

1. AGENDA

Documents:

[PB AGENDA-01-13-26.PDF](#)

2. 11 Mall Road - Game On & Loretta's Last Call

Documents:

[11 MALL ROAD-GAME ON AND LORETTAS LAST CALL-RTC-STAFF.PDF](#)
[11 MALL ROAD-GAME ON AND LORETTAS LAST CALL-RTC-TRAFFIC.PDF](#)
[11 MALL ROAD-GAME ON AND LORETTAS LAST CALL-SITE PLAN.PDF](#)
[11 MALL ROAD-GAME ON AND LORETTAS LAST CALL-TRAFFIC AND
PARKING UTILIZATION STUDY.PDF](#)
[11 MALL ROAD-GAME ON AND LORETTAS LAST CALL-CUP-SIGNAGE.PDF](#)
[11 MALL ROAD-GAME ON AND LORETTAS LAST CALL-ELEVATIONS AND
SIGNAGE PACKAGE.PDF](#)
[11 MALL ROAD-GAME ON AND LORETTAS LAST CALL-ELEVATIONS
LEGEND.PDF](#)

3. 417 South Broadway - Canobie Lake Toyota

Documents:

[CANOBIE LAKE TOYOTA-417 S BROADWAY-SIGN PACKAGE.PDF](#)
[CANOBIE LAKE TOYOTA-417 S. BROADWAY-SIