00 AM	7:15:43 AM	103
1	33	7:14:23 AM	7:17:01 AM	158
1	34	7:14:24 AM	7:17:41 AM	197
1	35	7:14:44 AM	7:18:27 AM	223

Summary Information:

7:00:00 AM - 7:15:00 AM	Drive-Thru
Total Vehicle Count:	29
Delayed Vehicle Count:	29
Through Vehicle Count:	0
Average Stopped Time:	103.83
Maximum Stopped Time:	223
Min. Secs. for Delay:	0
Average Queue:	2.76
Queue Density:	2.94
Maximum Queue:	7
Delay in Vehicle Hour:	2.76
Total Delay:	3011

L n.	No.	Joined Queue	Released From Queue	Delay
1	36	7:16:10 AM	7:19:08 AM	178
1	37	7:17:47 AM	7:19:29 AM	102
1	38	7:17:47 AM	7:19:54 AM	127
1	39	7:18:12 AM	7:20:24 AM	132
1	40	7:18:48 AM	7:20:34 AM	106
1	41	7:20:00 AM	7:21:00 AM	60
1	42	7:20:21 AM	7:21:41 AM	80
1	43	7:20:41 AM	7:21:54 AM	73
1	44	7:21:15 AM	7:22:24 AM	69
1	45	7:21:15 AM	7:23:19 AM	124
1	46	7:21:53 AM	7:23:22 AM	89
1	47	7:22:27 AM	7:23:36 AM	69
1	48	7:22:28 AM	7:23:49 AM	81
1	49	7:22:52 AM	7:25:09 AM	137
1	50	7:24:05 AM	7:25:57 AM	112
1	51	7:24:16 AM	7:26:19 AM	123
1	52	7:25:40 AM	7:26:35 AM	55
1	53	7:26:04 AM	7:26:55 AM	51
1	54	7:26:38 AM	7:27:06 AM	28
1	55	7:26:47 AM	7:27:32 AM	45
1	56	7:26:48 AM	7:27:44 AM	56
1	57	7:27:02 AM	7:27:58 AM	56
1	58	7:27:05 AM	7:28:48 AM	103



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L n.	No.	Joined Queue	Released From Queue	Delay
1	59	7:27:54 AM	7:29:01 AM	67
1	60	7:28:11 AM	7:29:20 AM	69
1	61	7:28:37 AM	7:29:48 AM	71
1	62	7:28:42 AM	7:30:12 AM	90
1	63	7:29:24 AM	7:30:33 AM	69

Summary Information:

7:15:00 AM - 7:30:00 AM	Drive-Thru
Total Vehicle Count:	28
Delayed Vehicle Count:	28
Through Vehicle Count:	0
Average Stopped Time:	86.50
Maximum Stopped Time:	178
Min. Secs. for Delay:	0
Average Queue:	2.81
Queue Density:	2.81
Maximum Queue:	5
Delay in Vehicle Hour:	2.81
Total Delay:	2422

L n.	No.	Joined Queue	Released From Queue	Delay
1	64	7:30:41 AM	7:32:41 AM	120
1	65	7:30:53 AM	7:33:01 AM	128
1	66	7:30:53 AM	7:33:18 AM	145
1	67	7:31:18 AM	7:33:49 AM	151
1	68	7:31:19 AM	7:34:00 AM	161
1	69	7:32:03 AM	7:34:18 AM	135
1	70	7:32:07 AM	7:34:35 AM	148
1	71	7:34:06 AM	7:35:03 AM	57
1	72	7:34:18 AM	7:36:17 AM	119
1	73	7:34:51 AM	7:36:33 AM	102
1	74	7:35:31 AM	7:37:38 AM	127
1	75	7:35:41 AM	7:37:53 AM	132
1	76	7:35:46 AM	7:38:29 AM	163
1	77	7:37:29 AM	7:38:40 AM	71
1	78	7:38:05 AM	7:39:24 AM	79
1	79	7:38:39 AM	7:39:38 AM	59
1	80	7:38:57 AM	7:40:09 AM	72
1	81	7:39:15 AM	7:41:28 AM	133
1	82	7:39:17 AM	7:41:43 AM	146
1	83	7:40:46 AM	7:42:54 AM	128
1	84	7:43:04 AM	7:44:11 AM	67
1	85	7:43:28 AM	7:44:57 AM	89
1	86	7:44:09 AM	7:45:35 AM	86
1	87	7:44:27 AM	7:45:58 AM	91
1	88	7:44:31 AM	7:46:11 AM	100
1	89	7:44:50 AM	7:47:02 AM	132

Summary Information:

7:30:00 AM - 7:45:00 AM	Drive-Thru
Total Vehicle Count:	26
Delayed Vehicle Count:	26
Through Vehicle Count:	0
Average Stopped Time:	113.12
Maximum Stopped Time:	163
Min. Secs. for Delay:	0
Average Queue:	3.00
Queue Density:	3.03
Maximum Queue:	7
Delay in Vehicle Hour:	3.00
Total Delay:	2941

L n.	No.	Joined Queue	Released From Queue	Delay
1	90	7:45:31 AM	7:47:25 AM	114
1	91	7:46:16 AM	7:48:04 AM	108
1	92	7:46:44 AM	7:48:19 AM	95
1	93	7:47:08 AM	7:49:11 AM	123



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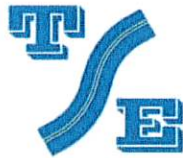
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L n.	No.	Joined Queue	Released From Queue	Delay
1	94	7:47:37 AM	7:49:26 AM	109
1	95	7:48:29 AM	7:50:51 AM	142
1	96	7:48:46 AM	7:51:03 AM	137
1	97	7:49:09 AM	7:51:31 AM	142
1	98	7:49:49 AM	7:51:44 AM	115
1	99	7:49:52 AM	7:51:58 AM	126
1	100	7:50:24 AM	7:52:29 AM	125
1	101	7:51:19 AM	7:53:00 AM	101
1	102	7:51:22 AM	7:53:12 AM	110
1	103	7:52:36 AM	7:53:45 AM	69
1	104	7:52:37 AM	7:54:12 AM	95
1	105	7:52:38 AM	7:54:39 AM	121
1	106	7:52:39 AM	7:54:42 AM	123
1	107	7:52:52 AM	7:55:09 AM	137
1	108	7:54:09 AM	7:55:57 AM	108
1	109	7:54:10 AM	7:56:27 AM	137
1	110	7:54:53 AM	7:56:52 AM	119
1	111	7:54:55 AM	7:57:04 AM	129
1	112	7:55:35 AM	7:57:16 AM	101
1	113	7:56:08 AM	7:57:40 AM	92
1	114	7:56:17 AM	7:57:50 AM	93
1	115	7:56:38 AM	7:58:13 AM	95
1	116	7:56:45 AM	7:58:27 AM	102
1	117	7:57:01 AM	7:59:58 AM	177
1	118	7:57:22 AM	8:00:18 AM	176
1	119	7:58:41 AM	8:00:35 AM	114
1	120	7:58:43 AM	8:00:53 AM	130
1	121	7:59:13 AM	8:01:20 AM	127
1	122	7:59:47 AM	8:01:32 AM	105

Summary Information:

7:45:00 AM - 8:00:00 AM	Drive-Thru
Total Vehicle Count:	33
Delayed Vehicle Count:	33
Through Vehicle Count:	0
Average Stopped Time:	118.09
Maximum Stopped Time:	177
Min. Secs. for Delay:	0
Average Queue:	4.05
Queue Density:	4.06
Maximum Queue:	7
Delay in Vehicle Hour:	4.06
Total Delay:	3897

L n.	No.	Joined Queue	Released From Queue	Delay
1	123	8:00:44 AM	8:01:46 AM	62
1	124	8:01:24 AM	8:02:03 AM	39
1	125	8:01:37 AM	8:02:08 AM	31
1	126	8:01:41 AM	8:03:59 AM	138
1	127	8:02:27 AM	8:04:20 AM	113
1	128	8:02:51 AM	8:04:32 AM	101
1	129	8:02:57 AM	8:04:47 AM	110
1	130	8:02:58 AM	8:05:03 AM	125
1	131	8:03:05 AM	8:05:18 AM	133
1	132	8:04:37 AM	8:05:43 AM	66
1	133	8:04:57 AM	8:05:58 AM	61
1	134	8:04:58 AM	8:06:30 AM	92
1	135	8:05:11 AM	8:07:10 AM	119
1	136	8:05:36 AM	8:08:10 AM	154
1	137	8:06:01 AM	8:08:33 AM	152
1	138	8:06:19 AM	8:09:05 AM	166
1	139	8:07:09 AM	8:09:16 AM	127
1	140	8:07:43 AM	8:09:54 AM	131
1	141	8:08:38 AM	8:10:18 AM	100
1	142	8:09:29 AM	8:10:48 AM	79
1	143	8:09:31 AM	8:11:12 AM	101
1	144	8:09:45 AM	8:11:33 AM	108
1	145	8:09:48 AM	8:11:51 AM	123



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L n.	No.	Joined Queue	Released From Queue	Delay
1	146	8:10:02 AM	8:12:02 AM	120
1	147	8:10:43 AM	8:12:47 AM	124
1	148	8:11:35 AM	8:13:36 AM	121
1	149	8:11:57 AM	8:13:48 AM	111
1	150	8:11:59 AM	8:13:56 AM	117
1	151	8:12:31 AM	8:14:57 AM	146
1	152	8:12:43 AM	8:15:10 AM	147
1	153	8:13:22 AM	8:15:37 AM	135
1	154	8:13:41 AM	8:16:19 AM	158
1	155	8:13:51 AM	8:16:28 AM	157
1	156	8:14:09 AM	8:16:39 AM	150

Summary Information:

8:00:00 AM - 8:15:00 AM	Drive-Thru
Total Vehicle Count:	34
Delayed Vehicle Count:	34
Through Vehicle Count:	0
Average Stopped Time:	115.21
Maximum Stopped Time:	166
Min. Secs. for Delay:	0
Average Queue:	4.10
Queue Density:	4.10
Maximum Queue:	6
Delay in Vehicle Hour:	4.10
Total Delay:	3917

L n.	No.	Joined Queue	Released From Queue	Delay
1	157	8:15:24 AM	8:17:05 AM	101
1	158	8:16:44 AM	8:17:32 AM	48
1	159	8:17:06 AM	8:17:49 AM	43
1	160	8:17:21 AM	8:18:47 AM	86
1	161	8:17:46 AM	8:19:26 AM	100
1	162	8:17:52 AM	8:19:44 AM	112
1	163	8:18:36 AM	8:20:02 AM	86
1	164	8:19:18 AM	8:20:31 AM	73
1	165	8:19:42 AM	8:20:42 AM	60
1	166	8:19:43 AM	8:20:50 AM	67
1	167	8:20:00 AM	8:21:21 AM	81
1	168	8:20:13 AM	8:21:57 AM	104
1	169	8:20:40 AM	8:23:08 AM	148
1	170	8:21:43 AM	8:23:23 AM	100
1	171	8:21:54 AM	8:24:01 AM	127
1	172	8:22:06 AM	8:24:37 AM	151
1	173	8:22:30 AM	8:24:49 AM	139
1	174	8:23:40 AM	8:25:06 AM	86
1	175	8:24:43 AM	8:25:23 AM	40
1	176	8:24:44 AM	8:25:50 AM	66
1	177	8:24:50 AM	8:26:28 AM	98
1	178	8:25:27 AM	8:26:53 AM	86
1	179	8:25:48 AM	8:27:03 AM	75
1	180	8:25:54 AM	8:27:18 AM	84
1	181	8:26:17 AM	8:27:49 AM	92
1	182	8:26:40 AM	8:28:38 AM	118
1	183	8:26:40 AM	8:29:34 AM	174
1	184	8:27:07 AM	8:30:01 AM	174
1	185	8:27:16 AM	8:30:15 AM	179
1	186	8:28:01 AM	8:30:33 AM	152
1	187	8:28:42 AM	8:30:54 AM	132
1	188	8:28:47 AM	8:31:11 AM	144
1	189	8:29:08 AM	8:31:40 AM	152
1	190	8:29:46 AM	8:32:24 AM	158
1	191	8:29:48 AM	8:32:34 AM	166



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Summary Information:

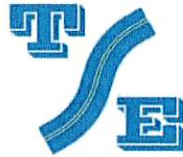
8:15:00 AM - 8:30:00 AM	Drive-Thru
Total Vehicle Count:	35
Delayed Vehicle Count:	35
Through Vehicle Count:	0
Average Stopped Time:	108.63
Maximum Stopped Time:	179
Min. Secs. for Delay:	0
Average Queue:	3.69
Queue Density:	3.69
Maximum Queue:	8
Delay in Vehicle Hour:	3.69
Total Delay:	3802

L n.	No.	Joined Queue	Released From Queue	Delay
1	192	8:31:18 AM	8:33:13 AM	115
1	193	8:31:42 AM	8:34:52 AM	190
1	194	8:32:00 AM	8:34:59 AM	179
1	195	8:32:02 AM	8:35:20 AM	198
1	196	8:32:45 AM	8:35:43 AM	178
1	197	8:33:10 AM	8:36:09 AM	179
1	198	8:33:10 AM	8:36:19 AM	189
1	199	8:33:37 AM	8:36:39 AM	182
1	200	8:33:54 AM	8:36:50 AM	176
1	201	8:35:35 AM	8:36:57 AM	82
1	202	8:36:00 AM	8:37:12 AM	72
1	203	8:36:12 AM	8:37:55 AM	103
1	204	8:37:12 AM	8:38:13 AM	61
1	205	8:37:20 AM	8:38:40 AM	80
1	206	8:37:24 AM	8:38:56 AM	92
1	207	8:37:50 AM	8:39:05 AM	75
1	208	8:38:25 AM	8:39:23 AM	58
1	209	8:39:07 AM	8:39:41 AM	34
1	210	8:39:09 AM	8:41:02 AM	113
1	211	8:39:10 AM	8:41:38 AM	148
1	212	8:40:03 AM	8:42:05 AM	122
1	213	8:41:05 AM	8:43:28 AM	143
1	214	8:41:08 AM	8:43:51 AM	163
1	215	8:41:50 AM	8:44:51 AM	181
1	216	8:41:50 AM	8:45:09 AM	199
1	217	8:42:55 AM	8:46:13 AM	198
1	218	8:43:03 AM	8:46:28 AM	205
1	219	8:44:32 AM	8:46:47 AM	135
1	220	8:44:36 AM	8:47:05 AM	149
1	221	8:44:40 AM	8:47:27 AM	167
1	222	8:44:44 AM	8:48:10 AM	206
1	223	8:44:47 AM	8:49:22 AM	275

Summary Information:

8:30:00 AM - 8:45:00 AM	Drive-Thru
Total Vehicle Count:	32
Delayed Vehicle Count:	32
Through Vehicle Count:	0
Average Stopped Time:	145.22
Maximum Stopped Time:	275
Min. Secs. for Delay:	0
Average Queue:	4.29
Queue Density:	4.29
Maximum Queue:	9
Delay in Vehicle Hour:	4.29
Total Delay:	4647

L n.	No.	Joined Queue	Released From Queue	Delay
1	224	8:47:17 AM	8:49:37 AM	140
1	225	8:47:30 AM	8:50:06 AM	156
1	226	8:48:54 AM	8:50:32 AM	98
1	227	8:49:13 AM	8:51:03 AM	110
1	228	8:50:22 AM	8:52:08 AM	106



Traffic Survey Expedition
106 Sharon Road
N. Quincy, MA 02171
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L n.	No.	Joined Queue	Released From Queue	Delay
1	229	8:50:24 AM	8:52:23 AM	119
1	230	8:51:22 AM	8:53:02 AM	100
1	231	8:51:35 AM	8:53:15 AM	100
1	232	8:51:53 AM	8:53:32 AM	99
1	233	8:52:03 AM	8:54:39 AM	156
1	234	8:52:05 AM	8:54:46 AM	161
1	235	8:52:14 AM	8:55:20 AM	186
1	236	8:52:15 AM	8:55:34 AM	199
1	237	8:52:38 AM	8:55:58 AM	200
1	238	8:53:13 AM	8:56:10 AM	177
1	239	8:53:48 AM	8:57:06 AM	198
1	240	8:54:31 AM	8:57:35 AM	184
1	241	8:54:32 AM	8:57:52 AM	200

Summary Information:

8:45:00 AM - 8:58:00 AM	Drive-Thru
Total Vehicle Count:	18
Delayed Vehicle Count:	18
Through Vehicle Count:	0
Average Stopped Time:	149.39
Maximum Stopped Time:	200
Min. Secs. for Delay:	0
Average Queue:	4.23
Queue Density:	4.24
Maximum Queue:	9
Delay in Vehicle Hour:	4.23
Total Delay:	2689

Summary Information:

7:00:00 AM - 8:58:00 AM	Drive-Thru
Total Vehicle Count:	235
Delayed Vehicle Count:	235
Through Vehicle Count:	0
Average Stopped Time:	116.28
Maximum Stopped Time:	275
Min. Secs. for Delay:	0
Average Queue:	3.87
Queue Density:	3.92
Maximum Queue:	9
Delay in Vehicle Hour:	3.87
Total Delay:	27326

41 Nashua Road, Londonderry, NH

GPI Project #:
Londonderry, NH
Client: John DeBarros



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106 Sharon Road
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F: 617-801-8800
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L n.	No.	Joined Queue	Released From Queue	Delay
1	2	7:00:51 AM	7:01:08 AM	17
1	3	7:00:52 AM	7:02:29 AM	97
1	4	7:00:52 AM	7:02:29 AM	97
1	5	7:00:53 AM	7:02:41 AM	108
1	6	7:00:53 AM	7:02:43 AM	110
1	7	7:00:54 AM	7:03:28 AM	154
1	8	7:02:02 AM	7:03:30 AM	88
1	9	7:02:15 AM	7:04:10 AM	115
1	10	7:02:30 AM	7:04:12 AM	102
1	11	7:03:31 AM	7:04:25 AM	54
1	12	7:03:48 AM	7:05:26 AM	98
1	13	7:04:03 AM	7:06:23 AM	140
1	14	7:05:05 AM	7:06:59 AM	114
1	15	7:05:06 AM	7:07:15 AM	129
1	16	7:06:00 AM	7:07:15 AM	75
1	17	7:06:00 AM	7:07:19 AM	79
1	18	7:06:41 AM	7:07:45 AM	64
1	19	7:07:03 AM	7:09:06 AM	123
1	20	7:07:03 AM	7:09:08 AM	125
1	21	7:07:13 AM	7:09:24 AM	131
1	22	7:07:35 AM	7:09:36 AM	121
1	23	7:07:59 AM	7:10:07 AM	128
1	24	7:08:44 AM	7:10:42 AM	118
1	25	7:11:12 AM	7:11:24 AM	12
1	26	7:11:34 AM	7:11:53 AM	19
1	27	7:11:50 AM	7:12:43 AM	53
1	28	7:12:01 AM	7:13:10 AM	69
1	29	7:12:06 AM	7:13:32 AM	86
1	30	7:12:27 AM	7:13:44 AM	77
1	31	7:13:07 AM	7:14:05 AM	58
1	32	7:13:17 AM	7:14:29 AM	72
1	33	7:13:25 AM	7:14:55 AM	90
1	34	7:14:12 AM	7:15:10 AM	58
1	35	7:14:17 AM	7:15:40 AM	83

Summary Information:

7:00:00 AM - 7:15:00 AM	Drive-Thru
Total Vehicle Count:	34
Delayed Vehicle Count:	34
Through Vehicle Count:	0
Average Stopped Time:	90.12
Maximum Stopped Time:	154
Min. Secs. for Delay:	0
Average Queue:	3.45
Queue Density:	3.61
Maximum Queue:	7
Delay in Vehicle Hour:	3.45
Total Delay:	3064

L n.	No.	Joined Queue	Released From Queue	Delay
1	36	7:15:38 AM	7:16:13 AM	35
1	37	7:15:38 AM	7:16:46 AM	68
1	38	7:15:45 AM	7:16:57 AM	72
1	39	7:15:56 AM	7:17:10 AM	74
1	40	7:16:42 AM	7:17:26 AM	44
1	41	7:16:45 AM	7:17:34 AM	49
1	42	7:17:18 AM	7:18:21 AM	63
1	43	7:17:58 AM	7:18:51 AM	53
1	44	7:18:38 AM	7:19:07 AM	29
1	45	7:19:40 AM	7:19:52 AM	12
1	46	7:19:43 AM	7:21:13 AM	90
1	47	7:19:47 AM	7:21:40 AM	113
1	48	7:19:50 AM	7:21:56 AM	126
1	49	7:21:09 AM	7:22:21 AM	72
1	50	7:21:14 AM	7:22:36 AM	82
1	51	7:21:36 AM	7:23:08 AM	92
1	52	7:22:18 AM	7:23:25 AM	67



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L n.	No.	Joined Queue	Released From Queue	Delay
1	53	7:22:39 AM	7:24:03 AM	84
1	54	7:22:59 AM	7:24:45 AM	106
1	55	7:23:00 AM	7:24:45 AM	105
1	56	7:23:40 AM	7:25:12 AM	92
1	57	7:23:46 AM	7:25:22 AM	96
1	58	7:24:01 AM	7:25:35 AM	94
1	59	7:24:37 AM	7:26:09 AM	92
1	60	7:24:41 AM	7:26:23 AM	102
1	61	7:25:21 AM	7:26:39 AM	78
1	62	7:26:21 AM	7:26:52 AM	31
1	63	7:26:26 AM	7:27:10 AM	44
1	64	7:26:35 AM	7:27:30 AM	55
1	65	7:26:42 AM	7:28:01 AM	79
1	66	7:27:23 AM	7:28:07 AM	44
1	67	7:27:38 AM	7:28:31 AM	53
1	68	7:27:45 AM	7:28:58 AM	73
1	69	7:29:04 AM	7:29:36 AM	32
1	70	7:29:08 AM	7:29:45 AM	37
1	71	7:29:38 AM	7:30:01 AM	23
1	72	7:29:42 AM	7:30:43 AM	61
1	73	7:29:58 AM	7:30:52 AM	54

Summary Information:

7:15:00 AM - 7:30:00 AM	Drive-Thru
Total Vehicle Count:	38
Delayed Vehicle Count:	38
Through Vehicle Count:	0
Average Stopped Time:	67.79
Maximum Stopped Time:	126
Min. Secs. for Delay:	0
Average Queue:	2.82
Queue Density:	2.95
Maximum Queue:	7
Delay in Vehicle Hour:	2.82
Total Delay:	2576

L n.	No.	Joined Queue	Released From Queue	Delay
1	74	7:31:12 AM	7:31:34 AM	22
1	75	7:31:22 AM	7:31:47 AM	25
1	76	7:31:34 AM	7:32:01 AM	27
1	77	7:31:36 AM	7:32:18 AM	42
1	78	7:32:47 AM	7:33:19 AM	32
1	79	7:33:02 AM	7:33:44 AM	42
1	80	7:33:10 AM	7:34:04 AM	54
1	81	7:33:16 AM	7:34:35 AM	79
1	82	7:34:26 AM	7:34:48 AM	22
1	83	7:34:32 AM	7:35:04 AM	32
1	84	7:35:23 AM	7:35:42 AM	19
1	85	7:35:43 AM	7:37:01 AM	78
1	86	7:35:47 AM	7:37:19 AM	92
1	87	7:35:51 AM	7:38:02 AM	131
1	88	7:36:58 AM	7:38:45 AM	107
1	89	7:37:24 AM	7:39:20 AM	116
1	90	7:38:05 AM	7:40:24 AM	139
1	91	7:38:12 AM	7:40:25 AM	133
1	92	7:38:21 AM	7:41:09 AM	168
1	93	7:38:30 AM	7:41:53 AM	203
1	94	7:38:55 AM	7:42:13 AM	198
1	95	7:39:59 AM	7:42:22 AM	143
1	96	7:40:58 AM	7:42:56 AM	118
1	97	7:41:40 AM	7:43:10 AM	90
1	98	7:42:04 AM	7:43:34 AM	90
1	99	7:42:20 AM	7:44:25 AM	125
1	100	7:42:55 AM	7:45:05 AM	130
1	101	7:43:03 AM	7:45:24 AM	141
1	102	7:44:23 AM	7:45:37 AM	74



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Summary Information:

7:30:00 AM - 7:45:00 AM	Drive-Thru
Total Vehicle Count:	29
Delayed Vehicle Count:	29
Through Vehicle Count:	0
Average Stopped Time:	92.14
Maximum Stopped Time:	203
Min. Secs. for Delay:	0
Average Queue:	3.09
Queue Density:	3.28
Maximum Queue:	6
Delay in Vehicle Hour:	3.09
Total Delay:	2672

L n.	No.	Joined Queue	Released From Queue	Delay
1	103	7:45:21 AM	7:45:59 AM	38
1	104	7:45:39 AM	7:46:08 AM	29
1	105	7:46:05 AM	7:46:42 AM	37
1	106	7:46:31 AM	7:47:27 AM	56
1	107	7:47:31 AM	7:48:47 AM	76
1	108	7:48:52 AM	7:50:17 AM	85
1	109	7:49:07 AM	7:50:34 AM	87
1	110	7:50:12 AM	7:50:58 AM	46
1	111	7:50:40 AM	7:51:07 AM	27
1	112	7:51:10 AM	7:51:51 AM	41
1	113	7:51:16 AM	7:51:59 AM	43
1	114	7:51:47 AM	7:52:24 AM	37
1	115	7:52:29 AM	7:53:14 AM	45
1	116	7:53:18 AM	7:53:33 AM	15
1	117	7:53:23 AM	7:53:56 AM	33
1	118	7:53:40 AM	7:54:35 AM	55
1	119	7:53:41 AM	7:55:42 AM	121
1	120	7:54:22 AM	7:56:07 AM	105
1	121	7:55:02 AM	7:57:14 AM	132
1	122	7:55:11 AM	7:57:38 AM	147
1	123	7:57:06 AM	7:58:15 AM	69
1	124	7:57:11 AM	7:58:29 AM	78
1	125	7:57:11 AM	7:59:12 AM	121
1	126	7:57:27 AM	7:59:35 AM	128
1	127	7:57:34 AM	7:59:49 AM	135
1	128	7:57:54 AM	8:00:38 AM	164
1	129	7:58:05 AM	8:00:58 AM	173
1	130	7:58:54 AM	8:01:09 AM	135
1	131	7:59:25 AM	8:01:26 AM	121
1	132	7:59:52 AM	8:01:48 AM	116

Summary Information:

7:45:00 AM - 8:00:00 AM	Drive-Thru
Total Vehicle Count:	30
Delayed Vehicle Count:	30
Through Vehicle Count:	0
Average Stopped Time:	83.17
Maximum Stopped Time:	173
Min. Secs. for Delay:	0
Average Queue:	2.53
Queue Density:	2.58
Maximum Queue:	7
Delay in Vehicle Hour:	2.53
Total Delay:	2495

L n.	No.	Joined Queue	Released From Queue	Delay
1	133	8:00:17 AM	8:02:25 AM	128
1	134	8:01:01 AM	8:02:30 AM	89
1	135	8:01:24 AM	8:02:45 AM	81
1	136	8:01:33 AM	8:02:54 AM	81
1	137	8:01:51 AM	8:03:13 AM	82
1	138	8:01:53 AM	8:04:19 AM	146
1	139	8:02:23 AM	8:04:34 AM	131



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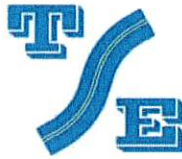
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L n.	No.	Joined Queue	Released From Queue	Delay
1	140	8:04:42 AM	8:05:17 AM	35
1	141	8:04:51 AM	8:05:35 AM	44
1	142	8:05:24 AM	8:05:56 AM	32
1	143	8:05:29 AM	8:07:08 AM	99
1	144	8:06:09 AM	8:07:23 AM	74
1	145	8:07:06 AM	8:07:49 AM	43
1	146	8:07:13 AM	8:08:36 AM	83
1	147	8:07:42 AM	8:08:43 AM	61
1	148	8:08:09 AM	8:09:04 AM	55
1	149	8:08:16 AM	8:09:25 AM	69
1	150	8:09:49 AM	8:10:37 AM	48
1	151	8:09:58 AM	8:12:41 AM	163
1	152	8:11:12 AM	8:13:35 AM	143
1	153	8:11:55 AM	8:14:06 AM	131
1	154	8:12:17 AM	8:14:44 AM	147
1	155	8:12:18 AM	8:15:15 AM	177
1	156	8:12:26 AM	8:15:43 AM	197
1	157	8:12:27 AM	8:15:56 AM	209
1	158	8:13:07 AM	8:16:03 AM	176
1	159	8:14:02 AM	8:16:43 AM	161
1	160	8:14:51 AM	8:16:53 AM	122

Summary Information:

8:00:00 AM - 8:15:00 AM	Drive-Thru
Total Vehicle Count:	28
Delayed Vehicle Count:	28
Through Vehicle Count:	0
Average Stopped Time:	107.39
Maximum Stopped Time:	209
Min. Secs. for Delay:	0
Average Queue:	3.02
Queue Density:	3.12
Maximum Queue:	7
Delay in Vehicle Hour:	3.02
Total Delay:	3007

L n.	No.	Joined Queue	Released From Queue	Delay
1	161	8:15:01 AM	8:17:18 AM	137
1	162	8:15:05 AM	8:17:28 AM	143
1	163	8:16:18 AM	8:17:40 AM	82
1	164	8:16:32 AM	8:17:57 AM	85
1	165	8:17:23 AM	8:18:13 AM	50
1	166	8:17:24 AM	8:18:33 AM	69
1	167	8:17:32 AM	8:18:56 AM	84
1	168	8:17:54 AM	8:19:32 AM	98
1	169	8:18:54 AM	8:19:55 AM	61
1	170	8:19:04 AM	8:20:24 AM	80
1	171	8:19:41 AM	8:21:02 AM	81
1	172	8:21:20 AM	8:21:41 AM	21
1	173	8:21:49 AM	8:21:59 AM	10
1	174	8:22:04 AM	8:22:24 AM	20
1	175	8:22:16 AM	8:22:44 AM	28
1	176	8:22:42 AM	8:24:25 AM	103
1	177	8:22:43 AM	8:24:39 AM	116
1	178	8:23:28 AM	8:24:59 AM	91
1	179	8:23:35 AM	8:25:32 AM	117
1	180	8:24:19 AM	8:25:52 AM	93
1	181	8:24:51 AM	8:26:27 AM	96
1	182	8:25:35 AM	8:26:42 AM	67
1	183	8:26:14 AM	8:27:03 AM	49
1	184	8:26:46 AM	8:27:12 AM	26
1	185	8:26:57 AM	8:28:12 AM	75
1	186	8:27:28 AM	8:28:42 AM	74
1	187	8:28:07 AM	8:28:53 AM	46
1	188	8:28:41 AM	8:29:27 AM	46
1	189	8:29:05 AM	8:29:39 AM	34
1	190	8:29:05 AM	8:30:23 AM	78
1	191	8:29:23 AM	8:30:35 AM	72



Traffic Survey Expedition
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Summary Information:

8:15:00 AM - 8:30:00 AM	Drive-Thru
Total Vehicle Count:	31
Delayed Vehicle Count:	31
Through Vehicle Count:	0
Average Stopped Time:	72.00
Maximum Stopped Time:	143
Min. Secs. for Delay:	0
Average Queue:	2.39
Queue Density:	2.47
Maximum Queue:	5
Delay in Vehicle Hour:	2.39
Total Delay:	2232

L n.	No.	Joined Queue	Released From Queue	Delay
1	192	8:30:04 AM	8:30:58 AM	54
1	193	8:30:05 AM	8:31:49 AM	104
1	194	8:30:55 AM	8:32:04 AM	69
1	195	8:31:14 AM	8:32:34 AM	80
1	196	8:31:19 AM	8:33:12 AM	113
1	197	8:31:19 AM	8:33:30 AM	131
1	198	8:31:45 AM	8:33:50 AM	125
1	199	8:32:38 AM	8:34:57 AM	139
1	200	8:33:39 AM	8:36:28 AM	169
1	201	8:35:04 AM	8:36:51 AM	107
1	202	8:36:57 AM	8:37:17 AM	20
1	203	8:37:09 AM	8:37:32 AM	23
1	204	8:37:35 AM	8:38:15 AM	40
1	205	8:37:43 AM	8:39:04 AM	81
1	206	8:39:11 AM	8:39:46 AM	35
1	207	8:39:12 AM	8:40:06 AM	54
1	208	8:39:59 AM	8:40:21 AM	22
1	209	8:41:01 AM	8:41:35 AM	34
1	210	8:41:16 AM	8:42:04 AM	48
1	211	8:41:36 AM	8:42:21 AM	45
1	212	8:41:40 AM	8:42:52 AM	72
1	213	8:42:07 AM	8:43:33 AM	86
1	214	8:42:16 AM	8:44:17 AM	121
1	215	8:42:59 AM	8:44:29 AM	90
1	216	8:44:18 AM	8:44:59 AM	41
1	217	8:44:33 AM	8:45:22 AM	49
1	218	8:44:49 AM	8:46:10 AM	81

Summary Information:

8:30:00 AM - 8:45:00 AM	Drive-Thru
Total Vehicle Count:	27
Delayed Vehicle Count:	27
Through Vehicle Count:	0
Average Stopped Time:	75.30
Maximum Stopped Time:	169
Min. Secs. for Delay:	0
Average Queue:	2.10
Queue Density:	2.24
Maximum Queue:	6
Delay in Vehicle Hour:	2.10
Total Delay:	2033

L n.	No.	Joined Queue	Released From Queue	Delay
1	219	8:45:08 AM	8:47:26 AM	138
1	220	8:45:24 AM	8:47:41 AM	137
1	221	8:45:50 AM	8:48:30 AM	160
1	222	8:46:07 AM	8:49:08 AM	181
1	223	8:46:07 AM	8:49:54 AM	227
1	224	8:46:25 AM	8:50:13 AM	228
1	225	8:48:02 AM	8:50:41 AM	159
1	226	8:48:16 AM	8:51:02 AM	166
1	227	8:49:32 AM	8:51:26 AM	114
1	228	8:49:36 AM	8:53:27 AM	231



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L n.	No.	Joined Queue	Released From Queue	Delay
1	229	8:50:15 AM	8:53:54 AM	219
1	230	8:50:31 AM	8:54:15 AM	224
1	231	8:50:42 AM	8:55:21 AM	279
1	232	8:50:48 AM	8:55:51 AM	303
1	233	8:50:48 AM	8:56:20 AM	332
1	234	8:51:50 AM	8:56:40 AM	290
1	235	8:52:16 AM	8:57:00 AM	284
1	236	8:54:02 AM	8:57:30 AM	208
1	237	8:54:11 AM	8:57:55 AM	224
1	238	8:55:54 AM	8:58:24 AM	150
1	239	8:56:22 AM	8:58:53 AM	151
1	240	8:56:43 AM	8:59:11 AM	148
1	241	8:57:33 AM	8:59:34 AM	121

Summary Information:

8:45:00 AM - 9:00:00 AM	Drive-Thru
Total Vehicle Count:	23
Delayed Vehicle Count:	23
Through Vehicle Count:	0
Average Stopped Time:	203.22
Maximum Stopped Time:	332
Min. Secs. for Delay:	0
Average Queue:	5.40
Queue Density:	5.40
Maximum Queue:	8
Delay in Vehicle Hour:	5.40
Total Delay:	4674

Summary Information:

7:00:00 AM - 9:00:00 AM	Drive-Thru
Total Vehicle Count:	240
Delayed Vehicle Count:	240
Through Vehicle Count:	0
Average Stopped Time:	94.80
Maximum Stopped Time:	332
Min. Secs. for Delay:	0
Average Queue:	3.19
Queue Density:	3.33
Maximum Queue:	8
Delay in Vehicle Hour:	3.19
Total Delay:	22753

1 Mohawk Drive, Londonderry, NH



INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Dunkin Donuts
Drive Thru Queue Study –
Greenfield, Massachusetts

Dates: Tuesday 5.31.16
Thursday 6.9.16
AM Peak: 7 am to 9 am

Summary of Queue Activity @ 378 Federal Street (stand-alone facility)
Tuesday, May 31, 2016

Interval Start Time	Vehicle Count	Average Delay	Max Delay	Min Delay	Total Delay (in seconds)	Average Queue	Max Queue	Min Queue
7:00	26	264.96	344	153	6889	7.58	10	3
7:15	31	220.52	431	54	6836	6.55	11	2
7:30	27	457.78	665	341	12360	11.37	14	8
7:45	12	297.58	568	68	3571	9.75	14	1
8:00	25	215.16	344	76	5379	6.12	11	1
8:15	30	224.83	291	151	6745	7.73	11	5
8:30	26	262.38	346	151	6822	7.81	11	3
8:45	18	157.28	303	61	2831	4.17	9	1
Total	195	263.76	665	54	51433	7.63	14	1

378 Federal Street, Greenfield, MA



INNOVATIVE DATA, LLC.
50 ALDEN AVENUE
BELCHERTOWN, MA 01007

Summary of Dunkin Donuts
 Drive Thru Queue Study –
 Greenfield, Massachusetts

Dates: Tuesday 5.31.16
 Thursday 6.9.16
 AM Peak: 7 am to 9 am

Raw Data for Queue Activity @ 378 Federal Street (stand-alone facility)
Tuesday, May 31, 2016

Vehicle Count	Arrival Time			Departure Time			Delay (in sec)	Queue
	Hour	Min	Sec	Hour	Min	Sec		
1	7	0	59	7	3	42	163	3
2	7	1	24	7	3	57	153	4
3	7	1	50	7	4	41	171	4
4	7	2	12	7	5	43	211	5
5	7	2	20	7	6	5	225	6
6	7	2	28	7	6	43	255	7
7	7	2	54	7	7	28	274	8
8	7	4	7	7	8	5	238	6
9	7	4	9	7	8	30	261	7
10	7	4	11	7	9	31	320	8
11	7	4	48	7	10	15	327	8
12	7	5	10	7	10	46	336	9
13	7	5	27	7	10	57	330	10
14	7	6	23	7	11	33	310	9
15	7	6	52	7	12	5	313	9
16	7	8	3	7	12	27	264	9
17	7	8	20	7	12	58	278	9
18	7	9	25	7	13	42	257	9
19	7	10	34	7	14	21	227	8
20	7	10	47	7	14	45	238	8
21	7	10	51	7	15	9	258	9
22	7	11	7	7	15	57	290	9
23	7	11	54	7	17	27	333	9
24	7	12	10	7	17	54	344	9
25	7	14	3	7	18	15	252	7
26	7	14	16	7	18	37	261	8
27	7	15	59	7	18	58	179	5
28	7	16	4	7	19	20	196	6
29	7	17	5	7	19	44	159	7
30	7	17	7	7	20	16	189	8
31	7	17	12	7	20	31	199	9
32	7	17	18	7	20	50	212	10
33	7	17	40	7	21	3	203	10
34	7	18	1	7	21	24	203	10
35	7	19	55	7	21	54	119	6

36	7	20	3	7	22	17	134	7
37	7	20	55	7	22	36	101	5
38	7	21	41	7	22	53	72	4
39	7	22	51	7	23	45	54	2
40	7	23	1	7	24	22	81	2
41	7	23	5	7	26	32	207	3
42	7	23	12	7	26	59	227	4
43	7	23	48	7	27	42	234	4
44	7	24	27	7	28	5	218	4
45	7	24	35	7	28	17	222	5
46	7	24	42	7	28	36	234	6
47	7	26	1	7	29	47	226	7
48	7	26	25	7	30	11	226	8
49	7	26	37	7	31	35	298	8
50	7	28	17	7	32	4	227	6
51	7	28	24	7	32	38	254	6
52	7	28	45	7	33	26	281	6
53	7	28	51	7	34	2	311	7
54	7	28	58	7	34	20	322	8
55	7	29	1	7	35	42	401	9
56	7	29	5	7	36	1	416	10
57	7	29	37	7	36	48	431	11
58	7	30	59	7	37	18	379	10
59	7	31	10	7	37	30	380	11
60	7	31	55	7	37	54	359	11
61	7	32	37	7	38	28	351	11
62	7	33	16	7	39	11	355	11
63	7	33	30	7	39	26	356	11
64	7	33	58	7	39	50	352	12
65	7	34	12	7	40	11	359	12
66	7	34	20	7	40	26	366	13
67	7	34	40	7	40	48	368	13
68	7	35	30	7	41	11	341	14
69	7	36	25	7	42	16	351	13
70	7	37	17	7	43	59	402	13
71	7	37	21	7	45	5	464	13
72	7	39	45	7	47	24	459	9
73	7	39	53	7	48	2	489	9
74	7	40	29	7	48	38	489	8
75	7	40	33	7	48	54	501	9
76	7	40	47	7	49	4	497	10
77	7	41	9	7	49	44	515	10
78	7	41	13	7	50	11	538	10
79	7	41	20	7	51	42	622	11
80	7	41	59	7	52	44	645	12
81	7	42	21	7	53	26	665	12
82	7	44	14	7	53	50	576	12
83	7	44	29	7	54	20	591	13

84	7	44	55	7	54	45	590	14
85	7	45	40	7	55	8	568	14
86	7	48	40	7	55	19	399	12
87	7	49	30	7	55	45	375	11
88	7	50	5	7	56	15	370	11
89	7	50	21	7	56	33	372	11
90	7	51	37	7	56	50	313	12
91	7	51	41	7	57	10	329	13
92	7	52	20	7	57	36	316	13
93	7	54	44	7	58	10	206	10
94	7	56	22	7	58	54	152	6
95	7	57	37	7	59	20	103	3
96	7	59	27	8	0	35	68	1
97	8	0	45	8	2	1	76	1
98	8	0	50	8	2	29	99	2
99	8	1	18	8	3	3	105	3
100	8	2	37	8	4	27	110	2
101	8	4	12	8	5	34	82	2
102	8	4	36	8	7	8	152	2
103	8	4	40	8	7	59	199	3
104	8	6	1	8	8	22	141	3
105	8	6	32	8	9	10	158	4
106	8	6	44	8	9	57	193	5
107	8	6	48	8	10	33	225	6
108	8	7	7	8	11	9	242	7
109	8	7	59	8	11	25	206	7
110	8	8	3	8	11	53	230	7
111	8	8	30	8	12	19	229	7
112	8	8	40	8	12	46	246	8
113	8	9	6	8	13	15	249	9
114	8	9	10	8	14	18	308	10
115	8	9	39	8	14	30	291	10
116	8	9	41	8	15	25	344	11
117	8	10	50	8	16	1	311	10
118	8	11	41	8	16	35	294	9
119	8	11	51	8	17	25	334	10
120	8	12	23	8	17	40	317	9
121	8	14	45	8	18	43	238	6
122	8	15	58	8	19	11	193	6
123	8	16	37	8	19	49	192	5
124	8	17	6	8	20	5	179	6
125	8	17	18	8	20	32	194	7
126	8	17	25	8	20	58	213	8
127	8	18	26	8	21	30	184	7
128	8	18	52	8	21	49	177	7
129	8	18	59	8	22	32	213	8
130	8	19	24	8	23	8	224	8
131	8	21	1	8	23	32	151	5

132	8	21	30	8	24	1	151	6
133	8	21	31	8	24	33	182	6
134	8	21	38	8	25	23	225	7
135	8	22	8	8	26	1	233	7
136	8	22	50	8	27	4	254	7
137	8	22	55	8	27	35	280	8
138	8	23	24	8	28	4	280	8
139	8	24	27	8	28	35	248	7
140	8	25	16	8	28	56	220	7
141	8	25	42	8	29	6	204	7
142	8	25	47	8	29	58	251	8
143	8	26	30	8	30	22	232	8
144	8	26	47	8	30	49	242	9
145	8	27	45	8	31	11	206	8
146	8	27	46	8	31	53	247	9
147	8	27	50	8	32	15	265	10
148	8	28	1	8	32	41	280	11
149	8	28	10	8	33	1	291	11
150	8	28	50	8	33	18	268	11
151	8	29	12	8	33	38	266	10
152	8	30	1	8	33	59	238	10
153	8	30	34	8	34	25	231	10
154	8	30	54	8	35	12	258	10
155	8	34	19	8	36	50	151	3
156	8	34	33	8	37	16	163	3
157	8	34	40	8	38	10	210	4
158	8	34	44	8	38	55	251	5
159	8	36	31	8	39	20	169	5
160	8	36	46	8	39	50	184	6
161	8	37	2	8	40	15	193	6
162	8	37	19	8	42	2	283	6
163	8	38	4	8	42	12	248	7
164	8	38	5	8	42	37	272	8
165	8	38	12	8	43	20	308	8
166	8	38	30	8	43	41	311	9
167	8	39	7	8	44	8	301	9
168	8	39	50	8	44	58	308	9
169	8	39	55	8	45	11	316	9
170	8	41	10	8	45	29	259	9
171	8	41	36	8	46	42	306	10
172	8	42	50	8	47	15	265	8
173	8	42	55	8	47	45	290	9
174	8	43	10	8	48	16	306	10
175	8	43	45	8	49	10	325	9
176	8	43	55	8	49	25	330	10
177	8	44	1	8	49	47	346	11
178	8	45	21	8	50	24	303	9
179	8	47	50	8	50	46	176	6

180	8	49	5	8	51	10	125	6
181	8	50	32	8	51	33	61	3
182	8	52	4	8	53	29	85	1
183	8	52	26	8	54	57	151	2
184	8	52	35	8	55	40	185	3
185	8	52	49	8	55	59	190	4
186	8	52	55	8	56	50	235	5
187	8	53	6	8	57	4	238	6
188	8	53	49	8	57	46	237	6
189	8	57	31	8	58	59	88	2
190	8	57	47	8	59	25	98	2
191	8	57	51	8	59	55	124	3
192	8	58	41	9	0	55	134	4
193	8	58	46	9	1	16	150	5
194	8	59	51	9	1	39	108	4
195	8	59	57	9	2	20	143	4

GPI Project #:
Peabody, MA
Client: John DeBarros



Traffic Survey Expedition
106 Sharon Road
N. Quincy, MA 02171
P: 617-448-5686
F: 617-801-3800
www.tsetraffic.com

File Name : AM Drive Thru Queue
Site Code : 256DD
Start Date : 10/22/2013
Page No : 1 of 5

L n.	No.	Joined Queue	Released From Queue	Delay
1	1	7:00:01 AM	7:00:31 AM	30
1	2	7:00:02 AM	7:01:11 AM	69
1	3	7:00:02 AM	7:01:50 AM	108
1	4	7:00:04 AM	7:02:11 AM	127
1	5	7:00:28 AM	7:03:26 AM	178
1	6	7:01:06 AM	7:03:52 AM	166
1	7	7:01:08 AM	7:04:11 AM	183
1	8	7:01:46 AM	7:04:48 AM	182
1	9	7:01:47 AM	7:05:18 AM	211
1	10	7:03:05 AM	7:05:43 AM	158
1	11	7:03:28 AM	7:05:44 AM	136
1	12	7:05:37 AM	7:06:39 AM	62
1	13	7:06:09 AM	7:07:24 AM	75
1	14	7:07:12 AM	7:08:40 AM	88
1	15	7:08:16 AM	7:09:42 AM	86
1	16	7:09:28 AM	7:11:16 AM	108
1	17	7:09:37 AM	7:12:55 AM	198
1	18	7:10:08 AM	7:14:30 AM	262
1	19	7:11:46 AM	7:14:42 AM	176
1	20	7:11:46 AM	7:15:08 AM	202
1	21	7:11:47 AM	7:15:42 AM	235
1	22	7:12:20 AM	7:16:19 AM	239
1	23	7:12:59 AM	7:16:38 AM	219
1	24	7:13:46 AM	7:17:19 AM	213
1	25	7:14:08 AM	7:17:37 AM	209
1	26	7:14:14 AM	7:17:52 AM	218
1	27	7:14:44 AM	7:18:49 AM	245
1	28	7:14:44 AM	7:19:19 AM	275

Summary Information:

7:00:00 AM - 7:15:00 AM	Drive-Thru Queue
Total Vehicle Count:	28
Delayed Vehicle Count:	28
Through Vehicle Count:	0
Average Stopped Time:	166.36
Maximum Stopped Time:	275
Min. Secs. for Delay:	0
Average Queue:	4.02
Queue Density:	4.03
Maximum Queue:	9
Delay in Vehicle Hour:	4.02
Total Delay:	4658

L n.	No.	Joined Queue	Released From Queue	Delay
1	29	7:15:12 AM	7:19:42 AM	270
1	30	7:15:44 AM	7:20:32 AM	288
1	31	7:16:32 AM	7:21:20 AM	288
1	32	7:16:32 AM	7:22:02 AM	330
1	33	7:18:16 AM	7:22:14 AM	238
1	34	7:18:22 AM	7:22:46 AM	264
1	35	7:21:33 AM	7:23:38 AM	125
1	36	7:22:23 AM	7:23:54 AM	91
1	37	7:22:23 AM	7:23:54 AM	91
1	38	7:23:03 AM	7:25:38 AM	155
1	39	7:23:03 AM	7:26:10 AM	187
1	40	7:23:17 AM	7:26:57 AM	220
1	41	7:23:17 AM	7:27:22 AM	245
1	42	7:24:03 AM	7:28:10 AM	247
1	43	7:24:41 AM	7:28:44 AM	243
1	44	7:24:55 AM	7:29:21 AM	266
1	45	7:25:32 AM	7:29:53 AM	261
1	46	7:25:32 AM	7:30:14 AM	282
1	47	7:27:05 AM	7:31:19 AM	254
1	48	7:27:06 AM	7:31:40 AM	274
1	49	7:28:08 AM	7:32:04 AM	236
1	50	7:28:51 AM	7:32:18 AM	207
1	51	7:29:11 AM	7:32:41 AM	210

GPI Project #:
Peabody, MA
Client: John DeBarros



Traffic Survey Expedition
106 Sharon Road
N. Quincy, MA 02171
P: 617-448-5686
F: 617-801-8800
www.tsetraffic.com

File Name : AM Drive Thru Queue
Site Code : 256DD
Start Date : 10/22/2013
Page No : 2 of 5

L n.	No.	Joined Queue	Released From Queue	Delay
1	52	7:29:38 AM	7:33:02 AM	204

Summary Information:

7:15:00 AM - 7:30:00 AM	Drive-Thru Queue
Total Vehicle Count:	24
Delayed Vehicle Count:	24
Through Vehicle Count:	0
Average Stopped Time:	228.17
Maximum Stopped Time:	330
Min. Secs. for Delay:	0
Average Queue:	5.12
Queue Density:	5.12
Maximum Queue:	9
Delay in Vehicle Hour:	5.12
Total Delay:	5476

L n.	No.	Joined Queue	Released From Queue	Delay
1	53	7:30:18 AM	7:33:25 AM	187
1	54	7:30:34 AM	7:34:07 AM	213
1	55	7:32:00 AM	7:34:17 AM	137
1	56	7:33:13 AM	7:34:41 AM	88
1	57	7:34:14 AM	7:35:13 AM	59
1	58	7:34:14 AM	7:35:19 AM	65
1	59	7:34:23 AM	7:35:40 AM	77
1	60	7:34:28 AM	7:36:14 AM	106
1	61	7:35:04 AM	7:36:39 AM	95
1	62	7:35:20 AM	7:37:10 AM	110
1	63	7:35:47 AM	7:38:00 AM	133
1	64	7:36:16 AM	7:38:27 AM	131
1	65	7:36:17 AM	7:39:14 AM	177
1	66	7:36:36 AM	7:39:42 AM	186
1	67	7:37:56 AM	7:39:58 AM	122
1	68	7:40:52 AM	7:42:19 AM	87
1	69	7:40:53 AM	7:42:53 AM	120
1	70	7:41:26 AM	7:43:12 AM	106
1	71	7:41:35 AM	7:43:42 AM	127
1	72	7:41:45 AM	7:43:55 AM	130
1	73	7:42:16 AM	7:44:20 AM	124
1	74	7:44:07 AM	7:45:29 AM	82
1	75	7:44:49 AM	7:46:05 AM	76

Summary Information:

7:30:00 AM - 7:45:00 AM	Drive-Thru Queue
Total Vehicle Count:	23
Delayed Vehicle Count:	23
Through Vehicle Count:	0
Average Stopped Time:	119.04
Maximum Stopped Time:	213
Min. Secs. for Delay:	0
Average Queue:	2.89
Queue Density:	3.07
Maximum Queue:	6
Delay in Vehicle Hour:	2.89
Total Delay:	2738

L n.	No.	Joined Queue	Released From Queue	Delay
1	76	7:45:40 AM	7:47:19 AM	99
1	77	7:45:51 AM	7:48:15 AM	144
1	78	7:47:04 AM	7:48:40 AM	96
1	79	7:47:28 AM	7:49:17 AM	109
1	80	7:47:51 AM	7:49:31 AM	100
1	81	7:48:00 AM	7:50:23 AM	143
1	82	7:49:21 AM	7:51:07 AM	106
1	83	7:49:22 AM	7:51:21 AM	119
1	84	7:50:39 AM	7:51:51 AM	72
1	85	7:50:54 AM	7:52:29 AM	95

GPI Project #:
Peabody, MA
Client: John DeBarros



Traffic Survey Expedition
106 Sharon Road
N. Quincy, MA 02171
P: 617-443-5636
F: 617-301-8800
www.tsetraffic.com

File Name : AM Drive Thru Queue
Site Code : 256DD
Start Date : 10/22/2013
Page No : 3 of 5

L n.	No.	Joined Queue	Released From Queue	Delay
1	86	7:53:03 AM	7:55:11 AM	128
1	87	7:53:10 AM	7:55:40 AM	150
1	88	7:53:10 AM	7:55:57 AM	167
1	89	7:54:17 AM	7:56:08 AM	111
1	90	7:54:18 AM	7:56:34 AM	136
1	91	7:54:18 AM	7:56:45 AM	147
1	92	7:54:56 AM	7:57:35 AM	159
1	93	7:55:37 AM	7:58:04 AM	147
1	94	7:55:38 AM	7:58:14 AM	156
1	95	7:55:51 AM	7:58:41 AM	170
1	96	7:56:07 AM	8:00:21 AM	254
1	97	7:57:04 AM	8:01:18 AM	254
1	98	7:57:50 AM	8:01:33 AM	223
1	99	7:58:19 AM	8:01:53 AM	214
1	100	7:58:19 AM	8:02:09 AM	230
1	101	7:58:28 AM	8:03:19 AM	291
1	102	7:58:42 AM	8:04:18 AM	336
1	103	7:59:41 AM	8:04:45 AM	304

Summary Information:

7:45:00 AM - 8:00:00 AM	Drive-Thru Queue
Total Vehicle Count:	28
Delayed Vehicle Count:	28
Through Vehicle Count:	0
Average Stopped Time:	166.43
Maximum Stopped Time:	336
Min. Secs. for Delay:	0
Average Queue:	4.07
Queue Density:	4.20
Maximum Queue:	8
Delay in Vehicle Hour:	4.07
Total Delay:	4660

L n.	No.	Joined Queue	Released From Queue	Delay
1	104	8:00:22 AM	8:05:06 AM	284
1	105	8:02:05 AM	8:05:18 AM	193
1	106	8:03:16 AM	8:05:37 AM	141
1	107	8:03:54 AM	8:06:57 AM	183
1	108	8:05:17 AM	8:07:33 AM	136
1	109	8:06:23 AM	8:07:49 AM	86
1	110	8:06:27 AM	8:08:50 AM	143
1	111	8:06:45 AM	8:09:06 AM	141
1	112	8:09:08 AM	8:10:30 AM	82
1	113	8:09:09 AM	8:11:48 AM	159
1	114	8:10:06 AM	8:13:48 AM	222
1	115	8:12:09 AM	8:14:03 AM	114
1	116	8:12:09 AM	8:14:46 AM	157
1	117	8:12:19 AM	8:15:15 AM	176
1	118	8:12:29 AM	8:15:57 AM	208

Summary Information:

8:00:00 AM - 8:15:00 AM	Drive-Thru Queue
Total Vehicle Count:	15
Delayed Vehicle Count:	15
Through Vehicle Count:	0
Average Stopped Time:	161.67
Maximum Stopped Time:	284
Min. Secs. for Delay:	0
Average Queue:	2.59
Queue Density:	2.60
Maximum Queue:	5
Delay in Vehicle Hour:	2.59
Total Delay:	2425

L n.	No.	Joined Queue	Released From Queue	Delay
1	119	8:15:26 AM	8:16:31 AM	65

GPI Project #:
Peabody, MA
Client: John DeBarros



Traffic Survey Expedition
106 Sharon Road
N. Quincy, MA 02171
P: 617-448-5686
F: 617-801-8800
www.tsetraffic.com

File Name : AM Drive Thru Queue
Site Code : 256DD
Start Date : 10/22/2013
Page No : 4 of 5

L n.	No.	Joined Queue	Released From Queue	Delay
1	120	8:16:16 AM	8:18:05 AM	109
1	121	8:16:30 AM	8:19:06 AM	156
1	122	8:16:49 AM	8:19:33 AM	164
1	123	8:17:39 AM	8:19:48 AM	129
1	124	8:17:39 AM	8:20:39 AM	180
1	125	8:17:47 AM	8:21:17 AM	210
1	126	8:18:06 AM	8:21:31 AM	205
1	127	8:19:30 AM	8:21:55 AM	145
1	128	8:19:49 AM	8:22:28 AM	159
1	129	8:20:03 AM	8:22:56 AM	173
1	130	8:20:50 AM	8:23:21 AM	151
1	131	8:21:14 AM	8:23:45 AM	151
1	132	8:21:15 AM	8:24:50 AM	215
1	133	8:22:08 AM	8:25:46 AM	218
1	134	8:22:24 AM	8:26:09 AM	225
1	135	8:23:01 AM	8:26:51 AM	230
1	136	8:23:48 AM	8:27:21 AM	213
1	137	8:24:21 AM	8:27:53 AM	212
1	138	8:24:21 AM	8:28:30 AM	249
1	139	8:26:27 AM	8:29:35 AM	188
1	140	8:26:27 AM	8:29:52 AM	205
1	141	8:27:48 AM	8:30:27 AM	159
1	142	8:27:48 AM	8:31:18 AM	210
1	143	8:28:31 AM	8:31:55 AM	204
1	144	8:28:31 AM	8:32:16 AM	225

Summary Information:

8:15:00 AM - 8:30:00 AM	Drive-Thru Queue
Total Vehicle Count:	26
Delayed Vehicle Count:	26
Through Vehicle Count:	0
Average Stopped Time:	182.69
Maximum Stopped Time:	249
Min. Secs. for Delay:	0
Average Queue:	4.70
Queue Density:	4.71
Maximum Queue:	8
Delay in Vehicle Hour:	4.70
Total Delay:	4750

L n.	No.	Joined Queue	Released From Queue	Delay
1	145	8:30:07 AM	8:32:58 AM	171
1	146	8:30:49 AM	8:33:33 AM	164
1	147	8:31:33 AM	8:33:58 AM	145
1	148	8:32:26 AM	8:34:18 AM	112
1	149	8:32:38 AM	8:34:49 AM	131
1	150	8:32:39 AM	8:37:19 AM	280
1	151	8:34:20 AM	8:37:54 AM	214
1	152	8:34:20 AM	8:39:02 AM	282
1	153	8:34:31 AM	8:39:34 AM	303
1	154	8:34:52 AM	8:39:59 AM	307
1	155	8:35:03 AM	8:40:56 AM	353
1	156	8:35:03 AM	8:41:30 AM	387
1	157	8:36:36 AM	8:42:15 AM	339
1	158	8:37:18 AM	8:43:31 AM	373
1	159	8:39:59 AM	8:43:38 AM	219
1	160	8:43:00 AM	8:44:31 AM	91
1	161	8:43:01 AM	8:45:10 AM	129

GPI Project #:
Peabody, MA
Client: John DeBarros

File Name : AM Drive Thru Queue
Site Code : 256DD
Start Date : 10/22/2013
Page No : 5 of 5

Summary Information:

8:30:00 AM - 8:45:00 AM	Drive-Thru Queue
Total Vehicle Count:	17
Delayed Vehicle Count:	17
Through Vehicle Count:	0
Average Stopped Time:	235.29
Maximum Stopped Time:	387
Min. Secs. for Delay:	0
Average Queue:	4.43
Queue Density:	4.43
Maximum Queue:	9
Delay in Vehicle Hour:	4.43
Total Delay:	4000

L n.	No.	Joined Queue	Released From Queue	Delay
1	162	8:46:27 AM	8:46:45 AM	18
1	163	8:46:28 AM	8:46:45 AM	17
1	164	8:46:28 AM	8:48:28 AM	120
1	165	8:46:48 AM	8:49:24 AM	156
1	166	8:46:49 AM	8:50:52 AM	243
1	167	8:47:01 AM	8:51:09 AM	248
1	168	8:48:44 AM	8:51:43 AM	179
1	169	8:49:17 AM	8:52:45 AM	208
1	170	8:49:18 AM	8:54:44 AM	326
1	171	8:53:09 AM	8:55:08 AM	119
1	172	8:53:25 AM	8:55:34 AM	129
1	173	8:53:26 AM	8:56:46 AM	200
1	174	8:54:01 AM	8:57:02 AM	181
1	175	8:54:11 AM	8:57:18 AM	187
1	176	8:55:02 AM	8:57:50 AM	168
1	177	8:55:55 AM	8:58:39 AM	164
1	178	8:55:56 AM	8:59:35 AM	219
1	179	8:57:00 AM	8:59:58 AM	178

Summary Information:

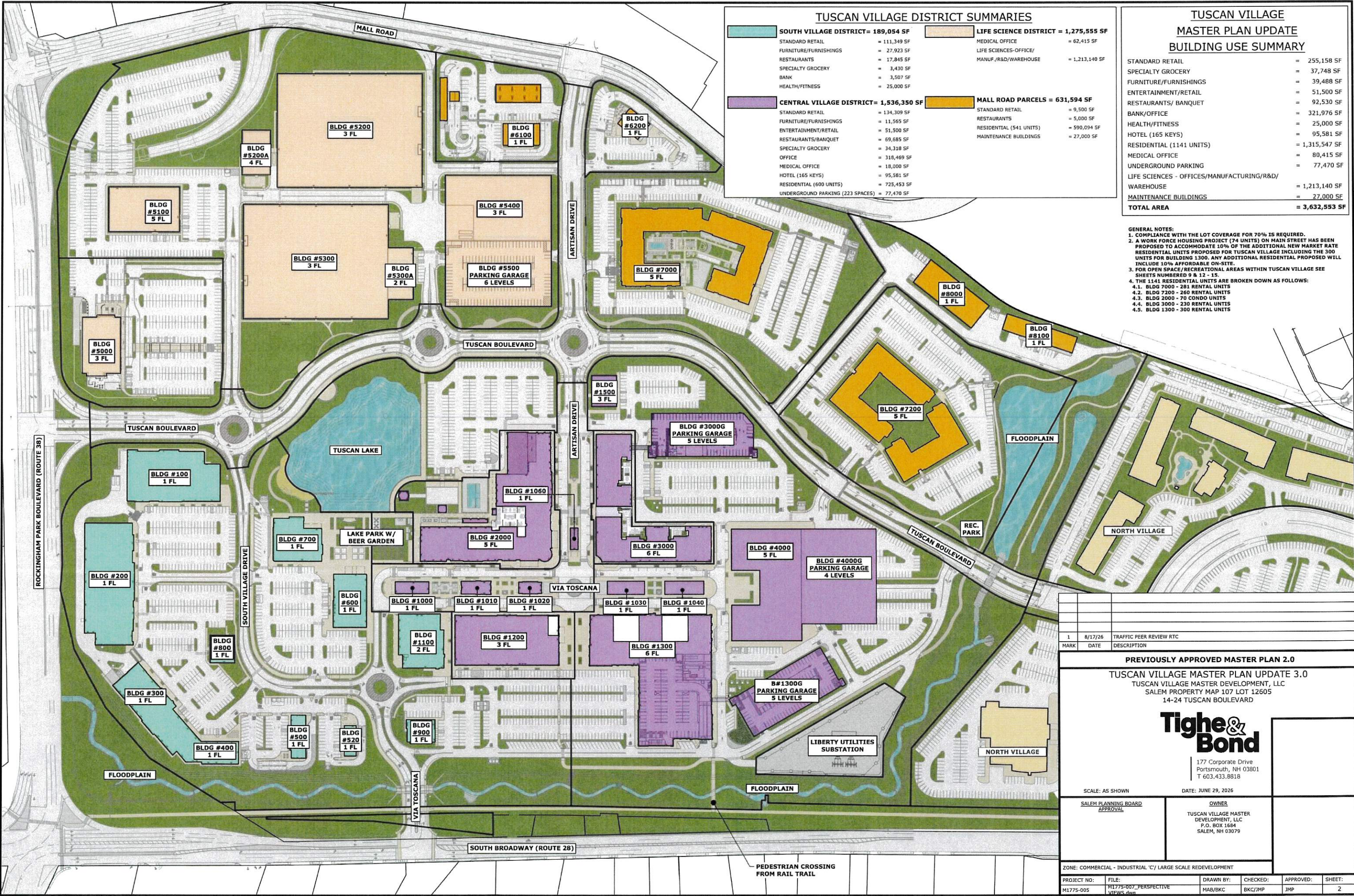
8:45:00 AM - 9:00:00 AM	Drive-Thru Queue
Total Vehicle Count:	18
Delayed Vehicle Count:	18
Through Vehicle Count:	0
Average Stopped Time:	170.00
Maximum Stopped Time:	326
Min. Secs. for Delay:	0
Average Queue:	3.77
Queue Density:	3.78
Maximum Queue:	6
Delay in Vehicle Hour:	3.77
Total Delay:	3060

Summary Information:

7:00:00 AM - 9:00:00 AM	Drive-Thru Queue
Total Vehicle Count:	179
Delayed Vehicle Count:	179
Through Vehicle Count:	0
Average Stopped Time:	177.47
Maximum Stopped Time:	387
Min. Secs. for Delay:	0
Average Queue:	4.41
Queue Density:	4.52
Maximum Queue:	10
Delay in Vehicle Hour:	4.41
Total Delay:	31767

256 Andover Street, Peabody, MA

Last Saved Date: 8/17/2026
Printed On: Aug 19, 2026 - 2:13pm By: BCourse
Map File Location: 2:\V\1775-005 South Village\Drawings_Figures\AutoCAD\SV\CV Drawings\Master Plan Updates\1775-007_PERSPECTIVE VIEWS.dwg



TUSCAN VILLAGE DISTRICT SUMMARIES

SOUTH VILLAGE DISTRICT= 189,054 SF	LIFE SCIENCE DISTRICT = 1,275,555 SF
STANDARD RETAIL = 111,349 SF	MEDICAL OFFICE = 62,415 SF
FURNITURE/FURNISHINGS = 27,923 SF	LIFE SCIENCES-OFFICE/
RESTAURANTS = 17,845 SF	MANUF./R&D/WAREHOUSE = 1,213,140 SF
SPECIALTY GROCERY = 3,430 SF	
BANK = 3,507 SF	
HEALTH/FITNESS = 25,000 SF	
CENTRAL VILLAGE DISTRICT= 1,536,350 SF	MALL ROAD PARCELS = 631,594 SF
STANDARD RETAIL = 134,309 SF	STANDARD RETAIL = 9,500 SF
FURNITURE/FURNISHINGS = 11,565 SF	RESTAURANTS = 5,000 SF
ENTERTAINMENT/RETAIL = 51,500 SF	RESIDENTIAL (541 UNITS) = 590,094 SF
RESTAURANTS/BANQUET = 69,685 SF	MAINTENANCE BUILDINGS = 27,000 SF
SPECIALTY GROCERY = 34,318 SF	
OFFICE = 318,469 SF	
MEDICAL OFFICE = 18,000 SF	
HOTEL (165 KEYS) = 95,581 SF	
RESIDENTIAL (600 UNITS) = 725,453 SF	
UNDERGROUND PARKING (223 SPACES) = 77,470 SF	

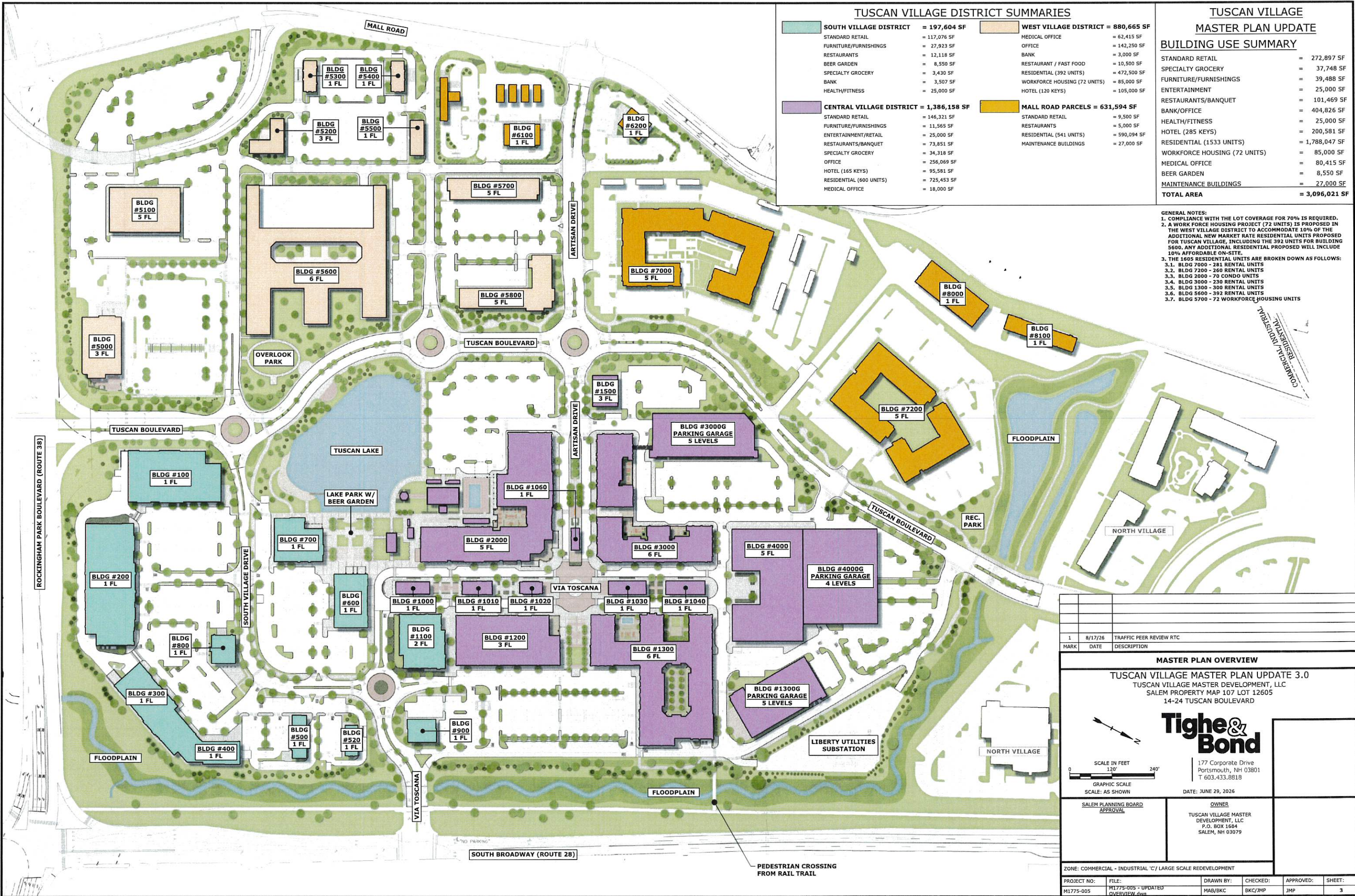
TUSCAN VILLAGE
MASTER PLAN UPDATE
BUILDING USE SUMMARY

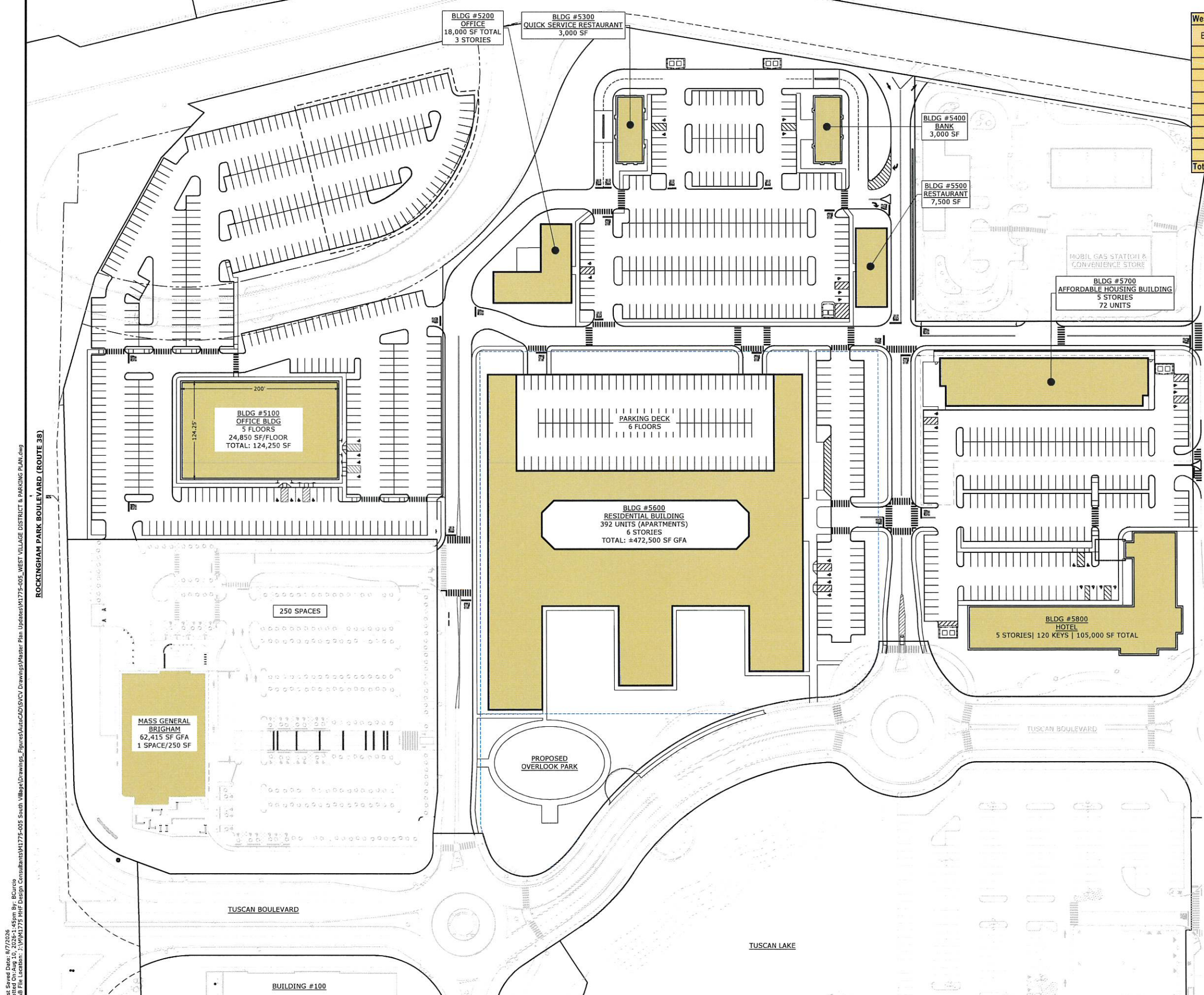
STANDARD RETAIL	= 255,158 SF
SPECIALTY GROCERY	= 37,748 SF
FURNITURE/FURNISHINGS	= 39,488 SF
ENTERTAINMENT/RETAIL	= 51,500 SF
RESTAURANTS/ BANQUET	= 92,530 SF
BANK/OFFICE	= 321,976 SF
HEALTH/FITNESS	= 25,000 SF
HOTEL (165 KEYS)	= 95,581 SF
RESIDENTIAL (1141 UNITS)	= 1,315,547 SF
MEDICAL OFFICE	= 80,415 SF
UNDERGROUND PARKING	= 77,470 SF
LIFE SCIENCES - OFFICES/MANUFACTURING/R&D/	
WAREHOUSE	= 1,213,140 SF
MAINTENANCE BUILDINGS	= 27,000 SF
TOTAL AREA	= 3,632,553 SF

- GENERAL NOTES:
1. COMPLIANCE WITH THE LOT COVERAGE FOR 70% IS REQUIRED.
 2. A WORK FORCE HOUSING PROJECT (74 UNITS) ON MAIN STREET HAS BEEN PROPOSED TO ACCOMMODATE 10% OF THE ADDITIONAL NEW MARKET RATE RESIDENTIAL UNITS PROPOSED FOR TUSCAN VILLAGE INCLUDING THE 300 UNITS FOR BUILDING 1300. ANY ADDITIONAL RESIDENTIAL PROPOSED WILL INCLUDE 10% AFFORDABLE ON-SITE.
 3. FOR OPEN SPACE/ RECREATIONAL AREAS WITHIN TUSCAN VILLAGE SEE SHEETS NUMBERED 9 & 12 - 15.
 4. THE 1141 RESIDENTIAL UNITS ARE BROKEN DOWN AS FOLLOWS:
4.1. BLDG 7000 - 281 RENTAL UNITS
4.2. BLDG 7200 - 260 RENTAL UNITS
4.3. BLDG 2000 - 79 CONDO UNITS
4.4. BLDG 3000 - 230 RENTAL UNITS
4.5. BLDG 1300 - 300 RENTAL UNITS

1		8/17/26	TRAFFIC PEER REVIEW RTC
MARK	DATE	DESCRIPTION	
PREVIOUSLY APPROVED MASTER PLAN 2.0			
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0			
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC			
SALEM PROPERTY MAP 107 LOT 12605			
14-24 TUSCAN BOULEVARD			
Tighe & Bond		177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818	
SCALE: AS SHOWN		DATE: JUNE 29, 2026	
SALEM PLANNING BOARD APPROVAL		OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1584 SALEM, NH 03079	
ZONE: COMMERCIAL - INDUSTRIAL 'C'/ LARGE SCALE REDEVELOPMENT			
PROJECT NO:	FILE:	DRAWN BY:	CHECKED:
M1775-005	M1775-007_PERSPECTIVE VIEWS.dwg	MAB/BKC	BKC/JMP
APPROVED:		SHEET:	
JMP		2	

Last Saved Date: 8/19/2026
Printed On: Aug 19, 2026 3:14pm B:\Bcurcio
P:\d File Location: 3:\V\1775-005 South Village\Drawings\Figures\AutoCAD\SVCCV Drawings\Master Plan Updates\M1775-005 - UPDATED OVERVIEW.dwg





West Village District			
Building number	Area (sf)	Program	GFA (SF) TOTAL
5000	62,415	Medical Office (MGB)	62,415
5100	124,250	Office	124,250
5200	18,000	Office	18,000
5300	3,000	Fast Food Rest - Drive Thru	3,000
5400	3,000	Bank With Drive-Thru	3,000
5500	7,500	Restaurant	7,500
5600	472,500	Residential Apartments (392 Units)	472,500
5600	NA	Parking Garage (520 Spaces)	NA
5700	85,000	Workforce Housing (72 Units)	85,000
5800	105,000	Hotel (120 rooms)	105,000
Total	880,665		880,665

1

8/17/26

TRAFFIC PEER REVIEW RTC

MARK

DATE

DESCRIPTION

WEST VILLAGE DISTRICT

TUSCAN VILLAGE MASTER PLAN UPDATE 3.0

TUSCAN VILLAGE MASTER DEVELOPMENT, LLC

SALEM PROPERTY MAP 107 LOT 12605

14-24 TUSCAN BOULEVARD

0

60'

120'

GRAPHIC SCALE

SCALE: AS SHOWN

DATE: JUNE 29, 2026

Tighe & Bond

177 Corporate Drive

Portsmouth, NH 03801

T 603.433.8818

OWNER

TUSCAN VILLAGE MASTER DEVELOPMENT, LLC

P.O. BOX 1684

SALEM, NH 03079

SALEM PLANNING BOARD

APPROVAL

ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT

PROJECT NO: M1775-005

FILE: M1775-005_WEST VILLAGE DISTRICT & PARKING PLAN.dwg

DRAWN BY: MAB/BKC

CHECKED: BKC/JMP

APPROVED: JMP

SHEET: 4

MALL ROAD PARCELS

Mall Road Parcels			
Building number	Area (sf)	Program	GFA (SF) SUBTOTAL
6100	9,500	Convenience Store/Gas/Carwash - Retail	9,500
6200	5,000	Cafe/Take-Out (Fast Food Restaurant)	5,000
7000	306,500	Residential 281 Units	306,500
7200	283,594	Residential 280 Units	283,594
8000/8100	27,000	Maintenance Buildings	27,000
Total	631,594		631,594

WEST VILLAGE DISTRICT

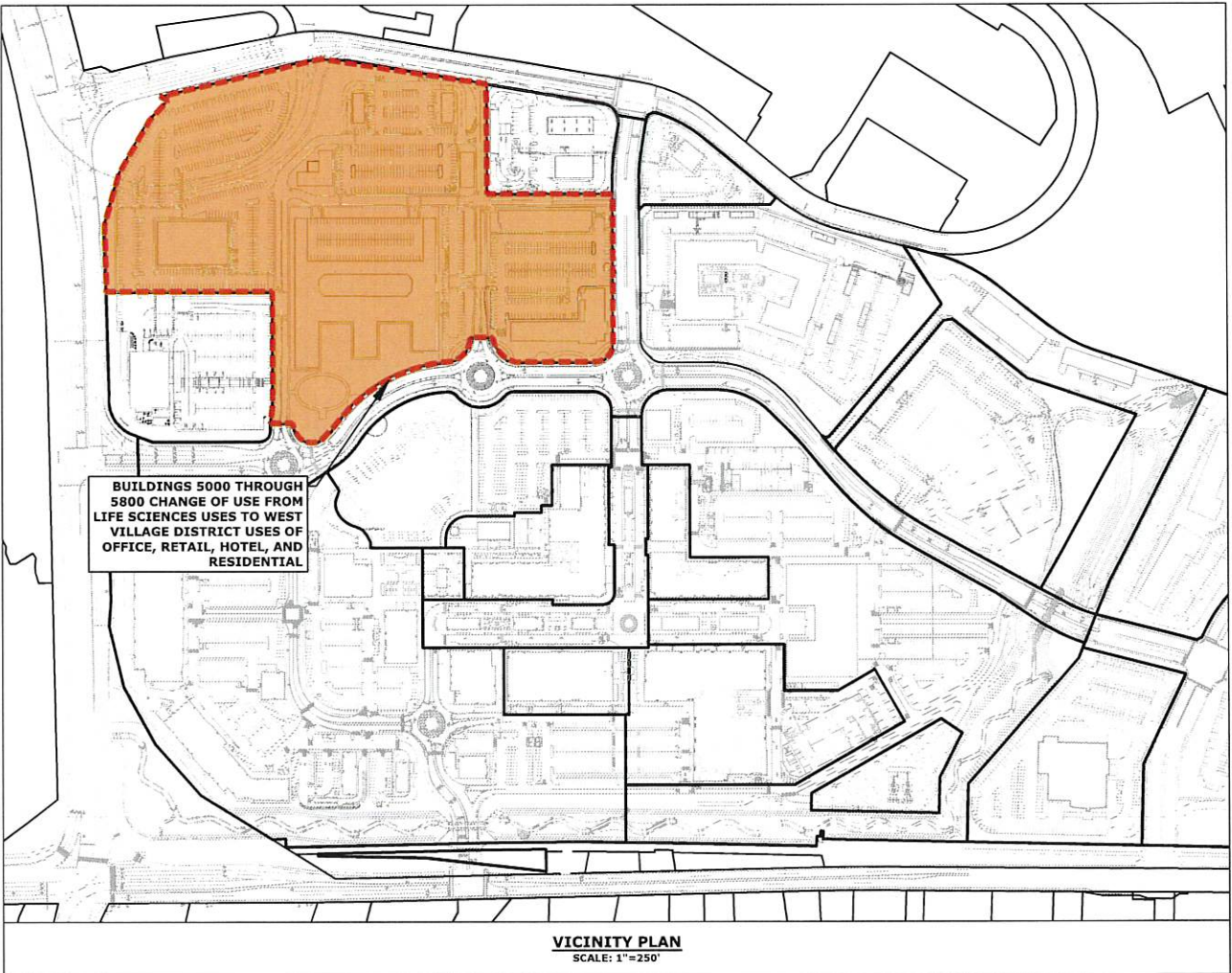
West Village District			
Building number	Area (sf)	Program	GFA (SF) TOTAL
5000	62,415	Medical Office (MGB)	62,415
5100	124,250	Office	124,250
5200	18,000	Office	18,000
5300	3,000	Fast Food Rest - Drive Thru	3,000
5400	3,000	Bank With Drive-Thru	3,000
5500	7,500	Restaurant	7,500
5600	472,500	Residential Apartments (392 Units)	472,500
5600	NA	Parking Garage (520 Spaces)	NA
5700	85,000	Workforce Housing (72 Units)	85,000
5800	105,000	Hotel (120 rooms)	105,000
Total	880,665		880,665

SOUTH VILLAGE

South Village											
Building number	Area (sf)	Program	Occupied	Unoccupied	Seats Inside	Seats Outside	Total Seats	GLA (SF) SUBTOTAL	Common Area Flr	Common Area	GFA (SF) TOTAL
100	26,450	Furniture/Furnishings	26,450					34,489	1st	1473	35,962
	8,039	Standard Retail	8,039								
200	45,656	Standard Retail	45,656					45,656	1st	550	46,206
300	15,384	Standard Retail	15,384					15,384	1st	0	15,384
400	13,683	Standard Retail	13,683					17,235	1st	600	17,835
	1,252	High Turnover Rest-Fast Casual (Bennetts)	1,252		20	0	20				
	2,300	High Turnover Rest-Fast Casual (Chipotle)	2,300		47	24	71				
500	5,046	Fast Food Rest - Cafe/ Fast Food (Chik Fil A)	5,046		102	16	118	5,046		0	5,046
520	3,507	Bank w/ Drive-thru	3,507					3,507		0	3,507
600	2,494	Specialty Grocery	2,494					13,070	1st/Bsmt	936	14,006
	3,520	High Turnover Rest-Fast Casual (Tuscan Market)	3,520		72	130	202				
	5,282	Standard Retail	5,282								
	1,774	Standard Retail, Cooking school	1,774								
700	15,248	Standard Retail	15,248					15,248	1st	0	15,248
800	5,727	Standard Retail	5,727					5,727	1st	0	5,727
900	1,932	Standard Retail	1,932					4,935	1st	198	5,133
	3,003	Standard Retail	3,003								
1100	25,000	Lifestyle Anchor - Health Club (2 floors)	25,000					25,000		0	25,000
1400	8,550	Beer Garden Outdoor Structure/Seating	8,550		50	240	290	8,550		0	8,550
TOTAL	193,847		193,847	0	291	410	701	193,847		3,757	197,604

CENTRAL VILLAGE

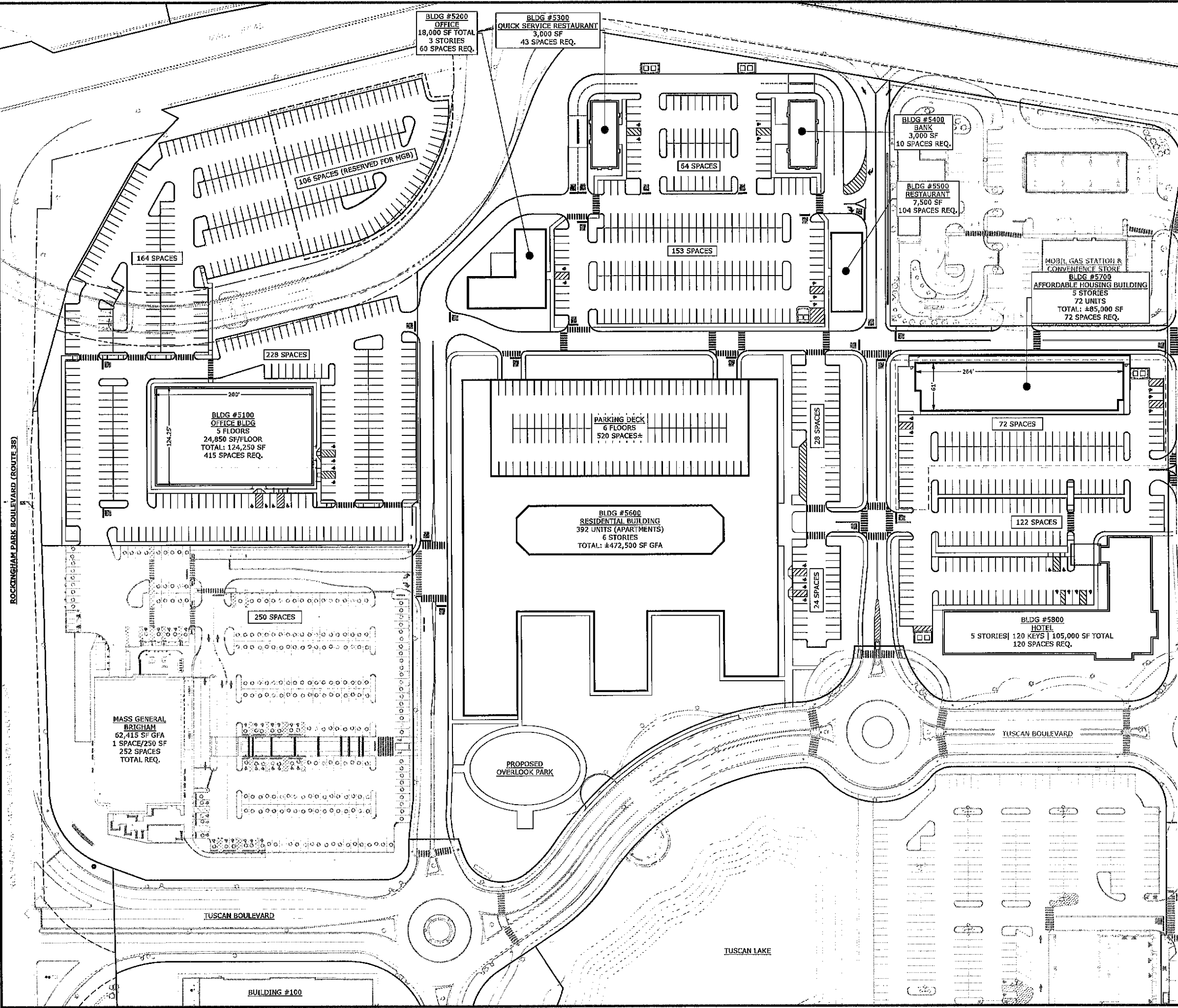
Central Village									
Building number	Area (sf)	Program	Seats Inside	Seats Outside	Total Seats	GLA (SF) Subtotal	Common Area Flr.	Common Area	GFA (SF) TOTAL
1000	3,151	High Turnover Rest-Fast Casual (Shake Shack)	54	24	78	3,151		0	3,151
1010	1,260	High Turnover Rest-Fast Casual (Playa Bowls)	13	0	13	1,260		0	1,260
1010	911	Standard Retail				911		0	911
1010	931	Standard Retail				931		0	931
1020	2,136	Standard Retail				2,136		0	2,136
1060	1,375	High Turnover Rest-Fast Casual (Salt & Straw)	40	15	55	1,375		0	1,375
1030	3,667	Standard Retail				3,667		0	3,667
1040-1	2,500	High Turnover Rest-Fast Casual (Café Nero)	52	15	67	2,500		0	2,500
1040-2	1,350	Standard Retail				1,350		0	1,350
Total	17,281		159	54	213	17,281		0	17,281
1200	12,623	Standard Retail (1st Floor)				12,623	1st		17,924
	11,565	Furniture and Furnishings				11,565	1st	5,301	11,565
	8,807	High Turnover Rest-Fast Casual (Tavern)	500	75	575	8,807	1st-2nd		8,807
	4,199	High Turnover Rest-Fast Casual (Friendly Toast)	136	34	170	4,199	1st		4,199
	33,473	General Office (2nd Floor)				33,473	2nd	3,586	37,059
	35,868	General Office (3rd Floor)				35,868	3rd	3,142	39,010
Total	106,535		636	109	745	106,535		12,029	118,564
1300	29,476	Standard Retail (1st Floor)				29,476	1st	10,955	40,431
	34,318	Specialty Retail Grocery (Whole Foods)				34,318	1st	0	34,318
	4,872	Residential (Lobby/Amenities)				4,872	1st	0	4,872
	353,345	Residential 300 units (2nd - 6th Floors)				353,345	2nd-6th	0	353,345
	0	U/G Parking Garage 86 spaces 35,000 sf				0	Underground	0	0
	0	Parking Garage 428 spaces				0	6-Story Garage	0	0
Total	422,011					422,011		10,955	432,966
2000	28,852	Standard Retail				28,852	1st	665	29,517
	975	High Turnover Rest-Fast Casual (Artisan Cafe)	21	0	21	975	1st	0	975
	14,738	Quality Restaurant - Fine Dining (Tuscan Kitchen)	290	189	479	14,738	1st/roof	0	14,738
	96,974	Residential 70 units (2nd - 5th Floors)				96,974	2nd-5th	0	96,974
	95,581	Hotel, 165 Rooms				95,581	2nd-5th	0	95,581
	9,064	Banquet Space	290	0	290	9,064	1st	0	9,064
	4,545	Grand Lawn Pavilion	0	350	350	4,545		0	4,545
	0	U/G Parking Garage 120 spaces				0	Underground	0	0
Total	250,729		601	539	1140	250,729		665	251,394
1500	18,000	Medical Office	0	0	0	18,000	1st-3rd	0	18,000
Total	18,000		0	0	0	18,000		0	18,000
3000	27,376	Standard Retail (1st Floor)				27,376	1st	3,078	30,454
	5,761	High Turnover Rest-Fast Casual (Unknown)	140	25	165	5,761	1st	0	5,761
	2,550	High Turnover Rest-Fast Casual (Sweetgreen)	41	18	59	2,550	1st	0	2,550
	8,926	Quality Restaurant - Fine Dining (Capital Grille)	232	22	254	8,926	1st	0	8,926
	7,202	Residential Leasing/Club Room				7,202	1st	0	7,202
	263,060	Residential 230 units (2nd - 5th Floors)				263,060	2nd-5th	0	263,060
	0	Parking Garage 502 spaces				0	5-Story Garage	0	0
Total	314,875		413	65	478	314,875		3,078	317,953
4000	8,000	Standard Retail (1st Floor)				8,000	1st	11,000	19,000
	6,000	High Turnover Rest-Fast Casual (Unknown)	200	50	250	6,000	1st	0	6,000
	25,000	Entertainment (Sports and Social)	526	166	692	25,000	1st & 2nd	0	25,000
	30,000	Office (Spark)				30,000	2nd	0	30,000
	150,000	Office (Unknown)				150,000	3rd-7th	0	150,000
	0	Exterior Bar	28	92	120	0	Ground	0	0
Total	219,000		754	308	1062	219,000		11,000	230,000
	1,348,431		2,563	1,075	3,638	1,348,431	0	37,727	1,386,158



1	8/17/26	TRAFFIC PEER REVIEW RTC
MARK	DATE	DESCRIPTION
CHANGE OF USE TABLES/PLAN		
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0 TUSCAN VILLAGE MASTER DEVELOPMENT, LLC SALEM PROPERTY MAP 107 LOT 12605 14-24 TUSCAN BOULEVARD		
		Tighe & Bond 177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818
SALEM PLANNING BOARD APPROVAL		OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079
ZONE: COMMERCIAL - INDUSTRIAL 'C'/ LARGE SCALE REDEVELOPMENT		
PROJECT NO:	FILE:	DRAWN BY:
M1775-005	M1775-005_CHANGE OF USE.dwg	MAB/BKC
CHECKED:	APPROVED:	SHEET:
BKC/JMP	JMP	5

Last Saved Date: 8/7/2026
 Printed On: Aug 10, 2026 1:42pm By: BChen
 TSS File Location: I:\M1775-005 West Village\Drawings\Figures\AutoCAD\SV\CV\Drawings\Master Plan Updates\M1775-005_West Village District & Parking Plan.dwg

ROCKINGHAM PARK BOULEVARD (ROUTE 318)



1	8/17/26	TRAFFIC PEER REVIEW RTC
MARK	DATE	DESCRIPTION

PARKING PLAN

TUSCAN VILLAGE MASTER PLAN UPDATE 3.0
 TUSCAN VILLAGE MASTER DEVELOPMENT, LLC
 SALEM PROPERTY MAP 107 LOT 12605
 14-24 TUSCAN BOULEVARD

Tighe & Bond
 177 Corporate Drive
 Portsmouth, NH 03801
 T 603.433.8818

DATE: JUNE 29, 2026

OWNER:
 TUSCAN VILLAGE MASTER DEVELOPMENT, LLC
 P.O. BOX 1684
 SALEM, NH 03079

SALEM PLANNING BOARD APPROVAL:

ZONE: COMMERCIAL - INDUSTRIAL 'C1' LARGE SCALE REDEVELOPMENT

PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
M1775-005	M1775-005_WEST VILLAGE DISTRICT & PARKING PLAN.dwg	MAB/BKC	BKC/JMP	JMP	6

Last Saved Date: 8/17/2026
Plotted On: Aug 17, 2026 12:05pm By: BCurcio
T&B File Location: J:\M1775 MHF Design Consultants\M1775-005 South Village\Drawings_Figures\AutoCAD\SV\CV Drawings\Master Plan Updates\M1775-007_PERSPECTIVE VIEWS.dwg

PARKING CALCULATIONS - TOWN OF SALEM PARKING ZONING REQUIREMENTS FOR THE WEST VILLAGE DISTRICT FULL BUILD 8-10-2026												
Building		Tenant Category	GFA (SF)	SF/UNIT	# UNITS	UNIT	PARKING RATIO	PKG RQMT 1	PKG RQMT 2	PKG PROV'D	Variance +/-	COMMENTS
5000		Medical Office (MGB) Existing	62,415	62,415		SF	1 SP/250 SF		250	356	106	
5100		Office Building 5-story	124,250	124,250		SF	1 SP/300 SF		414	392	-22	
5200		Office Building 3-story	18,000	18,000		SF	1 SP/300 SF		60	60	0	
5300		Fast Food/Takeout	3,000	3,000		SF	1 SP/75 SF	40				
		Fast Food/Takeout			85	SEATS	1 SP/2 SEATS	43	43	54	12	Using 1 seat/ 35 sf GFA per current restaurants of this size
5400		Bank with Drive-thru	3,000	3,000		SF	1 SP/300 SF		10	10	0	
5500		Restauarant	7,500	7,500		SF	1 SP/75 SF	100				
		Restauarant			208	SEATS	1 SP/2 SEATS	104	104	93	-11	Using 1 seat/ 35 sf GFA per current restaurants of this size
5600		Residential Apartments (392 Units)	472,500	472,500	392	UNIT	1.4 SPACES/UNIT		549	574	25	The additional spaces on the resi lot are exclusive (non shared) *
5700		Workforce Housing (72 Units)	85,000	85,000	72	UNIT	1.0 SPACES/UNIT		72	72	0	
5800		Hotel 120 rooms	105,000	105,000	120	ROOMS	1 SP/ROOM		120	122	2	
Total GFA Buildings 5000-5800			880,665	880,665								
TOTAL PARKING REQUIRED WEST VILLAGE DISTRICT									1,621		112	Overall excess parking over required zoning parking requirements
TOTAL PARKING PROVIDED WEST VILLAGE DISTRICT										1,733		
VARIANCE +/-									112		87	Excess parking spaces for overall lot
												excluding the 25 exclusive spaces shown above *

1	8/17/26	TRAFFIC PEER REVIEW RTC
MARK	DATE	DESCRIPTION
PARKING TABLE PLAN - WEST VILLAGE DISTRICT		
TUSCAN VILLAGE MASTER PLAN UPDATE 3.0 TUSCAN VILLAGE MASTER DEVELOPMENT, LLC SALEM PROPERTY MAP 107 LOT 12605 14-24 TUSCAN BOULEVARD		
		
177 Corporate Drive Portsmouth, NH 03801 T 603.433.8818		
SCALE: AS SHOWN		DATE: JUNE 29, 2026
SALEM PLANNING BOARD APPROVAL		OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079
ZONE: COMMERCIAL - INDUSTRIAL 'C'/ LARGE SCALE REDEVELOPMENT		
PROJECT NO: M1775-005	FILE: M1775-007_PERSPECTIVE VIEWS.dwg	DRAWN BY: MAB/BKC
CHECKED: BKC/JMP	APPROVED: JMP	SHEET: 7



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August 31, 2026

Mr. Jacob La Fontaine, Planning Director
Salem Municipal Office Building
33 Geremonty Drive
Salem, NH 03079

**RE: Tuscan Village Conceptual Master Plan Update 3.0
Peer Review #2 letter from VIEWSHED - Site Planning, Architecture, Landscape, Lighting
and Signage - 7/31/2026**

Dear Jacob:

On behalf of Tuscan Village Master Development, this letter provides the Applicant's response to the comments in Viewshed's Peer Review #2, dated July 31, 2026, concerning the Tuscan Village Master Plan Update 3.0. Each distinct comment is reproduced verbatim.

OVERVIEW

Comment 1: *Master Plan 3.0 extends the underlying road and walkway network to integrate the proposed residences, hotel, retail, and restaurants into the overall circulation pattern. However, there is a missing connection to the existing development that could be achieved with interconnected, interesting places to walk that would capture the interest of pedestrians.*

Response: The extended walkway network in the West Village will integrate with the existing and proposed Open Space network, including Overlook Park (to be delivered concurrent with the Building 5600 residences) and an enhanced Linear Park (to be delivered concurrently with the adjacent development). Specific sidewalk-adjacent landscape plans will be presented as part of Site Plan Review.

Comment 2: *Site Planning Overview: The proposed buildings are a marked departure from the rest of the Tuscan Village development, with individual, widely-spaced buildings ringing large expanses of paved parking. The overall plan feels like a connection of unrelated buildings with minimal landscape and pedestrian connectivity.*

Response: Comment acknowledged. The Applicant intends to integrate each building, and the site on which it sits, into the overall Tuscan Village design language. We will present specific plans as part of Site Plan Review for each parcel.

Comment 3: *Architectural Overview: As the Applicant refines all of the building designs to meet the Design Guidelines, we expect that the Apartment and Workforce Housing buildings will receive particular attention. The Workforce Housing (Building 5700) lacks a clear entry and a safe, accessible pathway, and the parking lot overpowers the building. The massing, facade, and scale of the Apartment building and parking garage (Building 5600) should also receive particular attention during design development.*

Response to Comment: Comment acknowledged. We intend to further develop the massing, façade, and



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scale of the housing buildings, and these important attributes will be addressed as part of the Site Plan Review submission for each building.

Comment 4: *Landscape Overview: The design of the public spaces and the parking lot landscaping currently does not meet the Design Guidelines and will need further development and refinement.*

Response to Comment: Comment acknowledged. We intend to comply with the Design Guidelines and this will be addressed as part of the Site Plan Review submission for each building.

Comment 5: *Lighting Overview: The lighting design for the project has not been shown. The lighting design will need to be reviewed in a future submission.*

Response to Comment: Comment acknowledged. This will be addressed as part of the Site Plan Review submission for each building.

Comment 6: *Signage Overview: There is no signage currently shown. A full signage package will need to be reviewed in the future.*

Response to Comment: Comment acknowledged. This will be addressed as part of the Site Plan Review submission for each building. For Site Plan submission, generic signage that meets the Tuscan Village Site and Tenant Sign Standards will be shown, with approval of actual signage performed for each tenant through the Planning and Building Departments.

I. SITE PLANNING

Comment 7: *Open Space: Overall, the new development is markedly under typical open space expectations for residential uses.*

Response to Comment: Comment acknowledged. This will be addressed as part of the Site Plan Review submission for each residential building. Overall, the site remains below the 70% lot coverage maximum. Individual sites may or may not meet this requirement and CUP requests for lot coverage may be applied for, but the overall coverage of the area is under 70%.

Comment 8: *As shown in the plan on Sheet 11, there is no new dedicated open space anywhere in the new development. The open space for the Overlook Park has been reduced since the 2025 submission. The amount of open space has also been significantly reduced from plans shown in Master Plan 2.0. Buildings 5300 and 5400 adjacent to Mall Road now occupy land that had been open space. Similarly, what had been open space between the flyover and Buildings 5100 and 5200 is now dedicated to parking and circulation.*

Response to Comment: This Master Plan update, and the prior Master Plan 2.0, focuses publicly-accessible open space around the Linear Park and Tuscan Lake, and connects these focal points to every use and proposed building with a fine-grained network of pedestrian sidewalks. Overlook Park will remain at least the size as shown in the 2025 submission. The open space areas have been updated to show the Linear Park ending at the northern end of Building 5600, where Overlook Park would begin. As each site plan develops there are potential opportunities for additional open space area depending on the needs of the



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particular tenants (e.g. potential outdoor patio areas for the restaurants) that would be developed under individual site plans.

Comment 9: *In the Building 5600 Parcel, the majority of the area highlighted in purple as Linear Park is a sidewalk immediately adjacent to a busy section of Tuscan Boulevard, without even a tree buffer separating pedestrians from traffic. It cannot be considered park or open space as currently designed.*

Response to Comment: The Applicant will revise the design of this portion of the Linear Park to create opportunities for pedestrians to separate themselves from the sidewalk and the adjacent traffic.

Comment 10: *There is no open space dedicated to the residents of the workforce housing. The undersized landscape buffer in the 2025 plans has been further reduced since the building footprint was expanded. There is a lack of green space on all sides of Building 5700 as well as a lack of any visual separation between it and the road, the existing car wash, gas station, Dunkin, and parking area. The building has been located mere feet from the roadway, precluding any meaningful buffer or usable outdoor space. The residents in the building will experience a significant heat island effect, as there are only a handful of trees on the adjacent edge of the gas station parcel and no meaningful opportunity for shade between the workforce housing building and the road. In contrast, there are three private residential amenity/recreation areas for the luxury apartment building.*

Response to Comment: Comment acknowledged. Amenity areas and open space associated with the Workforce Housing will be addressed as part of the Site Plan Review submission for that building.

Comment 11: *Circulation Planning: The Applicant should consider adding an express bus stop and planning for school bus circulation.*

Response to Comment: Comment acknowledged. The Applicant will continue to engage with area transit providers and the Town of Salem regarding bus stops and bus circulation.

Comment 12: *Parking Areas: The proposed parking quantities may need to be refined as the program for each building are finalized.*

Response to Comment: Comment acknowledged. Parking quantities will be refined as part of the Site Plan Review submission for each building.

Comment 13: *Building 5100: It has been noted in previous peer reviews that there could be an issue with the potential damaging effect of snow being pushed/falling from the flyover ramp that is above some of the proposed at-grade parking below.*

Response to Comment: Comment acknowledged. This was already addressed as part of the Site Plan Review for the MGB Site. This issue was raised in a tdj&a letter dated 6/17/2019 and addressed by the applicant's engineer in a RTC letter dated 6/14/2019.

Comment 14: *Accessible Parking: Accessible parking spaces have been delineated in proximity to each*



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building's entrance, except for Building 5700, where the spaces are far from the entrance.

Response to Comment: Comment acknowledged. The Applicant will comply with all applicable codes and regulations, including those related to provision and location of accessible parking spaces. This will be reflected in the Site Plan Submission for each building.

Comment 15: *Accessible Parking - Building 5600: There is no indication of the number of accessible spaces in the garage (with 520 spaces).*

Response to Comment: Comment acknowledged. The Applicant will comply with all applicable codes and regulations, including those related to provision and location of accessible parking spaces. This will be reflected in the Site Plan Submission for each building.

Comment 16: *Accessible Parking - Building 5700: Sheet 6 shows 2 accessible spaces at the southern end plus three at the northern end of the workforce housing parking lot. This is a reduction by 1 accessible space from the June 2025 design, while the number of units increased by 22. There are no accessible walkways shown between the ADA parking spaces and the building entry. Concerningly, the spaces have been located 140-190 feet from the building entry, and are not compliant with the NH Building Code.*

Response to Comment: The Applicant will comply with all applicable codes and regulations, including those related to provision and location of accessible parking spaces. This will be reflected in the Site Plan Submission for each building.

Comment 17: *Pedestrian Spaces: The face of Building 5600 along the public park is unwelcoming in the way that it is fenced and privatized, pushing the public spaces closer to Tuscan Boulevard.*

Response to Comment: In response to Viewshed's comments, as well as Planning Board and Town Staff feedback, the Applicant has presented an updated concept plan for Overlook Park that enhances opportunities for public enjoyment of this open space. Further, the interface between Building 5600 and Park will be addressed as part of the Site Plan Submission for that building.

Comment 18: *Crosswalks: The proposed crosswalk locations need to be studied carefully to ensure pedestrian safety, especially between the parking garage and buildings to the south, where there are four east-west crossings located mid-block but no crosswalks at the corners. Traffic calming measures will be essential for pedestrian safety in areas with mid-block crossings.*

Response to Comment: Comment acknowledged. The mid-block crossings have been eliminated in favor of safer, more typical crosswalks at intersections.

Comment 19: *Building 5700 Walkways: None of the plans show walkways leading into the Building 5700 (Workforce Housing).*

Response to Comment: Comment acknowledged. This will be addressed as part of the Site Plan Review submission for this building. During the building design, the entrance to the building will be identified



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based on the layout of the first floor of the building.

Comment 20: *Flyover Parking Sidewalks: There is no sidewalk connection between the West Village buildings and the proposed parking lot below the flyover. Since about half of that parking area is designated for MGB parking, there should be clear and safe sidewalk connections from that parking area to Building 5100 and the MGB Building 5000. As noted previously, there is a missing pedestrian connection between the MGB parking area crosswalks and Building 5100.*

Response to Comment: Comment acknowledged. This will be addressed as part of the Site Plan Review submission for this building. There is currently an existing sidewalk network from the parking lot under and on the other side of the flyover, which was constructed as part of the MGB project and reviewed by tdj&a in 2019. Building 5100 will tie into that existing sidewalk network.

Comment 21: *Outdoor Service and Storage: As the design is developed, we expect to see planting buffers between the trash enclosures and the sidewalks, parking areas and roadways to enhance the visual quality of the development. We encourage the Applicant to locate all dumpster enclosures in accordance with the Design Guidelines, i.e. at the side or rear of the building.*

Response to Comment: Comment acknowledged. This will be addressed as part of the Site Plan Review submission for each building, when specific service and storage locations have been defined.

Comment 22: *Stormwater Management: The extensive surface parking will generate a large volume of stormwater. There is a great opportunity here for the Applicant to include visually appealing, planted treatment options such as rain gardens in the design. These could provide some much-needed vegetation in the parking areas, help reduce the heat island effect, and lessen the intensity and volume of storm runoff.*

Response to Comment: Comment acknowledged. This will be addressed as part of the Site Plan Review submission for each building

Comment 23: *Recreation: As noted in our previous peer review, since the Rec Park is adjacent to the Hanover and Dolben residential buildings, (and requires crossing two busy roadways from the new residential buildings), additional recreation and play spaces are recommended in the Master Plan 3.0 area to serve the people in the 464 new residential units and the 120 hotel rooms. Creating flexible spaces that are comfortable and appealing to residents of all ages is essential to the success of the proposed open spaces.*

Response to Comment: In response to Viewshed's comments, as well as Planning Board and Town Staff feedback, The Applicant has presented an updated concept plan for Overlook Park. This concept enhances the public's enjoyment of this open space through passive recreation, complementing Tuscan Village's existing open spaces as well as the private open spaces associated with the proposed residences and hotel. This concept will be developed further and reviewed with the Site Plan for the residential building.

II. ARCHITECTURE

Comment 24: *There are significant contradictions between plans and renderings that should be resolved*



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so the Planning Board and Town Staff have an accurate understanding of the proposed design in this submission.

Response to Comment: The intent of the renderings is to show the conceptual massing and scale of proposed buildings. More detailed renderings and plans will be shown at the Site Plan Review stage.

Comment 25: *West Village District Plan - Sheet 4 includes an outdated table that reflects the old building program from the June 2025 design. The table should be updated to match the current plans and to match the table on Sheet 5.*

Response to Comment: The Applicant has provided an updated table on revised plans reflecting the proposed building program.

Comment 26: *Building 5600: The east façade of this building along the public Overlook Park and Tuscan Boulevard has been expanded to extend into the former park space.*

Response to Comment: See Response to Comments 8 and 16. Overlook Park will remain at least the size shown in the 2025 submission.

Comment 27: *The linear park which had meandered through the site in Master Plan 2.0 is now a basic sidewalk with no planting or tree buffer between pedestrians and the busy roadway. This cannot be called a linear park – it is simply a sidewalk in its most basic form. The Linear Park along Tuscan Boulevard is intended to be a park space that links the whole Tuscan development, and people should be made to feel welcome and to have buffers from the busy traffic as well as places to rest, recreate, and gather.*

Response to Comment: See Response to Comments 1, 8, and 9.

Comment 28: *The updated building was expanded into the park space so that the oval gathering area is now physically connected to the building where it juts into the park. Since the building is now visually connected to the building, it may appear dedicated to the building residents. The design does not feel welcoming to the general public, who have been pushed away from the building toward the busy road. The expansion of this building has significantly altered the feeling of Overlook Park and has reduced the open space available to the general public.*

Response to Comment: In response to Viewshed's comments, as well as Planning Board and Town Staff feedback, the Applicant has presented an updated concept plan for Overlook Park that enhances the public's enjoyment of this open space and eliminates the perception that this open space is somehow private. The interface between Building 5600 and Overlook Park will be addressed further as part of the Site Plan Submission for that building.

Comment 29: *The renderings (Sheets 19 and 20) show walls with fencing on top to define the private courtyards along the linear park. The reduced height of these walls compared to the June 2025 submission*



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is a welcome change.

Response to Comment: Comment acknowledged. The Applicant will continue to refine the interface between Building 5600 and Overlook Park, and this will be addressed further as part of the Site Plan Submission for that building.

Comment 30: *Building 5700 (Workforce Housing): The building footprint and height has increased since the June 2025 submission. This increase in building mass has made the building less hospitable to future residents as it has reduced the previously limited outdoor space even further. The building is pushed as close as possible (15' from the edge of travel lane) to a busy road that will service the thousands of additional vehicle trips passing behind the residential units. The building's location, lack of buffering, bulk, lack of trees and adequate shade in the parking lot, and lack of sidewalks to connect the front door to the accessible parking all contribute to a building that feels inhospitable, unwelcoming, and divorced from the aesthetic and programmatic goals of the rest of the Tuscan Village development.*

Response to Comment: Comment acknowledged. The Applicant has located the Workforce Housing building on a prominent site at a major entry to the Tuscan Village project, and as such, intends to deliver a Workforce Housing building that is aesthetically refined and well integrated into the larger development. This will be addressed as part of the Site Plan Submission for Building 5700.

Comment 31: *Contradictions between plans and renderings that should be resolved:*

- *The master plan (Sheet 3) shows no tree plantings or green space on any side of the building, and instead shows hardscape around all sides of the building. However, the renderings show low plantings along the front ends of the building, a wide expanse of blank concrete at the front entry, and a row of trees in an extremely narrow strip behind the building along the sidewalk. (see Sheets 25, 27, 28)*
- *The paved area shown in the plans on the southwest side of the building is rendered as lawn with trees on Sheet 27 and 28.*
- *The paved area on the north side of the building is rendered with an impossible lawn panel that blocks cars from accessing the parking spaces in the renderings on Sheet 19 and 29.*
- *There is a gated, paved area shown on the rear (west) side of the building that faces the car wash and gas station. The renderings show no gates or fences and instead show a row of trees which would struggle in the 10' wide strip along the building façade (Sheets 28, 29)*

Response to Comment: The intent of the renderings is to show the conceptual massing and scale of proposed buildings. More detailed renderings and plans will be shown at the Site Plan Review stage.

Comment 32: *Building 5700 Entrance: Further information is needed on the design of the building, especially pedestrian access and green space. The Design Guidelines are very specific in the need for clearly defined entrances.*

Response to Comment: Comment acknowledged. This will be addressed as part of the Site Plan



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Submission for Building 5700.

Comment 33: *Building 5800 (Hotel): As noted in our previous review, the vehicular area in the porte-cochere feels quite small in the rendering (Sheet 26) and does not seem to be fully coordinated with the site plan (Sheet 4). The glass façade extends much further into the driveway in the rendering than in the plan. The planted sidewalk that leads to the main entry is a welcome element to the design and should be replicated elsewhere in the parking lot.*

Response to Comment: Comment acknowledged. This will be addressed as part of the Site Plan Submission for Building 5800.

Comment 34: *Roofs: The proposed flat roofs on all of the proposed buildings offer great opportunities for solar arrays and/or green roof installations. Since this new development is characterized by large expanses of paving surrounding each building, green roofs could generate electricity, help keep the buildings cool, and reduce the heat island effect from the asphalt and hardscape.*

Response to Comment: Comment acknowledged. The Applicant intends to reduce heat-island effects through use of light-colored roofs (which reflect incoming solar radiation instead of absorbing it) and ground level green spaces. We will also explore rooftop solar opportunities.

Comment 35: *Design of National Franchises and Drive-Throughs. At this point the renderings of the fast-food restaurant and the bank are considered placeholders. Final architectural forms should be derived from local and New England regional prototypes and should fit into the overall established aesthetic of Tuscan Village. Drive-through canopies should be well-integrated into the overall building design, and clear pedestrian circulation should be maintained along the front of each building.*

Response to Comment: Comment acknowledged. This will be addressed as part of the Site Plan Submission for the relevant buildings.

Comment 36: *Multi-Family Housing: The design of multi-family housing (which includes both the apartment building and the workforce housing) is addressed in detail in the Design Guidelines (Architecture, pp II-24 and 25). The overall objective is to provide housing that has character, richness, and visual interest, with detailing that reflects historic styles of the community.*

Response to Comment: Comment acknowledged. This will be addressed as part of the Site Plan Submission for these buildings.

Comment 37: *Building 5700: The conceptual design for the workforce housing does not meet the intent of the Guidelines in several areas: The massing and style of the structure is not distinctly residential in character; it could easily house offices, a hotel, or other commercial uses. As shown in the renderings, there does not appear to be any well-defined, prominent entrances or other features to lead the eye (and the residents) into the building. The entry is simply a hole in the façade. The main entrance is surrounded by a large, featureless expanse of concrete with no definition, visual appeal, or shade. The entry does not appear to comply with accessibility regulations as no accessible walkways are shown to the accessible*



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parking, which is located extremely far from the entry door. There are no variations in window size and shape, roof heights, or façade elements to reduce the scale and add visual variety to the building.

Response to Comment: Comment acknowledged. This will be addressed as part of the Site Plan Submission for Building 5700. The developer for the Workforce Housing will have their architect design the building layout and façade, keeping in mind the general principles of the Design Guidelines.

III. LANDSCAPE

Comment 38: *Overview. As noted previously, one of the predominant features of Master Plan 3.0 is the expansive size and scale of the parking areas. We look forward to seeing further refinements to the conceptual renderings of the landscape provided in this submission, including planting plans and parking lot designs that will meet the Design Guidelines. We anticipate seeing significantly more vegetation in all parking lots once the team has run the calculations on the required tree and buffer plantings.*

Response to Comment: Comment acknowledged. Parking lot design and planting plans will be addressed as part of the Site Plan Submission for each building.

Comment 39: *Overlook Park and Linear Park adjacent to Building 5600. The proposed public open space, Overlook Park, is shown on the renderings as a large open lawn ringed by an oval paved walkway, with an open paved area to the north serving as an overlook near Tuscan Boulevard. A semi-circular paved area connects the paved oval to the sidewalk along Tuscan Boulevard (also termed the Linear Park). The sketch on Sheet 13 shows an alternate layout for the park that is not reflected in any of the other drawings in the submission. That sketch and Sheet 12 have not been updated to reflect the projecting wing of the apartment building that reduces the park space and will impact the park design significantly. On Sheets 19 and 21, there are clear views of how the new projecting wing of the apartment building is directly connected to Overlook Park's paved oval. The physical connection of the private building to the public space is visually confusing, and makes the space appear as if it is for the use and enjoyment of the building's residents rather than for the public. The sketches on Sheets 12 and 13 indicate some private spaces adjacent to the public areas of Overlook Park, but the sketches have not been updated to match the new plans, so the current extent of the private space is unclear. The Applicant should provide updated drawings that clearly delineate public vs. private space and update the Open Space calculations on Sheet 11 accordingly.*

Response to Comment: In response to Viewshed's comments, as well as Planning Board and Town Staff feedback, the Applicant has presented an updated concept plan for Overlook Park that enhances the public's enjoyment of this open space, and has committed to at an Overlook Park that is at least the area shown in the 2025 submission. Sheet 11 has been updated accordingly.

Comment 40: *Linear Park Path: In the new design, the meandering portion of the existing linear park pathway would be removed in order to push pedestrians to the edge of Tuscan Boulevard, presumably to limit public access to the space adjacent to the building. This design creates an uncomfortably exposed condition for walkers and cyclists, with no shade from trees or physical separation from the busy, fast-moving traffic. The sketches on Sheets 12 and 13 indicate a shallow swale (for stormwater management) that could be used to separate the walkway from the travel lanes and create a more pedestrian friendly experience. The Applicant should explain why the existing linear park pathway will be demolished and*



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relocated along the edge of Tuscan Boulevard. This block will become the only section of the Linear Park that has a continuous sidewalk along the edge of the road.

Response to Comment: See Response to Comment 9. As suggested, the Applicant will revise the design of this portion of the Linear Park to retain the meandering portion of the existing Linear Park pathway.

Comment 41: *Linear Park Niches: Sheets 17-18 show some alternate layout options for the semicircular plaza space at the sidewalk (Linear Park Niche 2 Concept 1 and 2). This space is in need of detailed study and refinement. This small plaza will be in full sun most of the day along a busy boulevard with no physical barrier or tree buffer between the paving and the moving cars. As shown, the site design and location will limit pedestrian use and will limit people's willingness to let their children play in an open area 10 feet from rapid vehicular traffic. Further refinement is needed to make this space engaging, comfortable, and appealing for people to spend time in. A great local example of such spaces is at the MGB Building (5000), where layers of tree plantings, shrubs, perennials, and well-detailed planters and furnishings surrounding human-scaled patios have created inviting spaces that feel welcoming and comfortable despite the site's location adjacent to major roads and a parking lot. The inclusion of public art and multiple types of seating options would also be welcome in the Overlook Park.*

Response to Comment: In response to Viewshed's comments, as well as Planning Board and Town Staff feedback, the Applicant has provided an updated conceptual design of Overlook Park. This includes seating in the niche adjacent to Overlook Park. We look forward to developing this further as part of Site Plan Review for the adjacent apartments.

Comment 42: *Since no grading information was provided, the only information for this area is the rough sketch provided in Sheet 12, Overlook Park Concept 1.3. However this sketch has not been updated during the last year and does not reflect the impact of the expanded building footprint. It is unclear whether the park will actually overlook or have any visual connection to Tuscan Lake (which would be ideal).*

Response to Comment: In response to Viewshed's comments, as well as Planning Board and Town Staff feedback, the Applicant has provided an updated conceptual design of Overlook Park. This feedback has encouraged us to focus on passive recreation in this open space as well as enhancing the planted buffer toward Tuscan Boulevard. We have provided a conceptual section through Overlook Park and Tuscan Lake to show grades.

Comment 43: *Linear Park Niches at the Hotel. A clearly-defined program for the linear park and the large open paved areas will be necessary for the spaces to function as intended (see Sheets 14, 15, 16). While the two swing benches and musical instruments will likely be appealing, they are shown in the plan as being set on a wide-open expanse of paving, with a handful of trees behind them and no other plantings. In contrast, the original niche option seating concepts shown in the June 2025 submission on Sheet 36 show nuanced designs with multiple seating options, thoughtfully-located trees and layered plantings, bike racks, and informal places for kids to play and climb. This sheet was removed from the updated submission. We look forward to seeing how the Applicant will incorporate this type of detailed, considered design into the*



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design of all of the public spaces along the open space path.

Response to Comment: The enhanced Linear Park adjacent to the proposed Building 5800 Hotel will be delivered concurrently with that project, and will be refined further as part of the design of that building.

Comment 44: *Planting Strips and Areas. The planting strips shown on the renderings primarily contain lawn and canopy trees. We expect that the designs will be refined to show a greater variety of plantings to give scale and add visual interest to these large spaces.*

Response to Comment: Comment acknowledged. This will be addressed as part of the Site Plan Submission for each building.

Comment 45: *The extreme narrowness of planting strip behind the workforce housing is shown in Sheets 28 and 29. As noted before, there is a conflict between the plans and the renderings as to whether this area is planted or fenced and paved. However, even if we assume that the area is planted with the three trees shown in the renderings, there is a stark contrast between the appropriate width of the landscape buffer for the Apartment Building 5600, the Hotel Building 5800, and the Office Building 5200 relative to the extremely narrow setback/landscape buffer around the workforce housing building. There is a much more generous landscaped setback provided for the parked cars at Building 5600 than for the apartment residents in the workforce housing. The Applicant should carefully study ways to increase the open space, landscaped buffer, and appropriate setback for the workforce housing building so that it is not inferior to all of the other buildings in the development.*

Response to Comment: Comment acknowledged. The Applicant and its Workforce Housing partner will explore this further as part of design of the Workforce Housing, to ensure this component of the project is designed to the same high standards of livability and design as the overall Tuscan Village project.

Comment 45: *Parking Lot Landscaping: The comments made in the September 2025 peer review were not reflected in the updated drawings. The surface parking lots have not been updated to meet the guidelines for a minimum of 10% interior landscaped area per large parking lot and 1 tree per every 8 parking spaces. The large expanses of parking at the center of the hotel/Workforce housing parcel and the Bank/ restaurant/ office parcel will create visually dominant parking areas and create uncomfortable heat island effects and, in contradiction to the Design Guidelines.*

Response to Comment: Comment acknowledged. This will be addressed as part of the Site Plan Submission for each building and incorporate the Design Guidelines as well as the requirements under the Site Plan regulations for landscaping in parking areas.

Comment 46: *Parking Lot Design: As designed, most of the parking lots just meet or fall short of the required number of spaces for each building. There is no allowance made for households in the workforce housing that may have more than one car, for visitor/guest parking, or for staff parking at the hotel. The drawings do not show locations for snow storage areas for any parking lot. While the parking table on Sheet 7 indicates an overall surplus of parking capacity for the West Village, the extra spaces in the flyover parking lot and the Building 5600 parking garage are reserved for specific users and are not generally*



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accessible, resulting in a shortfall for parking spaces open to all users.

Response to Comment: The parking shown for both the hotel and workforce housing meets the zoning requirements for parking. The parking requirements for the hotel include parking for staff, visitors, etc. Based on discussions with workforce housing partners, the proposed 1 space/unit ratio is sufficient to accommodate anticipated demand. Additionally, the parking for the hotel and workforce housing is shared. Snow storage in parking areas is prohibited and notations on all site plans indicate that if inadequate snow storage is provided, then the snow must be removed. Tuscan Village has been successful in adhering to this requirement regarding snow storage and its removal and will continue as such.

Comment 47: *Additionally, there are several discrepancies between the parking space totals shown on the Parking Plan (Sheet 6) and the Parking Table Plan (Sheet 7). Building 5000 MGB Flyover Parking: 106 spaces reserved for the existing MGB building Building 5100 Office Building Flyover: short 22 or 23 parking spaces 398 provided Discrepancy: Parking Plan Sheet 6 requires 415 spaces Parking Table Plan Sheet 7 requires 414 spaces Building 5200 5500 Office Restaurant: short 11 parking spaces: 164 required, 153 provided Building 5300 5400 Fast Food Bank: +11 parking spaces (53 required, 64 provided) Building 5600 Apartments: 23 or +25 spaces reserved for only that building's use Discrepancy: Parking Plan Sheet 6 lists 572 spaces provided Parking Table Plan Sheet 7 lists 574 spaces provided Building 5700 Workforce Housing: exactly meets requirement: 72 spaces for 72 units Note: 5 of the 72 spaces are dedicated ADA parking, so if there are fewer than 5 residents in the building with ADA plates, there will not be sufficient parking for each unit. Building 5800 Hotel: +2 spaces (120 required, 122 provided) As shown above, the project is short by 20 to 21 parking spaces that are open to all users. This shortfall does not take into account the snow storage areas that are not shown on the plans, and are expected to reduce the number of available parking spaces within each parking lot during the winter.*

Response to Comment: The Applicant has submitted an updated Parking Plan and Parking Table to correct these discrepancies. Buildings 5200, 5300, 5400, and 5500 share a contiguous parking lot with 217 spaces, which equals the zoning requirement. The Workforce Housing and Hotel uses also share a parking lot. Collectively, these show that overall, the project meets the required parking under the Zoning requirements.

Comment 48: *Accessible Parking - Workforce Housing: The five accessible parking spaces shown on the current plans have been moved to the far ends of the parking area, up to 190 feet from the main entrance. The accessible parking spaces were previously located at the main entrance. Additionally, the required accessible routes to the front door are not shown. This design should be updated to meet the requirements in the New Hampshire Building Code.*

Response to Comment: The Applicant will comply with all applicable codes and regulations, including those related to provision and location of accessible parking spaces. This will be reflected in the Site Plan Submission for each building.

IV. LIGHTING

Comment 49: *The Applicant's proposed site plans and renderings do not indicate proposed site lighting locations. More information on the proposed lighting throughout the project area will be needed for review*



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to ensure compliance with the Design Guidelines.

Response to Comment: Comment acknowledged. Lighting will be addressed in the Site Plan Submission for each building.

V. SIGNAGE

Comment 50: *The conceptual signage that was shown on the proposed hotel renderings in the June 2025 submission has been removed, and no signage was shown in any of the renderings for any of the eight proposed buildings. A signage package indicating the proposed sizes, locations, colors and materials for all signage will be needed to verify compliance with the guidelines.*

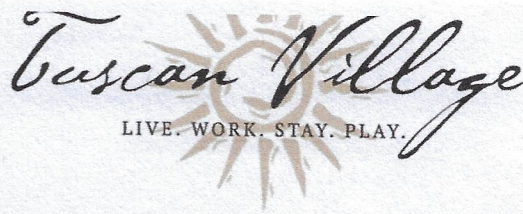
Response to Comment: Comment acknowledged. A signage package will be provided when plans for each building have advanced to the appropriate stage.

If you have any questions or would like additional information, please feel free to contact me at your convenience.

Sincerely,

Michael Barelli
Senior Vice President, Development

Cc: Viewshed
Tuscan Village Team



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September 14, 2026

Mr. Jacob LaFontaine, Planning Director
Salem Planning Board
33 Geremonty Drive
Salem, New Hampshire 03079

Re: **Site Plan Submission**
Conceptual Master Plan Update 3.0 West Village District
Meeting Questions/Concerns

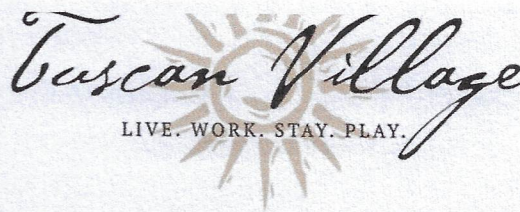
Dear Jacob & Planning Board Members,

On behalf of the applicant Tuscan Village Master Development LLC, this narrative serves to address those items and or questions raised at the July 28th, 2026, Planning Board meeting regarding the Conceptual Master Plan Update 3.0 presentation. Based on those items/questions discussed, we offer the following for your consideration:

I. Tuscan Village Master Plan Evolution

Since the original approval of the Master Plan for Tuscan Village in May 2018, there have been several iterations for the Master Plan over the past 8 years. Like any Master Plan, whether for a private development or for a municipality, changes in the socio-economic climate of an area can create the need to pivot from an original conceptual plan to ones that meet the need of the market place at that particular moment. This is such the case for the Tuscan Village Development that began with its inception with the North Tuscan Village in 2015 on the first 50 acres of the 170-acre parcel that once housed the Rockingham Racetrack Development. This narrative focuses on the remaining 120-acre parcel and in particular, the area that is the westerly part of the property and specifically the area currently known as the West Village District under the current Conceptual Master Plan Update 3.0. Copies of these four Conceptual Master Plans described below are attached to this letter for reference.

Experience Artisan Italian



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Tuscan Village Master Plan (Original) May 2018

The approval of this Master Plan in May 2018 consisted of the following uses:

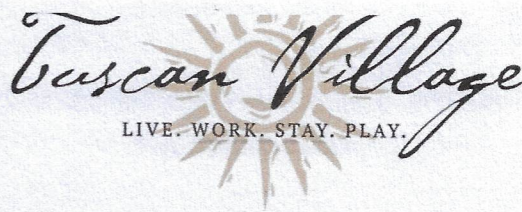
- Office Park consisting of 675,000 sf multi story class A office space in 4 buildings surrounding a 5-level parking structure with 1,680 spaces. (This area was deemed the Rock Office District which is now currently the West Village District).
- A multi-story residential apartment building with 275 units of market rate apartments. (This is currently the existing Hanover Apartment complex known as Sienna).
- A multi-story assisted living facility with 165 units and 20 units of 55+ housing. (This area is currently the Caro residential apartment complex and Rec Park playground).
- A gas station/convenience store and a fast food/coffee shop with drive thru. (This area is currently the Klemm's gas station/convenience store with fast food drive thru and car wash).
- A fast-food restaurant with a drive-through. (This area is currently Pressed Café).

Other than the Office Park, the Assisted Living Facility and the 55+ housing, all the other uses proposed were developed and constructed based on this original approved Conceptual Master Plan. Due to the Covid pandemic that occurred in early 2020, the office market was decimated with work from home mandates put into place by many companies and office vacancy rates skyrocketed in the area. The market for assisted living facilities and 55+ housing was already saturated by 2020 and with the covid epidemic, the market for these types of facilities disappeared. As a result, this part of the project needed to pivot to new markets that would eventually emerge as a result of the pandemic. The South and Central Village areas of the Master Plan project to the east were approved in 2019 and construction started in early 2020 just after the pandemic hit.

Tuscan Village Master Plan Update 1.0 November 2020

The approval of this Master Plan Update 1.0 consisted of the following change in uses from the original Conceptual Master Plan approval from 2018.

- This area, known as the Rock Office District (currently the West Village District) was proposed as a Medical/ Life Science manufacturing/laboratory and warehousing facility with 162,250 sf of medical office and 867,700 sf of Life Science uses, including a multi-level parking facility to service this area and replaced the previously approved 675,000 sf office building complex.
- A multi-story residential apartment building with 260 units of market rate apartments replaced the 185 units of housing that were originally proposed as a multi-story assisted living facility and a 55+ housing project. A multi-use park area was proposed under this



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plan as well. (This area is currently the Caro residential apartment complex and Rec Park playground).

As mentioned earlier in this narrative, the Covid pandemic resulted in the new uses proposed in the westerly portion of the Tuscan Village Development in 2020. The demand for additional housing in the area grew partly as a result of the on-going housing shortage in New Hampshire as well as the migration north of workers from the metropolitan Boston area as a result of the pandemic. The immense number of Life Science manufacturing facilities that produced many of the vaccines needed for Covid surged from 2020 thru 2023. Many of these Life Science and medical facilities sought out locations in the greater Boston Metropolitan area including southern New Hampshire.

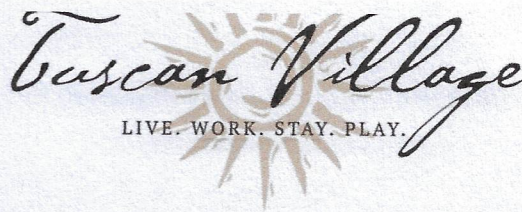
The westerly portion of the Tuscan Village Development was now deemed the Life Science District (formerly the Rock Office District) and procured great interest from several Life Science manufacturing companies that needed to expand services to meet the needs of the Covid pandemic. Unfortunately, most of the companies interested in the Tuscan Village Site went to Boston where it was easier to convert existing office buildings that were vacated as a result of the pandemic into these much-needed manufacturing and laboratory facilities. New construction of these facilities also surged. Unfortunately, these types of facilities were overbuilt and as a result, currently there is a 25% vacancy rate for these types of facilities. Hence, the need to pivot from the Life Science portion of the development that was depicted on the approved 2020 Conceptual Master Plan Update 1.0.

Tuscan Village Master Plan Update 2.0 November 2023

The approval of this Master Plan Update 2.0 consisted of the following change in use for one building in the Central Village District from the original Conceptual Master Plan and the Conceptual Master Plan Update 1.0 approvals from 2018 and 2020, respectively. No changes were contemplated under this revised Master Plan to the westerly portion of the development, which is the main focus of this narrative.

- A multi-story mixed-use building (Building 1300) was revised from a retail and office use building to retail and market rate apartment use.

By 2023, the office market had still not recovered fully and the demand for more residential housing was clear. Hence the change in use that was proposed and approved for Building 1300 in the Central Village District from office space to 299 market rate apartments. As a result of this change, the Town had RKG Associates do a thorough fiscal impact analysis for the project to identify and quantify any potential tax burden that the residential development could potentially have on the Town's municipal services as well as on the Salem School District. The results of that fiscal impact study resulted in positive net tax revenues for both the municipality as well as the school district under the Conceptual Master Plan Update 2.0.



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Tuscan Village Master Plan Update 3.0 July 2025 & July 2026

The current Conceptual Master Plan Update 3.0 (currently the West Village District) proposes the following change in uses from the Conceptual Master Plan Update 1.0 approval in 2020 (formerly the Life Science District) as follows:

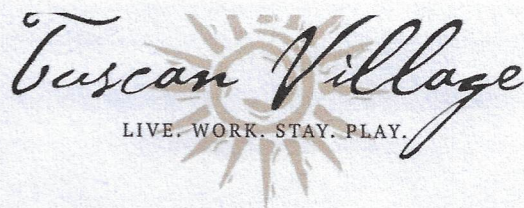
- Proposed office space consisting of 142,250 sf multi-story office space in 2 buildings with at grade parking.
- A multi-story 392-unit residential market rate apartment building with attached multi-level parking garage.
- A 3,000-sf bank with drive-thru service.
- A 3,000-sf fast food restaurant with drive thru service.
- A 7,500-sf full service fast/casual restaurant.
- A 74-unit workforce housing residential development.
- A 120 key hotel.

Once again, due to the nature of changes in the economy, the socio-economic climate of the area, and demand for additional services of housing, lodging, retail/restaurants, and service uses for the project, the need to pivot from the previous approval of this area of the project as a Life Science development to the current proposed uses was necessary to move forward with the completion of this last area of the 120-acre Tuscan Village Development.

II. Market Rate Apartment Units vs Condominium Style Units

The original plan for the Conceptual Master Plan Update 3.0 that was submitted in July 2025 proposed 133 market rate condominiums. Since that time, many financing resources for that particular residential project fell through and the project needed to pivot to provide for additional residential development for the overall project. Demand for market rate apartments in the area is still strong given the shortage of 25,000 residential units that the State of New Hampshire is experiencing.

Financing a stand-alone residential condominium project is risky given that there is no readily available rental income being generated that can cover the debt service on this particular type of residential project, especially if the sales for those condo units are slow or non-existent. Conversely, a mixed-use building with retail, office and condominium style residential provides rental incomes



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from the non-residential uses to cover the debt service for the building. Financing opportunities for non-multi-use projects with only market rate apartments is a much less risky option for financing given that the monthly rental income from the residential units can cover the debt service on the building. This was the case for those existing standalone residential market rate apartment projects in Tuscan Village such as Corsa, Caro and Hanover. Hence, the pivot from the for-sale condominium style units to market rate rental apartment units.

With respect to all the existing and proposed residential developments for Tuscan Village, the type and percentage for each can be summarized as follows based on the existing and proposed residential units shown below:

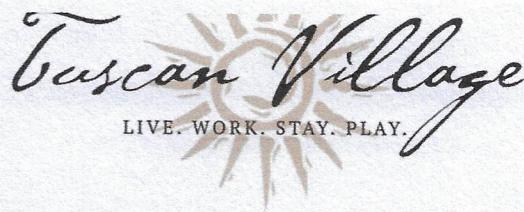
<u>Residential Development</u>	<u>Number of Units</u>	<u>Rental/Owned</u>	<u>Existing/Proposed</u>
Black Brook Townhouse	88	Owned	Existing
Corsa	256	Rental	Existing
Caro	260	Rental	Existing
Sienna	281	Rental	Existing
Hanover Toscana	230	Rental	Existing
18 Artisan Drive Condominiums	70	Owned	Existing
Epicurean	299	Rental	Existing
Lakefront Residential	392	Rental	Proposed
Workforce Housing (on-site)	72	Rental	Proposed
Workforce Housing (off-site)	74	Rental	Existing

There are currently 2,022 units that exist and/or proposed within the Tuscan Village Development to date. The percentage of housing types can be summarized as follows:

Condominium/Townhouse for sale units	8%
Market rate apartments	85%
Workforce Housing	7% (13% based on post WF Housing Ordinance)

III. Public School Population in Tuscan Village (Market Rate Residential and Workforce Housing)

Based on information received from the Salem School District regarding the student population for the school year 2025-2026 in the Tuscan Village (attached), below is a summary of the student population including which apartments/condos they reside in. Attached are the student population documents for Tuscan Village as supplied by the Salem School District.



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Market Rate Residential

Dolben 1 (Corsa - 256 units)	26 students (12 Elementary, 2 Middle, 12 High School)
Dolben 2 (Caro - 260 units)	15 students (6 Elementary, 5 Middle, 4 High School)
Hanover 1 (Sienna – 281 units)	8 students (1 Preschool, 2 Elementary, 2 Middle, 3 High School)
Hanover 2 (– 230 units)	7 students (3 Elementary, 3 Middle, 1 High School)
Bldg 2000 condos (70 units)	1 student (1 High School)

Please note that there are 2 students that live in the Townhouse project known as Blackbrook and are excluded from this particular calculation of student population and density as requested by the Planner. Based on the data above, there are 57 students that reside in a total of 1,097 apartment style units in Tuscan Village, which is a ratio of **0.052 students/unit**. This is half the number of students/unit (**0.0996 students/unit**) that was calculated by RKG Associates in their analysis of the 2023 Conceptual Master Plan Update 2.0. Building 1300 was not occupied during this time and using the new student/unit ratio based on the above information, Building 1300 with 299 units could generate approximately 16 new students. The proposed 392 apartments in the West Village District could generate approximately 21 new students to the Salem School District.

Workforce Housing

With respect to the proposed workforce housing under the Conceptual Master Plan Update 3.0, empirical data from the Salem School District on the student population for the school year 2025-2026 for the existing workforce housing projects in Salem (Braemoor Woods and Depot and Main Street) showed 14 students residing in a total of 106 units. The student/unit ratio is calculated at **0.13 students/unit**. Based on the 72 units of workforce housing proposed in the West Village District, the student population would be approximately 10 students.

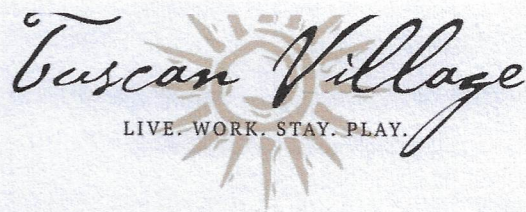
Projected Student Population

Based on the projected numbers calculated above, the West Village District project under the Conceptual Master Plan Update 3.0 would add an **additional 31 students** to the Salem School District.

IV. Public Open Space

As part of the on-going provision of open spaces and parks within the Tuscan Village Development, the proposal under the Conceptual Master Plan Update 3.0 is to provide for the following:

- A one-acre public space park area known as Overlook Park, which will be constructed as part of the development. Overlook Park will be located at the end of the existing Linear Park, which traverses along Tuscan Boulevard and bookends with the recently reconstructed Rec Park located at the northerly end Tuscan Village. Overlook park will be constructed as a passive park area that will have pathways, gathering areas as well as large expanses of grassy areas for active recreational play for children and their families.



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Viewing areas will be provided for observation of wildlife in the adjacent wetland areas as well as Tuscan Lake and its surrounding environment.

- Enhancements along the Linear Park that will be constructed as part of the proposed developments that are located along the Linear Park in the West Village District. These enhancements in the Linear Park will be designed and constructed as part of the Site Development Plans for those particular developments.
- Additional open space areas will be developed as part of the site development plans for the other uses proposed in the West Village District.

V. Tax Revenues/Impact Fees

Impact Fees

The total impact fees generated from the West Village District are calculated to be \$ 3,707,364 and can be summarized as follows:

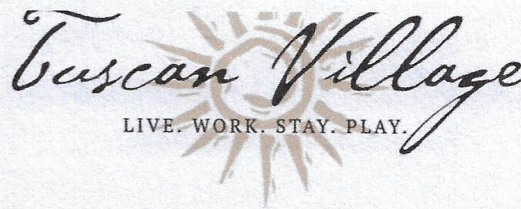
Traffic Impact Fee	\$ 1,472,155
School Impact Fee	\$ 1,295,488
Recreation Impact Fee	\$ 305,766
Public Safety Impact Fee	\$ 633,955

- The Impact Fees generated by the West Village District are calculated to be \$ 3.7 million dollars versus the \$ 1.3 million dollars generated by the Life Science District.
- The total impact fees for the entire 120-acre Tuscan Village Development when completed will be \$ 16M dollars of which approximately \$ 12M dollars has been paid to date.

Attached to this letter is a copy of the projected impact fees calculated for the West Village District as well as the entire 120-acre Tuscan Village project.

Tax Revenues (Municipal and Local Education)

A Technical Memorandum dated July 6, 2026, regarding the Fiscal Impact Analysis for the West Village District for the Master Plan Update 3.0 plan was prepared by Tuscan Village Development and submitted to the Salem Planning Department for review by RKG Associates. This analysis primarily compared the Fiscal Impact of the revised building program for the West Village District to the previously approved Life Sciences development under the Master Plan Update 1.0. The results and conclusions for that comparison are detailed below:



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Conclusions

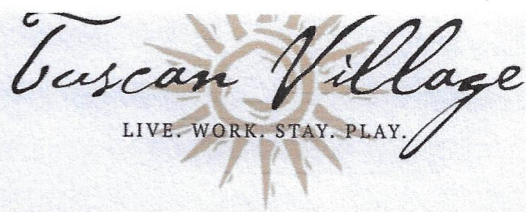
The updated municipal and local education costs used for this analysis with the tax rates for 2025, were used to estimate the net local education and net municipal tax revenue side of this analysis. The net fiscal reconciliation utilizing the aforementioned Average Cost Approach developed by RKG Associates and modified to reflect cost increases for 2025 is summarized as follows:

- A positive net fiscal benefit to the Town of **\$ 797,290** for the West Village District, with **\$ 604,160 coming from residential components** and **\$ 193,130 coming from the non-residential components**. Based on this analysis, the amount of net municipal tax revenue per residential unit can be estimated as follows:
 $\$ 604,160 \text{ (net municipal tax revenue from residential uses)} / 466 \text{ Resi units} =$
\$ 1300 of net municipal tax revenue per residential unit.
- **A positive net fiscal benefit to Local Education of \$ 2,717,276** will be generated from the West Village District.

A comparison between the former Life Science District project and the current West Village District project yields the following results:

- There is an overall decrease in building area of 394,364 sf for the project.
- There is a decrease in the number of full-time employees of 2,144 employees which is a cost savings to the town of \$ 1,196,094 based on the \$ 557.88 per (FTE) cost determined in the updated analysis.
- The assessed value of the building improvements and land in the West Village District is approximately \$ 25.5 million dollars more than the Life Science District.
- The Gross Tax Revenue generated by the West Village District is approximately \$ 0.5 million dollars more than the Life Science District.
- The Net Local Education Tax Revenue generated by the West Village District is approximately \$ 2.7 million dollars, about the same for the Life Science District.
- The Net Municipal Tax Revenue generated by the West Village District is approximately \$ 800,000 dollars versus the \$ 86,127 generated by the Life Science District.
- It is estimated once completed, the 120-acre Tuscan Development project will generate a Gross Tax Revenue of \$ 21M dollars annually.

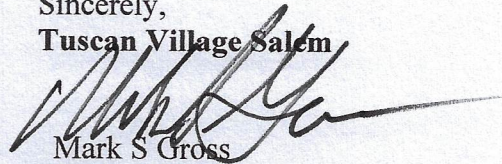
The amounts calculated here are based on our analysis and are currently under review by RKG Associates and will be verified as part of their peer review for the project.



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We believe that this narrative has attempted to answer many of the questions and/or comments that were expressed at July 28th Planning Board meeting. If you have any questions or need additional information, please feel free to contact me at (603) 475-7593 or by email to mgross@tuscanvillagesalem.com.

Sincerely,
Tuscan Village Salem



Mark S. Gross
Director of Permitting/Entitlements

Cc: Tuscan Village Development Team



Experience Artisan Italian



PRELWITZ CHILINSKI ASSOCIATES

TUSCAN VILLAGE - MASTERPLAN 05/31/2018
SALEM, NEW HAMPSHIRE

PREVIOUSLY APPROVED MASTER PLAN

PROPOSED DEVELOPMENT
SALEM PROPERTY MAP 98 - LOT 7887
PROPERTY ADDRESS - 71 ROCKINGHAM PARK BOULEVARD

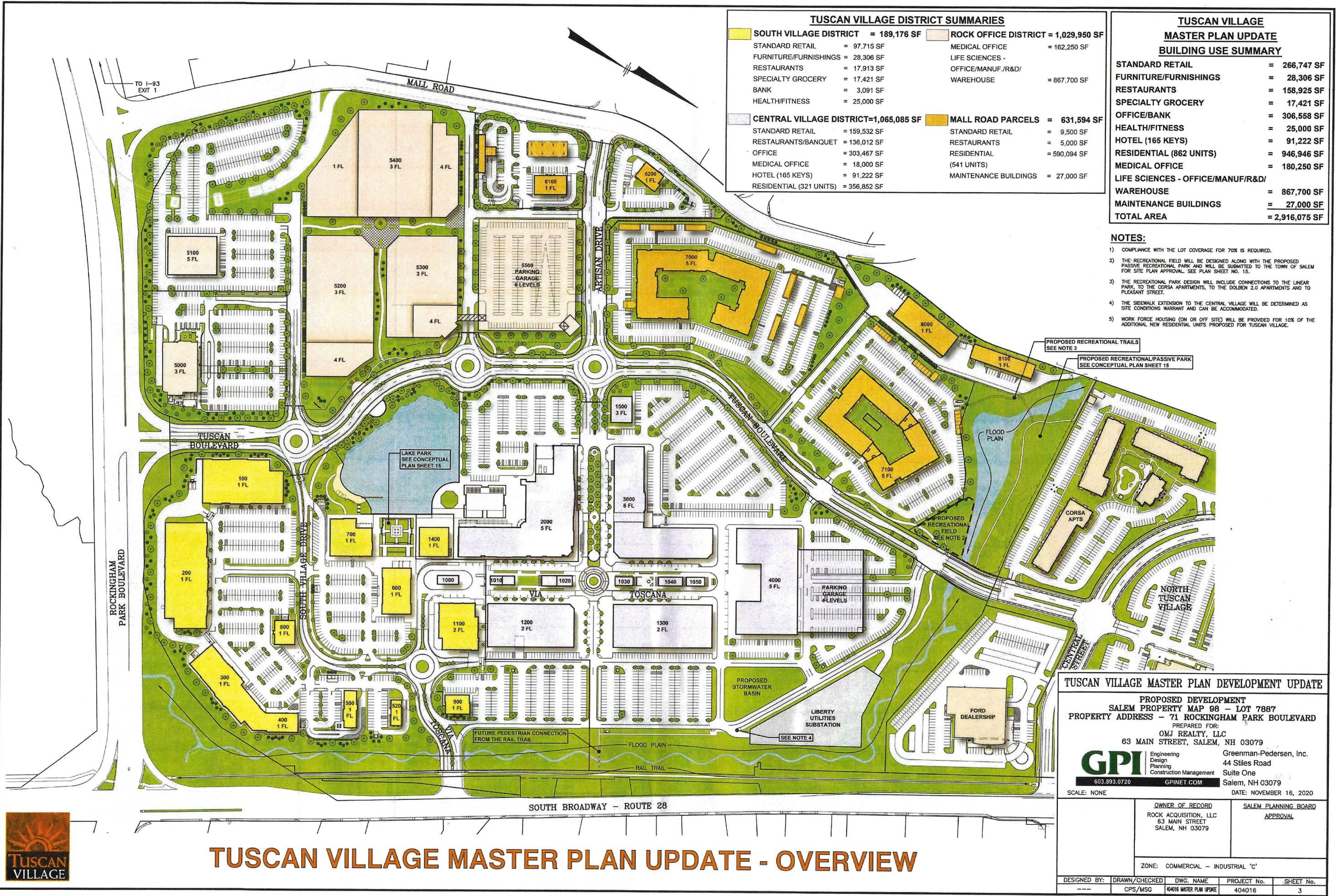
PREPARED FOR:
OMJ REALTY, LLC
63 MAIN STREET, SALEM, NH 03079
Greenman-Pedersen, Inc.
44 Stiles Road
Suite One
Salem, NH 03079

GPI
Engineering
Design
Planning
Construction Management
603.893.0720
GPINET.COM

SCALE: NONE

DATE: NOVEMBER 16, 2020

	<u>OWNER OF RECORD</u> ROCK ACQUISITION, LLC 63 MAIN STREET SALEM, NH 03079		<u>SALEM PLANNING BOARD</u> <u>APPROVAL</u>	
	ZONE: COMMERCIAL - INDUSTRIAL 'C'			
	DESIGNED BY:	DRAWN/CHECKED:	DWG. NAME	PROJECT No.
---	CPS/MSG	404016 MASTER PLAN UPDATE	404016	2



TUSCAN VILLAGE DISTRICT SUMMARIES			
SOUTH VILLAGE DISTRICT = 189,176 SF		ROCK OFFICE DISTRICT = 1,029,950 SF	
STANDARD RETAIL	= 97,715 SF	MEDICAL OFFICE	= 162,250 SF
FURNITURE/FURNISHINGS	= 28,306 SF	LIFE SCIENCES -	
RESTAURANTS	= 17,913 SF	OFFICE/MANUF./R&D/	
SPECIALTY GROCERY	= 17,421 SF	WAREHOUSE	= 867,700 SF
BANK	= 3,091 SF		
HEALTH/FITNESS	= 25,000 SF		
CENTRAL VILLAGE DISTRICT=1,065,085 SF		MALL ROAD PARCELS = 631,594 SF	
STANDARD RETAIL	= 159,532 SF	STANDARD RETAIL	= 9,500 SF
RESTAURANTS/BANQUET	= 136,012 SF	RESTAURANTS	= 5,000 SF
OFFICE	= 303,467 SF	RESIDENTIAL	= 590,094 SF
MEDICAL OFFICE	= 18,000 SF	(541 UNITS)	
HOTEL (165 KEYS)	= 91,222 SF	MAINTENANCE BUILDINGS	= 27,000 SF
RESIDENTIAL (321 UNITS)	= 356,852 SF		

TUSCAN VILLAGE MASTER PLAN UPDATE BUILDING USE SUMMARY	
STANDARD RETAIL	= 266,747 SF
FURNITURE/FURNISHINGS	= 28,306 SF
RESTAURANTS	= 158,925 SF
SPECIALTY GROCERY	= 17,421 SF
OFFICE/BANK	= 306,558 SF
HEALTH/FITNESS	= 25,000 SF
HOTEL (165 KEYS)	= 91,222 SF
RESIDENTIAL (862 UNITS)	= 946,946 SF
MEDICAL OFFICE	= 180,250 SF
LIFE SCIENCES - OFFICE/MANUF./R&D/	
WAREHOUSE	= 867,700 SF
MAINTENANCE BUILDINGS	= 27,000 SF
TOTAL AREA	= 2,916,075 SF

- NOTES:
- 1) COMPLIANCE WITH THE LOT COVERAGE FOR 70% IS REQUIRED.
 - 2) THE RECREATIONAL FIELD WILL BE DESIGNED ALONG WITH THE PROPOSED PASSIVE RECREATIONAL PARK AND WILL BE SUBMITTED TO THE TOWN OF SALEM FOR SITE PLAN APPROVAL. SEE PLAN SHEET NO. 15.
 - 3) THE RECREATIONAL PARK DESIGN WILL INCLUDE CONNECTIONS TO THE LINEAR PARK, TO THE CORSA APARTMENTS, TO THE DOLBEN 2.0 APARTMENTS AND TO PLEASANT STREET.
 - 4) THE SIDEWALK EXTENSION TO THE CENTRAL VILLAGE WILL BE DETERMINED AS SITE CONDITIONS WARRANT AND CAN BE ACCOMMODATED.
 - 5) WORK FORCE HOUSING (ON OR OFF SITE) WILL BE PROVIDED FOR 10% OF THE ADDITIONAL NEW RESIDENTIAL UNITS PROPOSED FOR TUSCAN VILLAGE.

TUSCAN VILLAGE MASTER PLAN DEVELOPMENT UPDATE

PROPOSED DEVELOPMENT
SALEM PROPERTY MAP 98 - LOT 7887
PROPERTY ADDRESS - 71 ROCKINGHAM PARK BOULEVARD

PREPARED FOR:
OMJ REALTY, LLC
63 MAIN STREET, SALEM, NH 03079

GPI
Engineering
Design
Planning
Construction Management
603.893.0720
GPINET.COM

Greenman-Pedersen, Inc.
44 Stiles Road
Suite One
Salem, NH 03079

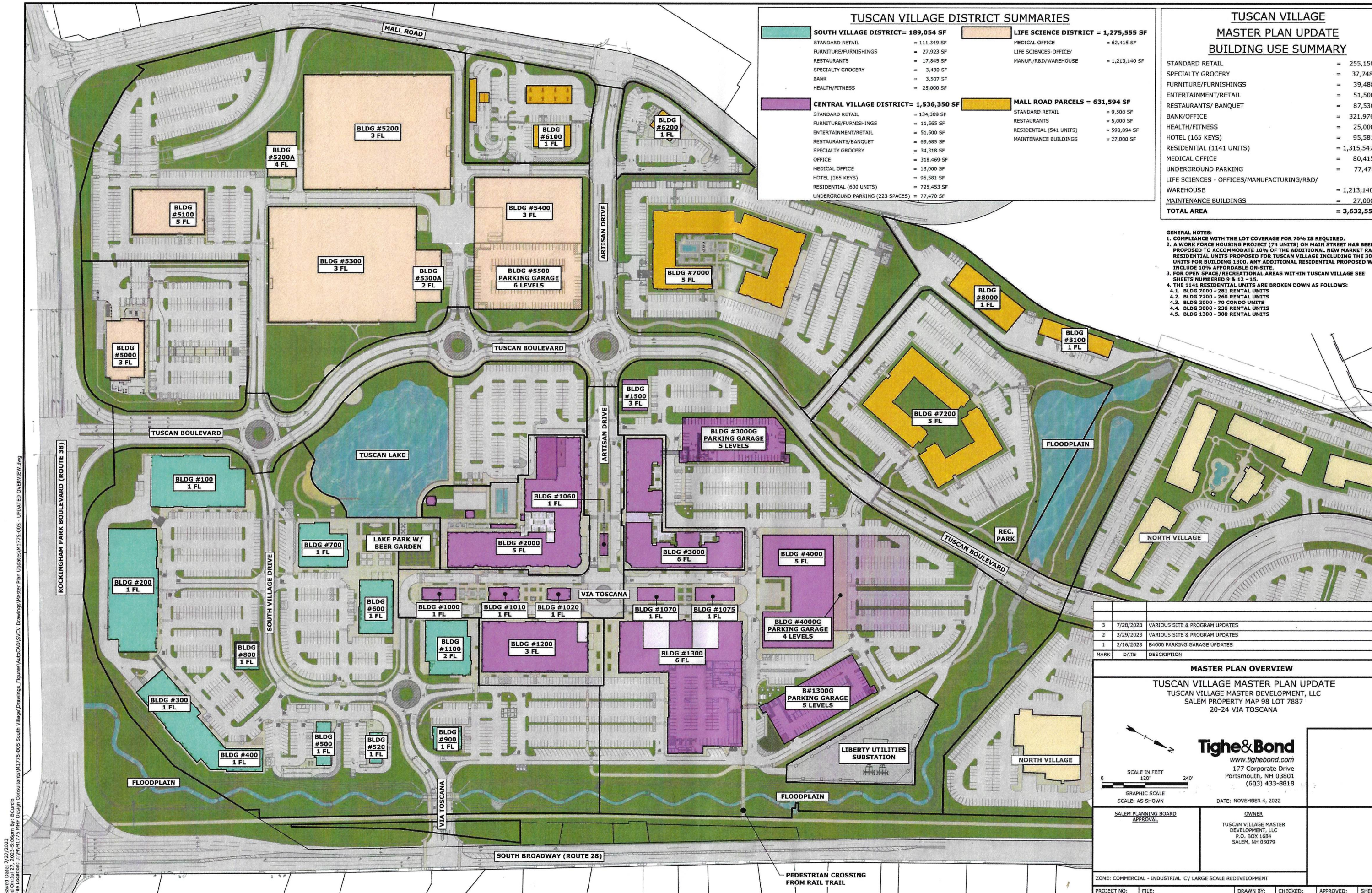
SCALE: NONE
DATE: NOVEMBER 16, 2020

OWNER OF RECORD ROCK ACQUISITION, LLC 63 MAIN STREET SALEM, NH 03079	SALEM PLANNING BOARD APPROVAL
---	----------------------------------

ZONE: COMMERCIAL - INDUSTRIAL 'C'

DESIGNED BY: ---	DRAWN/CHECKED CPS/MSG	DWG. NAME 40416 MASTER PLAN UPDATE	PROJECT No. 404016	SHEET No. 3
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TUSCAN VILLAGE DISTRICT SUMMARIES			
SOUTH VILLAGE DISTRICT = 189,054 SF		LIFE SCIENCE DISTRICT = 1,275,555 SF	
STANDARD RETAIL	= 111,349 SF	MEDICAL OFFICE	= 62,415 SF
FURNITURE/FURNISHINGS	= 27,923 SF	LIFE SCIENCES-OFFICE/	
RESTAURANTS	= 17,845 SF	MANUF./R&D/WAREHOUSE	= 1,213,140 SF
SPECIALTY GROCERY	= 3,430 SF		
BANK	= 3,507 SF		
HEALTH/FITNESS	= 25,000 SF		
CENTRAL VILLAGE DISTRICT = 1,536,350 SF		MALL ROAD PARCELS = 631,594 SF	
STANDARD RETAIL	= 134,309 SF	STANDARD RETAIL	= 9,500 SF
FURNITURE/FURNISHINGS	= 11,565 SF	RESTAURANTS	= 5,000 SF
ENTERTAINMENT/RETAIL	= 51,500 SF	RESIDENTIAL (541 UNITS)	= 590,094 SF
RESTAURANTS/BANQUET	= 69,685 SF	MAINTENANCE BUILDINGS	= 27,000 SF
SPECIALTY GROCERY	= 34,318 SF		
OFFICE	= 318,469 SF		
MEDICAL OFFICE	= 18,000 SF		
HOTEL (165 KEYS)	= 95,581 SF		
RESIDENTIAL (600 UNITS)	= 725,453 SF		
UNDERGROUND PARKING (223 SPACES)	= 77,470 SF		

TUSCAN VILLAGE MASTER PLAN UPDATE BUILDING USE SUMMARY	
STANDARD RETAIL	= 255,158 SF
SPECIALTY GROCERY	= 37,748 SF
FURNITURE/FURNISHINGS	= 39,488 SF
ENTERTAINMENT/RETAIL	= 51,500 SF
RESTAURANTS/ BANQUET	= 87,530 SF
BANK/OFFICE	= 321,976 SF
HEALTH/FITNESS	= 25,000 SF
HOTEL (165 KEYS)	= 95,581 SF
RESIDENTIAL (1141 UNITS)	= 1,315,547 SF
MEDICAL OFFICE	= 80,415 SF
UNDERGROUND PARKING	= 77,470 SF
LIFE SCIENCES - OFFICES/MANUFACTURING/R&D/	
WAREHOUSE	= 1,213,140 SF
MAINTENANCE BUILDINGS	= 27,000 SF
TOTAL AREA	= 3,632,553 SF

- GENERAL NOTES:
1. COMPLIANCE WITH THE LOT COVERAGE FOR 70% IS REQUIRED.
 2. A WORK FORCE HOUSING PROJECT (74 UNITS) ON MAIN STREET HAS BEEN PROPOSED TO ACCOMMODATE 10% OF THE ADDITIONAL NEW MARKET RATE RESIDENTIAL UNITS PROPOSED FOR TUSCAN VILLAGE INCLUDING THE 300 UNITS FOR BUILDING 1300. ANY ADDITIONAL RESIDENTIAL PROPOSED WILL INCLUDE 10% AFFORDABLE ON-SITE.
 3. FOR OPEN SPACE/RECREATIONAL AREAS WITHIN TUSCAN VILLAGE SEE SHEETS NUMBERED 9 & 12 - 15.
 4. THE 1141 RESIDENTIAL UNITS ARE BROKEN DOWN AS FOLLOWS:
 - 4.1. BLDG 7000 - 281 RENTAL UNITS
 - 4.2. BLDG 7200 - 260 RENTAL UNITS
 - 4.3. BLDG 2000 - 70 CONDO UNITS
 - 4.4. BLDG 3000 - 230 RENTAL UNITS
 - 4.5. BLDG 1300 - 300 RENTAL UNITS

3	7/28/2023	VARIOUS SITE & PROGRAM UPDATES
2	3/29/2023	VARIOUS SITE & PROGRAM UPDATES
1	2/16/2023	B4000 PARKING GARAGE UPDATES
MARK	DATE	DESCRIPTION

MASTER PLAN OVERVIEW

TUSCAN VILLAGE MASTER PLAN UPDATE
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC
SALEM PROPERTY MAP 98 LOT 7887
20-24 VIA TOSCANA

SCALE IN FEET
1"=240'

GRAPHIC SCALE
SCALE: AS SHOWN

DATE: NOVEMBER 4, 2022

SALEM PLANNING BOARD
APPROVAL

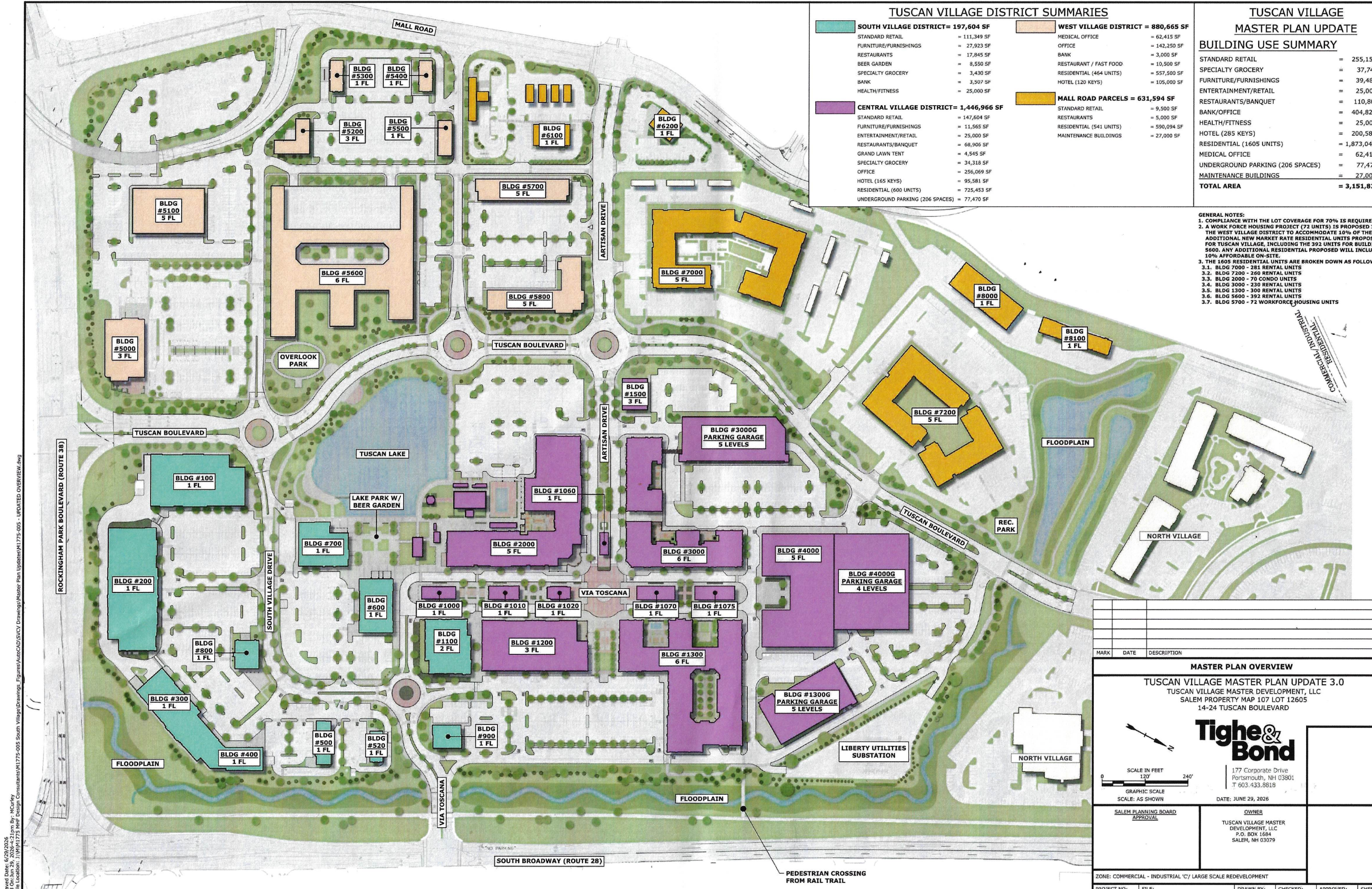
OWNER
TUSCAN VILLAGE MASTER
DEVELOPMENT, LLC
P.O. BOX 1684
SALEM, NH 03079

ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT

PROJECT NO: FILE:
M1775-005 - UPDATED
OVERVIEW.dwg

DRAWN BY: CHECKED: APPROVED: SHEETS:
MKF/NSC JMP JMP 3

Last Saved Date: 7/27/2023
Plotted On: Jul 27, 2023 5:06pm By: Bcurdo
Plot File Location: 21\W173 New Design Consultations\173-005 South Village\Drawings Figures\AutoCAD\SVU Drawings\Master Plan Updates\M1775-005 - UPDATED OVERVIEW.dwg



TUSCAN VILLAGE DISTRICT SUMMARIES

SOUTH VILLAGE DISTRICT= 197,604 SF	WEST VILLAGE DISTRICT = 880,665 SF
STANDARD RETAIL = 111,349 SF	MEDICAL OFFICE = 62,415 SF
FURNITURE/FURNISHINGS = 27,923 SF	OFFICE = 142,250 SF
RESTAURANTS = 17,845 SF	BANK = 3,000 SF
BEER GARDEN = 8,550 SF	RESTAURANT / FAST FOOD = 10,500 SF
SPECIALTY GROCERY = 3,430 SF	RESIDENTIAL (464 UNITS) = 557,500 SF
BANK = 3,507 SF	HOTEL (120 KEYS) = 105,000 SF
HEALTH/FITNESS = 25,000 SF	
CENTRAL VILLAGE DISTRICT= 1,446,966 SF	MALL ROAD PARCELS = 631,594 SF
STANDARD RETAIL = 147,604 SF	STANDARD RETAIL = 9,500 SF
FURNITURE/FURNISHINGS = 11,565 SF	RESTAURANTS = 5,000 SF
ENTERTAINMENT/RETAIL = 25,000 SF	RESIDENTIAL (541 UNITS) = 590,094 SF
RESTAURANTS/BANQUET = 68,906 SF	MAINTENANCE BUILDINGS = 27,000 SF
GRAND LAWN TENT = 4,545 SF	
SPECIALTY GROCERY = 34,318 SF	
OFFICE = 256,069 SF	
HOTEL (165 KEYS) = 95,581 SF	
RESIDENTIAL (600 UNITS) = 725,453 SF	
UNDERGROUND PARKING (206 SPACES) = 77,470 SF	

TUSCAN VILLAGE
MASTER PLAN UPDATE

BUILDING USE SUMMARY

STANDARD RETAIL	= 255,158 SF
SPECIALTY GROCERY	= 37,748 SF
FURNITURE/FURNISHINGS	= 39,488 SF
ENTERTAINMENT/RETAIL	= 25,000 SF
RESTAURANTS/BANQUET	= 110,801 SF
BANK/OFFICE	= 404,826 SF
HEALTH/FITNESS	= 25,000 SF
HOTEL (285 KEYS)	= 200,581 SF
RESIDENTIAL (1605 UNITS)	= 1,873,047 SF
MEDICAL OFFICE	= 62,415 SF
UNDERGROUND PARKING (206 SPACES)	= 77,470 SF
MAINTENANCE BUILDINGS	= 27,000 SF
TOTAL AREA	= 3,151,829 SF

GENERAL NOTES:
1. COMPLIANCE WITH THE LOT COVERAGE FOR 70% IS REQUIRED.
2. A WORK FORCE HOUSING PROJECT (72 UNITS) IS PROPOSED IN THE WEST VILLAGE DISTRICT TO ACCOMMODATE 10% OF THE ADDITIONAL NEW MARKET RATE RESIDENTIAL UNITS PROPOSED FOR TUSCAN VILLAGE, INCLUDING THE 392 UNITS FOR BUILDING 5600. ANY ADDITIONAL RESIDENTIAL PROPOSED WILL INCLUDE 10% AFFORDABLE ON-SITE.
3. THE 1605 RESIDENTIAL UNITS ARE BROKEN DOWN AS FOLLOWS:
3.1. BLDG 7000 - 281 RENTAL UNITS
3.2. BLDG 7200 - 260 RENTAL UNITS
3.3. BLDG 2000 - 70 CONDO UNITS
3.4. BLDG 3000 - 230 RENTAL UNITS
3.5. BLDG 1300 - 300 RENTAL UNITS
3.6. BLDG 5600 - 392 RENTAL UNITS
3.7. BLDG 5700 - 72 WORKFORCE HOUSING UNITS

MARK	DATE	DESCRIPTION

MASTER PLAN OVERVIEW

TUSCAN VILLAGE MASTER PLAN UPDATE 3.0
TUSCAN VILLAGE MASTER DEVELOPMENT, LLC
SALEM PROPERTY MAP 107 LOT 12605
14-24 TUSCAN BOULEVARD

SCALE IN FEET
0 120' 240'

GRAPHIC SCALE
SCALE: AS SHOWN

Tighe & Bond
177 Corporate Drive
Portsmouth, NH 03801
T 603.433.8818

DATE: JUNE 29, 2026

SALEM PLANNING BOARD APPROVAL	OWNER TUSCAN VILLAGE MASTER DEVELOPMENT, LLC P.O. BOX 1684 SALEM, NH 03079
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ZONE: COMMERCIAL - INDUSTRIAL 'C' / LARGE SCALE REDEVELOPMENT

PROJECT NO:	FILE:	DRAWN BY:	CHECKED:	APPROVED:	SHEET:
M1775-005	M1775-005 - UPDATED OVERVIEW.dwg	MAB/BKC	BKC/JMP	JMP	3

Last Saved Date: 6/29/2026
Printed On: Jun 29, 2026 4:21pm By: MCurley
File Location: Z:\M1775\1775.dwg
Design Consultants: M1775-005 South Village Drawings - Figures AutoCAD (SV) Drawings Master Plan Update M1775-005 - UPDATED OVERVIEW.dwg

6	Woodbury Middle School	4	Tuscan	Boulevard	Caro	Apartment	260	Yes
7	Woodbury Middle School	4	Tuscan	Boulevard	Caro	Apartment	260	Yes
7	Woodbury Middle School	4	Tuscan	Boulevard	Caro	Apartment	260	Yes
8	Woodbury Middle School	4	Tuscan	Boulevard	Caro	Apartment	260	Yes
TOTAL TUSCAN		15						

Grade	School	#	Street					
K	5 Barron Elementary School	8	Braemoor \ Road	8	Braemoor	Workforce	32	No
	2 Fisk Elementary School	8	Braemoor \ Road	8	Braemoor	Workforce	32	No
	2 Lancaster Elementary School	8	Braemoor \ Road	8	Braemoor	Workforce	32	No
	Lancaster Elementary School	8	Braemoor \ Road	8	Braemoor	Workforce	32	No
	10 Salem High School	8	Braemoor \ Road	8	Braemoor	Workforce	32	No
	10 Salem High School	8	Braemoor \ Road	8	Braemoor	Workforce	32	No
	11 Salem High School	8	Braemoor \ Road	8	Braemoor	Workforce	32	No
	7 Woodbury Middle School	8	Braemoor \ Road	8	Braemoor	Workforce	32	No
	TOTAL BRAEMOOR WOODS		8					

Grade	School	#	Street					
K	2 Fisk Elementary School	41	Main	Street	Depot & M ₂	Workforce	74	No
	Fisk Elementary School	41	Main	Street	Depot & M ₂	Workforce	74	No
	5 North Salem Elementary School	41	Main	Street	Depot & M ₂	Workforce	74	No
	11 Salem High School	41	Main	Street	Depot & M ₂	Workforce	74	No
	12 Salem High School	41	Main	Street	Depot & M ₂	Workforce	74	No
PS	Salem Preschool	41	Main	Street	Depot & M ₂	Workforce	74	No
TOTAL MAIN		6						

Grade	School	#	Street					
PS	12 Salem High School	29	Main	Street	BHT Realty	Townhouse	12	No
	Salem Preschool	29	Main	Street	BHT Realty	Townhouse	12	No
	8 Woodbury Middle School	29	Main	Street	BHT Realty	Townhouse	12	No
	TOTAL MAIN		3					

Grade	School	#	Street	Drive	Bldg	Type	Total Units	Tuscan
PS	4 Barron Elementary School	3	Artisan	Drive	Hanover	Apartment	281	Yes
	2 Fisk Elementary School	15	Artisan	Drive	Toscana	Apartment	230	Yes
	4 Fisk Elementary School	15	Artisan	Drive	Toscana	Apartment	230	Yes
	4 Fisk Elementary School	3	Artisan	Drive	Hanover	Apartment	281	Yes
	5 Fisk Elementary School	15	Artisan	Drive	Toscana	Apartment	230	Yes
	9 Salem High School	3	Artisan	Drive	Hanover	Apartment	281	Yes
	9 Salem High School	15	Artisan	Drive	Toscana	Apartment	230	Yes
	9 Salem High School	3	Artisan	Drive	Hanover	Apartment	281	Yes
	10 Salem High School	3	Artisan	Drive	Hanover	Apartment	281	Yes
	10 Salem High School	18	Artisan	Drive	Bldg 2000	Multi-famil	70	Yes
	Salem Preschool	3	Artisan	Drive	Hanover	Apartment	281	Yes
	6 Woodbury Middle School	15	Artisan	Drive	Toscana	Apartment	230	Yes
	6 Woodbury Middle School	15	Artisan	Drive	Toscana	Apartment	230	Yes
	7 Woodbury Middle School	15	Artisan	Drive	Toscana	Apartment	230	Yes
	8 Woodbury Middle School	3	Artisan	Drive	Hanover	Apartment	281	Yes
	8 Woodbury Middle School	3	Artisan	Drive	Hanover	Apartment	281	Yes
TOTAL ARTISAN		16						

Grade	School	#	Street	Street	Corsa	Apartment	256	Yes
K	5 Barron Elementary School	500	Central	Street	Corsa	Apartment	256	Yes
	Barron Elementary School	500	Central	Street	Corsa	Apartment	256	Yes
	1 Fisk Elementary School	600	Central	Street	Corsa	Apartment	256	Yes
	1 Fisk Elementary School	700	Central	Street	Corsa	Apartment	256	Yes
	3 Fisk Elementary School	600	Central	Street	Corsa	Apartment	256	Yes
	3 Fisk Elementary School	600	Central	Street	Corsa	Apartment	256	Yes
	3 Fisk Elementary School	600	Central	Street	Corsa	Apartment	256	Yes
	4 Fisk Elementary School	400	Central	Street	Corsa	Apartment	256	Yes
	4 Fisk Elementary School	500	Central	Street	Corsa	Apartment	256	Yes
	5 Fisk Elementary School	500	Central	Street	Corsa	Apartment	256	Yes
	Fisk Elementary School	500	Central	Street	Corsa	Apartment	256	Yes
	9 Salem High School	600	Central	Street	Corsa	Apartment	256	Yes

10 Salem High School	700 Central	Street	Corsa	Apartment	256 Yes
10 Salem High School	500 Central	Street	Corsa	Apartment	256 Yes
11 Salem High School	600 Central	Street	Corsa	Apartment	256 Yes
11 Salem High School	500 Central	Street	Corsa	Apartment	256 Yes
11 Salem High School	700 Central	Street	Corsa	Apartment	256 Yes
11 Salem High School	700 Central	Street	Corsa	Apartment	256 Yes
11 Salem High School	700 Central	Street	Corsa	Apartment	256 Yes
11 Salem High School	500 Central	Street	Corsa	Apartment	256 Yes
11 Salem High School	700 Central	Street	Corsa	Apartment	256 Yes
12 Salem High School	400 Central	Street	Corsa	Apartment	256 Yes
12 Salem High School	500 Central	Street	Corsa	Apartment	256 Yes
5 Soule Elementary School	600 Central	Street	Corsa	Apartment	256 Yes
6 Woodbury Middle School	600 Central	Street	Corsa	Apartment	256 Yes
6 Woodbury Middle School	28 Central	Street	Black Broo Town Hous	88 Yes	
7 Woodbury Middle School	600 Central	Street	Corsa	Apartment	256 Yes
TOTAL CENTRAL	27				

Grade	School	#	Street	Way	Black Broo Townhouse	88 Yes
3	Fisk Elementary School	11	Milano			
	TOTAL MILANO	1				

Grade	School	#	Street			
2	Fisk Elementary School	4	Tuscan	Boulevard	Caro	Apartment
3	Fisk Elementary School	4	Tuscan	Boulevard	Caro	Apartment
4	Fisk Elementary School	4	Tuscan	Boulevard	Caro	Apartment
5	Fisk Elementary School	4	Tuscan	Boulevard	Caro	Apartment
K	Fisk Elementary School	4	Tuscan	Boulevard	Caro	Apartment
9	Salem High School	4	Tuscan	Boulevard	Caro	Apartment
10	Salem High School	4	Tuscan	Boulevard	Caro	Apartment
10	Salem High School	4	Tuscan	Boulevard	Caro	Apartment
11	Salem High School	4	Tuscan	Boulevard	Caro	Apartment
3	Soule Elementary School	4	Tuscan	Boulevard	Caro	Apartment
6	Woodbury Middle School	4	Tuscan	Boulevard	Caro	Apartment

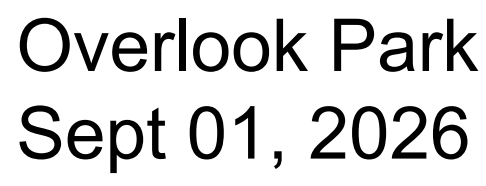


TABLE I TUSCAN VILLAGE TRAFFIC IMPACT FEE SCHEDULE

DATE: 12/1/2020 REV. 2/5/21 Rev 9-2-2021 Rev 1-23-2023 Rev 7-31-2023 Rev 7-28-2026

CALCULATION OF TRAFFIC IMPACT FEES FOR TUSCAN VILLAGE (120 ACRES)

Tenant Category	SF- UNIT	UNIT #	UNIT	\$/UNIT	IMPACT FEE
Tuscan Village Life Science Campus					
Building 5100 Office	124,250		SF	\$2.55	\$316,838
Building 5200 Office	18,000		SF	\$2.55	\$45,900
Building 5300 Bank w Drive-thru	3,000		SF	\$3.80	\$11,400
Building 5400 Fast Food Rest w Drive-Thru	3,000		SF	\$22.03	\$66,090
Building 5500 Restaurant	7,500		SF	\$5.89	\$44,175
Building 5600 Residential Apartments (392units)	472,500	392	UNIT	\$1,588.00	\$622,496
Building 5700 Workforce Housing (72 Units)	85,000	72	UNIT	\$1,588.00	\$114,336
Building 5800 Hotel (120 Keys)	105,000	120	KEYS	\$2,091.00	\$250,920
Total GFA	818,250		SF		
TOTAL TRAFFIC IMPACT FEE WEST VILLAGE DISTRICT					\$1,472,155
South Village District					
		UNIT #			
Retail	142,702		SF	\$4.06	\$579,370
Bank w/Drive thru	3,507		SF	\$3.01	\$10,556
High Turnover Restaurant (541 Seats)	12,799		SF	\$4.72	\$60,411
Fast Food with drivethru (118 Seats)	5,046		SF	\$16.99	\$85,732
Lifestyle Retail (Gym use)	25,000		SF	\$2.08	\$52,000
Beer Garden	8,550		SF	\$4.72	\$40,356
Total GFA	197,604		SF		
TOTAL TRAFFIC IMPACT FEE SOUTH DISTRICT					\$828,425
Tuscan Village Central District					
		UNIT #			
Village Residential 300 units	353,345	300	Units	\$1,588.00	\$476,400
Village Residential 230 units	263,060	230	Units	\$1,321.00	\$303,830
Village Residential (70 units)	96,974	70	Units	\$1,321.00	\$92,470
Retail (Including Specialty Retail/Furniture)	155,764		SF	\$4.06	\$632,402
Specialty Grocery	34,318		SF	\$4.50	\$154,431
Quality Restaurant	23,654		SF	\$6.05	\$143,107
High Turnover Restaurant	36,403		SF	\$4.72	\$171,822
Banquet Facility	13,609		SF	\$4.72	\$64,234
Office Space	249,341		SF	\$2.03	\$506,162
Medical Office Space	18,000		SF	\$4.08	\$73,440
Hotel (165 rooms, 95,581 SF)	95,581	165	Rooms	\$1,508.00	\$248,820
Total GFA	1,340,049		SF		
TOTAL TRAFFIC IMPACT FEE CENTRAL DISTRICT					\$2,867,118
Mall Road Quadrant					
		UNIT #			
Residential (283,594 sf, 260 Units)	283,594	260	Units	\$1,321.00	\$343,460
Residential (306,500 sf, 281 Units)	306,500	281	Units	\$1,321.00	\$371,201
Fast Food with Drive Thru (5,000 sf)	5,000		SF	\$10.86	\$54,300
(1a) Gas/Conv. Store (9,500 SF)	9,500	16	Fuel Stations	\$3,705	\$59,280
(1b) Fast food with Drivethru	1,000		SF	\$16.99	\$16,990
(1c) Car wash	5,000	139	New Trips	\$180.00	\$25,020
(1d) Office space	2,431		SF	\$2.03	\$4,935
Maintenance Buildings	27,000		SF	\$0.31	\$8,370
Total GFA					
TOTAL TRAFFIC IMPACT FEE MALL ROAD QUADRANT					\$883,556
SUBTOTAL TRAFFIC IMPACT FEE:	(120 ACRE)				\$6,051,254

CALCULATION OF TRAFFIC IMPACT FEES FOR TUSCAN VILLAGE (50 ACRES)

Tenant Category	SF - UNIT	UNIT #	UNIT	\$/UNIT	IMPACT FEE
Car Dealership (38,500 sf)*	38,500		SF	\$2.93	\$111,624
Grocery Store	80,000		SF	\$3.57	\$285,600
Retail Store 1 (Home Furnishings)	28,000		SF	\$2.65	\$74,200
Retail Store 2 (Sporting Goods)	15,000		SF	\$2.65	\$39,750
Retail Store 3 (Health and Beauty)	10,000		SF	\$2.65	\$26,500
Retail Store 4 (clothing accessories)	8,000		SF	\$2.65	\$21,200
Fast Food Rest/w drive thru	5,000		SF	\$14.84	\$74,200
High Turnover Rest	8,000		SF	\$4.44	\$35,520
Coffee Shop w/Drive Thru	2,200		SF	\$14.84	\$32,648
Bank w/ drive thru	4,500		SF	\$3.69	\$16,605
Residential Apts (256 units)	256		EA	\$995.00	\$254,720
Townhouses (86 units)	86		EA	\$869.00	\$74,734
SUBTOTAL TRAFFIC IMPACT FEE (50 ACRES) :					\$1,047,301
SUBTOTAL TRAFFIC IMPACT FEE (120 ACRE):					\$6,051,254
TOTAL TRAFFIC IMPACT FEE (170 ACRES):					\$7,098,555

TABLE II TUSCAN VILLAGE SCHOOL IMPACT FEE SCHEDULE

DATE: 12/1/2020 REV. 2/3/21 Rev 9-2-2021 Rev 1-23-2023 Rev 7-31-2023 Rev 7-28-2026

CALCULATION OF SCHOOL IMPACT FEES FOR TUSCAN VILLAGE (120 ACRES)

Tenant Category	SF- UNIT	UNIT #	UNIT	\$/UNIT	IMPACT FEE
Tuscan Village Life Science Campus					
Building 5100 Office	124,250		SF	\$0.00	\$0
Building 5200 Office	18,000		SF	\$0.00	\$0
Building 5300 Bank w Drive-thru	3,000		SF	\$0.00	\$0
Building 5400 Fast Food Rest w Drive-Thru	3,000		SF	\$0.00	\$0
Building 5500 Restaurant	7,500		SF	\$0.00	\$0
Building 5600 Residential Apartments (392units)	472,500	392	UNIT	\$2,792.00	\$1,094,464
Building 5700 Workforce Housing (72 Units)	85,000	72	UNIT	\$2,792.00	\$201,024
Building 5800 Hotel (120 Keys)	105,000	120	KEYS	\$0.00	\$0
Total GFA	818,250		SF		
TOTAL SCHOOL IMPACT FEE WEST VILLAGE DISTRICT					\$1,295,488
South Village District					
Retail	142,702		SF	\$0.00	\$0
Bank w/Drive thru	3,507		SF	\$0.00	\$0
High Turnover Restaurant (541 Seats)	12,799		SF	\$0.00	\$0
Fast Food with drivethru (118 Seats)	5,046		SF	\$0.00	\$0
Lifestyle Retail (Gym use)	25,000		SF	\$0.00	\$0
Beer Garden	8,550		SF	\$0.00	\$0
Total GFA	189,054		SF		
TOTAL SCHOOL IMPACT FEE SOUTH DISTRICT					\$0
Tuscan Village Central District					
		UNIT #			
Village Residential 300 units	353,345	300	Units	\$2,792.00	\$837,600
Village Residential 230 units	263,060	230	Units	\$2,792.00	\$642,160
Village Residential (70 units)	96,974	70	Units	\$2,792.00	\$195,440
Retail (Including Specialty Retail/Furniture)	155,764		SF	\$0.00	\$0
Specialty Grocery	34,318		SF	\$0.00	\$0
Quality Restaurant	23,654		SF	\$0.00	\$0
High Turnover Restaurant	36,403		SF	\$0.00	\$0
Banquet Facility	13,609		SF	\$0.00	\$0
Office Space	249,341		SF	\$0.00	\$0
Medical Office Space	18,000		SF	\$0.00	\$0
Hotel (165 rooms, 95,581 SF)	95,581	165	Rooms	\$0.00	\$0
Total GFA	1,340,049		SF		
TOTAL SCHOOL IMPACT FEE CENTRAL DISTRICT					\$1,675,200
Mall Road Quadrant					
		UNIT #			
Residential (283,594 sf, 260 Units)	283,594	260	Units	\$2,792.00	\$725,920
Residential (306,500 sf, 281 Units)	306,500	281	Units	\$2,792.00	\$784,552
Fast Food with Drive Thru (5,000 sf)	5,000		SF	\$0.00	\$0
(1a) Gas/Conv. Store (9,500 SF)	9,500	16	Fuel Stations	\$0.00	\$0
(1b) Fast food with Drivethru	1,000		SF	\$0.00	\$0
(1c) Car wash	5,000	139	New Trips	\$0.00	\$0
(1d) Office space	2,431		SF	\$0.00	\$0
Maintenance Buildings	27,000		SF	\$0.00	\$0
TOTAL SCHOOL IMPACT FEE MALL ROAD QUADRANT					\$1,510,472
SUBTOTAL SCHOOLIMPACT FEE:	(120 ACRE)				\$4,481,160

CALCULATION OF SCHOOL IMPACT FEES FOR TUSCAN VILLAGE (50 ACRES)

Tenant Category	SF - UNIT	UNIT	\$/UNIT	IMPACT FEE
Car Dealership (38,500 sf)*	38,500	SF	\$0.00	\$0
Grocery Store	80,000	SF	\$0.00	\$0
Retail Store 1 (Home Furnishings)	28,000	SF	\$0.00	\$0
Retail Store 2 (Sporting Goods)	15,000	SF	\$0.00	\$0
Retail Store 3 (Health and Beauty)	10,000	SF	\$0.00	\$0
Retail Store 4 (clothing accessories)	8,000	SF	\$0.00	\$0
Fast Food Rest/w drive thru	5,000	SF	\$0.00	\$0
High Turnover Rest	8,000	SF	\$0.00	\$0
Coffee Shop w/Drive Thru	2,200	SF	\$0.00	\$0
Bank w/ drive thru	4,500	SF	\$0.00	\$0
Residential Apts (256 units)	256	EA	\$2,792.00	\$714,752
Townhouses (88 units)	88	EA	\$2,878.00	\$253,264
SUBTOTAL SCHOOL IMPACT FEE (50 ACRES) :				\$968,016
SUBTOTAL SCHOOL IMPACT FEE (120 ACRE):				\$4,481,160
TOTAL SCHOOL IMPACT FEE (170 ACRES):				\$5,449,176

TABLE III TUSCAN VILLAGE RECREATION IMPACT FEE SCHEDULE

DATE: 12/1/2020 REV. 2/5/21 Rev 9-2-2021 Rev 1-23-2023 Rev 7-31-2023 Rev 7-28-2026

CALCULATION OF RECREATION IMPACT FEES FOR TUSCAN VILLAGE (120 ACRES)

Tenant Category	SF- UNIT	UNIT #	UNIT	\$/UNIT	IMPACT FEE
Tuscan Village Life Science Campus					
Building 5100 Office	124,250		SF	\$0.00	\$0
Building 5200 Office	18,000		SF	\$0.00	\$0
Building 5300 Bank w Drive-thru	3,000		SF	\$0.00	\$0
Building 5400 Fast Food Rest w Drive-Thru	3,000		SF	\$0.00	\$0
Building 5500 Restaurant	7,500		SF	\$0.00	\$0
Building 5600 Residential Apartments (392units)	472,500	392	UNIT	\$659.00	\$258,328
Building 5700 Workforce Housing (72 Units)	85,000	72	UNIT	\$659.00	\$47,448
Building 5800 Hotel (120 Keys)	105,000	120	KEYS	\$0.00	\$0
Total GFA	818,250		SF		
TOTAL RECREATION IMPACT FEE WEST VILLAGE DISTRICT					\$305,776
South Village District					
Retail	142,702		SF	\$0.00	\$0
Bank w/Drive thru	3,507		SF	\$0.00	\$0
High Turnover Restaurant (541 Seats)	12,799		SF	\$0.00	\$0
Fast Food with drivethru (118 Seats)	5,046		SF	\$0.00	\$0
Lifestyle Retail (Gym use)	25,000		SF	\$0.00	\$0
Beer Garden	8,550		SF	\$0.00	\$0
Total GFA	189,054		SF		
TOTAL RECREATION IMPACT FEE SOUTH DISTRICT					\$0
Tuscan Village Central District					
		UNIT #			
Village Residential 300 units	353,345	300	Units	\$659.00	\$197,700
Village Residential 230 units	263,060	230	Units	\$659.00	\$151,570
Village Residential (70 units)	96,974	70	Units	\$659.00	\$46,130
Retail (Including Specialty Retail/Furniture)	155,764		SF	\$0.00	\$0
Specialty Grocery	34,318		SF	\$0.00	\$0
Quality Restaurant	23,654		SF	\$0.00	\$0
High Turnover Restaurant	36,403		SF	\$0.00	\$0
Banquet Facility	13,609		SF	\$0.00	\$0
Office Space	249,341		SF	\$0.00	\$0
Medical Office Space	18,000		SF	\$0.00	\$0
Hotel (165 rooms, 95,581 SF)	95,581	165	Rooms	\$0.00	\$0
Total GFA	964,006		SF		
TOTAL RECREATION IMPACT FEE CENTRAL DISTRICT					\$395,400
Mall Road Quadrant					
		UNIT #			
Residential (283,594 sf, 260 Units)	283,594	260	Units	\$659.00	\$171,340
Residential (306,500 sf, 281 Units)	306,500	281	Units	\$659.00	\$185,179
Fast Food with Drive Thru (5,000 sf)	5,000		SF	\$0.00	\$0
(1a) Gas/Conv. Store (9,500 SF)	9,500	16	Fuel Stations	\$0.00	\$0
(1b) Fast food with Drivethru	1,000		SF	\$0.00	\$0
(1c) Car wash	5,000	139	New Trips	\$0.00	\$0
(1d) Office space	2,431		SF	\$0.00	\$0
Maintenance Buildings	27,000		SF	\$0.00	\$0
TOTAL RECREATION IMPACT FEE MALL ROAD QUADRANT					\$356,519
SUBTOTAL RECREATION IMPACT FEE:	(120 ACRE)				\$1,057,695

CALCULATION OF RECREATION IMPACT FEES FOR TUSCAN VILLAGE (50 ACRES)

Tenant Category	SF - UNIT	UNIT	\$/UNIT	IMPACT FEE
Car Dealership (38,500 sf)*	38,500	SF	\$0.00	\$0
Grocery Store	80,000	SF	\$0.00	\$0
Retail Store 1 (Home Furnishings)	28,000	SF	\$0.00	\$0
Retail Store 2 (Sporting Goods)	15,000	SF	\$0.00	\$0
Retail Store 3 (Health and Beauty)	10,000	SF	\$0.00	\$0
Retail Store 4 (clothing accessories)	8,000	SF	\$0.00	\$0
Fast Food Rest/w drive thru	5,000	SF	\$0.00	\$0
High Turnover Rest	8,000	SF	\$0.00	\$0
Coffee Shop w/Drive Thru	2,200	SF	\$0.00	\$0
Bank w/ drive thru	4,500	SF	\$0.00	\$0
Residential Apts	256	EA	\$659.00	\$168,704
Townhouses (88 units)	88	EA	\$830.00	\$73,040
SUBTOTAL RECREATION IMPACT FEE (50 ACRES) :				\$241,744
SUBTOTAL RECREATION IMPACT FEE (120 ACRE):				\$1,057,695
TOTAL RECREATION IMPACT FEE (170 ACRES):				\$1,299,439

TABLE IV TUSCAN VILLAGE PUBLIC SAFETY IMPACT FEE SCHEDULE

DATE: 12/1/2020 REV. 2/5/21 Rev 9-2-2021 Rev 1-23-2023 Rev 7-31-2023 Rev 7-28-2026

CALCULATION OF PUBLIC SAFETY IMPACT FEES FOR TUSCAN VILLAGE (120 ACRES)

Tenant Category	SF- UNIT	UNIT #	UNIT	\$/UNIT	IMPACT FEE
Tuscan Village Life Science Campus					
Building 5100 Office	124,250		SF	\$0.54	\$67,095
Building 5200 Office	18,000		SF	\$0.54	\$9,720
Building 5300 Bank w Drive-thru	3,000		SF	\$0.56	\$1,680
Building 5400 Fast Food Rest w Drive-Thru	3,000		SF	\$0.56	\$1,680
Building 5500 Restaurant	7,500		SF	\$0.56	\$4,200
Building 5600 Residential Apartments (392units)	472,500	392	UNIT	\$845.00	\$331,240
Building 5700 Workforce Housing (72 Units)	85,000	72	UNIT	\$845.00	\$60,840
Building 5800 Hotel (120 Keys)	105,000	120	KEYS	\$1.50	\$157,500
Total GFA	818,250		SF		0
TOTAL PUBLIC SAFETY IMPACT FEE WEST VILLAGE DISTRICT					\$633,955
South Village District					
Retail	142,702		SF	\$0.56	\$79,913
Bank w/Drive thru	3,507		SF	\$0.56	\$1,964
High Turnover Restuarant (541 Seats)	12,799		SF	\$0.56	\$7,167
Fast Food with drivethru (118 Seats)	5,046		SF	\$0.56	\$2,826
Lifestyle Retail (Gym use)	25,000		SF	\$0.56	\$14,000
Beer Garden	8,550		SF	\$0.56	\$4,788
Total GFA	189,054		SF		
TOTAL PUBLIC SAFETY IMPACT FEE SOUTH DISTRICT					\$110,658
Tuscan Village Central District					
Village Residential 300 units	353,345	300	Units	\$845.00	\$253,500
Village Residential 230 units	263,060	230	Units	\$845.00	\$194,350
Village Residential (70 units)	96,974	70	Units	\$845.00	\$59,150
Retail (Including Specialty Retail/Furniture)	155,764		SF	\$0.56	\$87,228
Specialty Grocery	34,318		SF	\$0.56	\$19,218
Quality Restauarant	23,654		SF	\$0.56	\$13,246
High Turnover Restaurant	36,403		SF	\$0.56	\$20,386
Banquet Facility	13,609		SF	\$0.56	\$7,621
Office Space	249,341		SF	\$0.54	\$134,644
Medical Office Space	18,000		SF	\$0.67	\$12,060
Hotel (165 rooms, 95,581 SF)	95,581	165	Rooms	\$1.50	\$143,372
Total GFA	964,006		SF		
TOTAL PUBLIC SAFETY IMPACT FEE CENTRAL DISTRICT					\$944,775
Mall Road Quadrant					
Residential (283,594 sf, 260 Units)	283,594	260	Units	\$845.00	\$219,700
Residential (306,500 sf, 281 Units)	306,500	281	Units	\$845.00	\$237,445
Fast Food with Drive Thru (5,000 sf)	5,000		SF	\$0.56	\$2,800
(1a) Gas/Conv. Store (9,500 SF)	9,500	16	Fuel Stations	\$0.56	\$5,320
(1b) Fast food with Drivethru	1,000		SF	\$0.56	\$560
(1c) Car wash	5,000	139	New Trips	\$0.56	\$2,800
(1d) Office space	2,431		SF	\$0.54	\$1,313
Maintenance Buildings	27,000		SF	\$0.27	\$7,290
TOTAL PUBLIC IMPACT IMPACT FEE MALL ROAD QUADRANT					\$477,228
SUBTOTAL PUBLIC SAFETYIMPACT FEE:	(120 ACRE)				\$2,166,616

CALCULATION OF PUBLIC SAFETY IMPACT FEES FOR TUSCAN VILLAGE (50 ACRES)

Tenant Category	SF - UNIT	UNIT	\$/UNIT	IMPACT FEE
Car Dealership (38,500 sf)*	38,500	SF	\$0.00	\$0
Grocery Store	80,000	SF	\$0.00	\$0
Retail Store 1 (Home Furnishings)	28,000	SF	\$0.00	\$0
Retail Store 2 (Sporting Goods)	15,000	SF	\$0.00	\$0
Retail Store 3 (Health and Beauty)	10,000	SF	\$0.00	\$0
Retail Store 4 (clothing accessories)	8,000	SF	\$0.00	\$0
Fast Food Rest/w drive thru	5,000	SF	\$0.00	\$0
High Turnover Rest	8,000	SF	\$0.00	\$0
Coffee Shop w/Drive Thru	2,200	SF	\$0.00	\$0
Bank w/ drive thru	4,500	SF	\$0.00	\$0
Residential Apts	256	EA	\$0.00	\$0
Townhouses (88 units)	88	EA	\$0.00	\$0
SUBTOTAL PUBLIC SAFETY IMPACT FEE (50 ACRES) :				\$0
SUBTOTAL PUBLIC SAFETY IMPACT FEE (120 ACRE):				\$2,166,616
TOTAL PUBLIC SAFETY IMPACT FEE (170 ACRES):				\$2,166,616

DATE: 12/1/2020 REV. 2/5/21 Rev 9-2-2021 Rev 1-23-2023 Rev 7-31-2023

From: [Mark Gross](#)
To: [LaFontaine, Jacob](#); [Mailloux, Colleen](#); [Brubaker, Crayton](#)
Cc: [Michael Barelli](#)
Subject: Master Plan 3.0
Date: Friday, September 18, 2026 12:44:45 PM

CAUTION: Security Reminder: External Email This email came from outside the Salem network. Only open links or attachments if you recognize the sender and were expecting the message. Even if a link seems safe, never enter your login information on any site you reached through an email. If you clicked anything or entered credentials by mistake, report it right away through normal support channels.

All,

Thank you so much for meeting today.....based on our conversation and the fact that the peer reviews as well as town reviews have not been completed as of yet, I think it would be in everyone's interest to postpone the PB hearing on September 22nd and reschedule for October 27th, 2026.....this email is our formal request to be continued to the October 27th meetingit is my further understanding is that all revised information must be submitted by October 13th, but we will try to get that information submitted prior to Jacob's departure.....

Jacob,

Can you please confirm that we are currently noticed for that meeting date of October 27th?
Thanks

August 14, 2026

Salem Gateway Properties LLC
354 Main Street

Salem, NH 03079

Jacob LaFontaine, Planning Director

and the Salem Planning Board

Town of Salem, New Hampshire

33 Geremonty Drive

Salem, NH 03079

Re: Conditional Use Permit Criteria — Freestanding Sign Refurbishment — 354 Main Street (Assessors Map 75 / Lot 7310)

Dear Mr. LaFontaine and Members of the Planning Board:

Salem Gateway Properties LLC is requesting a Conditional Use Permit under Salem Zoning Ordinance § 490-702H to refurbish the existing freestanding sign at 354 Main Street. This letter addresses the seven criteria the Board must find are met before granting a conditional use permit under that section.

Background: 354 Main Street sat largely vacant for a number of years, used only for storage, with no active retail presence. The property is active again today, with Gateway Auto Center and New England Adjustment Bureau, Inc. both operating from the site. The Site Plan for the property (SFC Engineering Partnership, Inc., Revision 5, dated May 19, 2026) confirms the existing freestanding sign remains in its current location and calls for it to be reused with new copy, subject to this Conditional Use Permit. The proposed work — refacing the sign cabinet, running new electrical service, and converting to LED illumination with a darker Lexan panel — stays entirely within the sign's existing 36-foot overall height, 15-foot by 12-foot 6-inch panel, and 187.5 square foot area.

Response to the § 490-702H(1) Criteria

(a) The modification complies with the purposes of the sign regulations noted in Subsection A.

Section 490-702A states that the purpose of the sign ordinance is to allow signs to provide information and advertising in an orderly, effective, and safe manner, and to create an attractive environment conducive to business. Refurbishing this sign to clearly identify Gateway Auto Center and NEAB directly serves that purpose after a long period during which the property had no active business to advertise.

(b) The applicant's particular situation justifies a modification to the requirements.

After years of vacancy and storage-only use, the business has no established public awareness that the site is open. A refurbished, legible sign in the same location is the most direct way to inform the community that active commercial use has resumed at this property.

(c) The site is suitable for the proposed modification.

The sign is not moving and is not growing. It remains in its existing location along Main Street (Route 97), at its existing height, width, and area, as shown on the Site Plan. The site has supported a freestanding sign of this size at this location for decades.

(d) *There will be no adverse impact on neighboring properties.*

The refurbishment does not change the sign's location, size, or hours of illumination. If anything, the new darker Lexan panel reduces light output and glare compared to the existing panel, lessening any visual effect on neighboring properties rather than increasing it.

(e) *There will be no adverse impact on traffic or pedestrian safety.*

The sign remains set back from Route 97 in its current position, with no change to sight lines, setback, or placement near driveways. Nothing about the refurbishment affects traffic or pedestrian circulation on or around the site.

(f) *The aesthetic character of the site and the surrounding area will not be adversely affected.*

The refurbishment improves the sign's appearance and condition while keeping its existing scale and proportions. The darker Lexan material and LED retrofit are a visual and functional improvement over the existing fluorescent-lit panel, and are less obtrusive along this stretch of Route 97, not more.

(g) *The modification will be consistent with the spirit and intent of this chapter and the Master Plan.*

Supporting the reuse and reactivation of a long-vacant commercial property on Main Street is consistent with the Town's interest in maintaining active, viable commercial corridors. This request asks only to restore functioning, legible signage to a site that has returned to active use, without any change to the site's dimensional or zoning conformance.

For these reasons, we respectfully request that the Planning Board find that all seven criteria under § 490-702H(1) are met and grant the Conditional Use Permit for this sign refurbishment. We are happy to answer any questions the Board may have.

Sincerely,

Steve Diantgikis

Steve Diantgikis
Managing Member, Salem Gateway Properties LLC

354 Main Street, Salem, NH 03079

Phone: 603-234-1811 | Email: steve.neab@gmail.com



354 Main Street, Salem NH · Map 75 Lot 7310 · existing freestanding sign remains in current location



Conditional Use Permit

Preexisting Freestanding Sign • 354 Main Street

THE REQUEST

**Permit a preexisting sign of 187.5 sq ft and 36 ft tall,
where 32 sq ft and 15 ft are allowed in Business Office II.**

Applicant: Salem Gateway Properties LLC • Map 75 / Lot 7310 • Ordinance § 490-702H modifying § 490-702D(2)

No increase in height, area, or location. Sign has stood more than 40 years. NHDOT District 5 has no objection.

Conditional Use Permit under § 490-702H to permit the preexisting freestanding sign at 354 Main Street to be refurbished at 187.5 square feet and 36 feet tall, where 32 square feet and 15 feet are allowed in the Business Office II District.

	Allowed in BO-II	Preexisting sign	This application
Display area	32 sq ft	187.5 sq ft	187.5 sq ft — no increase
Height	15 feet	36 feet	36 feet — no increase
Location	5 ft min. setback	Existing footprint	No relocation

Work is a refurbishment of a sign that has stood on this lot for more than 40 years: new faces, pole refinish, LED of comparable output, new power run. Not a new sign.

EXISTING SIGN — 187.5 SQ FT / 36 FT TALL

354 MAIN ST • MAP 75 / LOT 7310 • BO-II



District	Business Office II
Ordinance allowed	32 sq ft / 15 ft tall
Requested (existing)	187.5 sq ft / 36 ft tall
Cabinet	12'-0" wide x 15'-7 1/2" high
Area math	12.00 x 15.625 = 187.5 sf / face
Overall height	36'-0" grade to top
Clearance	+/- 20'-4" under cabinet
Location	Existing — private property
NH-97 centerline	~60 ft (NHDOT 9/2/26)
CA ROW	50 ft — sign is outside it

NHDOT District 5 is all right with the sign rehabilitation in the CUP packet.

Controlled Access ROW	50 feet from centerline of Main Street (NH-97)
Sign location	Approximately 60 feet from centerline — on private property
ROW rule	NHDOT allows no private signs inside the ROW
Copy rule	On-site businesses only — no advertising a business down the road
Contact	Roger Demers, Engineering Technician, District 5 • 603-223-3808

Letter dated September 2, 2026 from Roger P. Demers. Full email is Exhibit F in the packet.

PROPOSED WORK

- Reface cabinet — Gateway Auto Center and on-site tenant slots
- Refinish and paint existing pole
- New electrical service (Tom Tombarello)
- LED retrofit of comparable brightness
- Add street address 354 on the face

NOT CHANGING

- Height stays 36 feet (15 ft allowed)
- Area stays 187.5 sq ft (32 sf allowed)
- Cabinet stays 12'-0" x 15'-7 1/2"
- Location stays — private property, outside ROW
- Copy stays on-site businesses only

Complies with purpose of the sign ordinance

- (a) Orderly, effective, safe identification of the property — not a new billboard. Same structure, cleaner faces, more efficient light. No animation, no reader board.

Particular situation justifies the modification

- (b) Preexisting 40-year pylon on a 7-acre former dealership on Route 97. A new 15 ft / 32 sf sign would not identify this campus. We are keeping the sign that is already there.

The site is suitable

- (c) Existing location on private property, ~60 ft from NH-97 centerline, outside the 50 ft Controlled Access ROW (NHDOT 9/2/26). About 20'-4" clearance under the cabinet.

No adverse impact on neighboring properties

- (d) No taller, no bigger, no closer than the preexisting sign. LED of comparable output. Same commercial neighbors along Main Street.

No adverse impact on traffic or pedestrian safety

- (e) Preexisting location outside the state ROW. No animation, no flashing, no message board. LED is like-for-like output. Street address 354 will be added to the face.

Aesthetic character of the site and area will not be adversely affected

- (f) Replaces a tired fluorescent cabinet with a finished navy / silver / white face on the same 36 ft structure. Cleanup of an existing pylon, not a new element on Main Street.

Consistent with the spirit of the chapter and the Master Plan

- (g) Reinvestment in an existing commercial property. Reuse of existing infrastructure. Energy-efficient lighting. No second sign and no larger sign than what already stands.

Suggested motion

Move to grant a Conditional Use Permit under § 490-702H to modify § 490-702D(2) to permit the preexisting freestanding sign at 354 Main Street (Map 75 / Lot 7310, BO-II) at 187.5 square feet and 36 feet in height, where 32 square feet and 15 feet are allowed, subject to the conditions below.

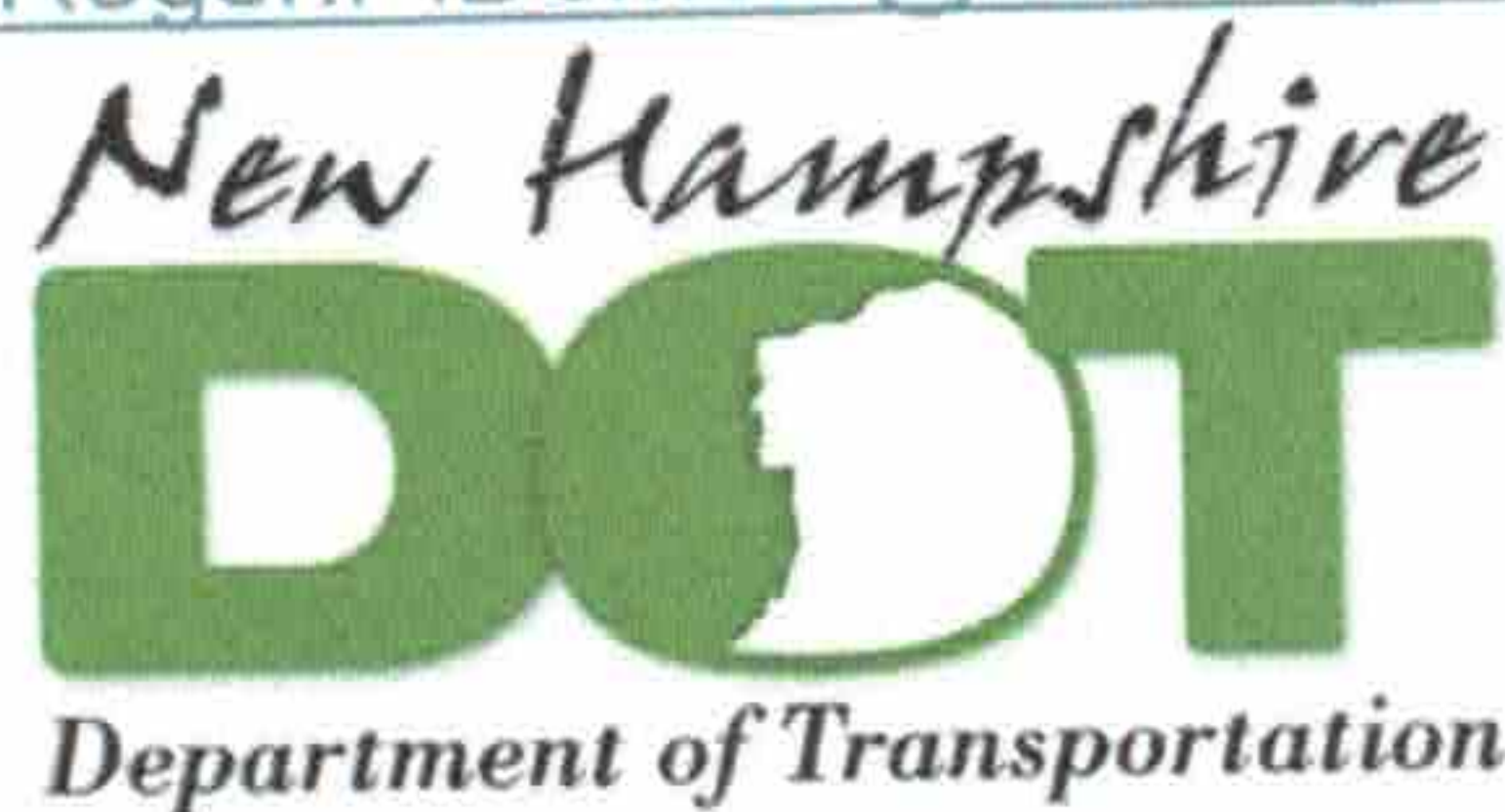
Conditions

- Note the CUP on the sign permit / plan before a building permit is issued.
- No increase above 187.5 sq ft or 36 ft, and no relocation from the existing footprint.
- LED output comparable to the existing fluorescent fixtures — specs to Building.
- Street address incorporated on the sign face.
- Copy limited to businesses operating at 354 Main Street (NHDOT on-site rule).
- Separate electrical permit for the new power run.

Good morning Steve,
I was able to determine that we have a 50' Controlled Access ROW in the area of the sign, fortunately for you the sign is approximately 60' from the center of Main Street (NH-97) which means the sign is on private property. We do not allow signs of any type within the ROW except for our own signs. The only other stipulation regarding signs on private property is that the sign can only advertise for the business on the property that the sign is located. That is to say, you can't have a sign on your property advertising another business a mile down the road. With that all said the NHDOT District 5 is all right with the sign rehabilitation spelled out in Steven Diantgikis's Conditional Use Permit/Site Plan Review Application Packet, Freestanding Sign Refurbishment. If you or the town have any questions feel free to email or call me at 603-223-3808. Thank you Steve and have a great day!

Regards,
Roger Demers
Engineering Technician, District 5
NHDOT Maintenance Bureau
Ph: (603)-666-3336

Roger.P.Demers@dot.nh.gov



From: Steve Diantgikis <steve.neab@gmail.com>
Sent: Tuesday, September 1, 2026 2:19 PM
To: Demers, Roger <Roger.P.Demers@dot.nh.gov>
Subject: Re: 354 Main St./Rt. 97, Salem, NH

EXTERNAL EMAIL WARNING! This email originated outside of the New Hampshire Executive Branch network. Do not open attachments or click on links unless you recognize the sender and are expecting the email. Do not enter your username and password on sites that you have reached through an email link. Forward suspicious and unexpected messages by clicking the Phish Alert button in your Outlook and if you did click or enter credentials by mistake, report it immediately to helpdesk@doit.nh.gov!

Hi Roger,

Following up on our conversation from March regarding the property at 354 Main St,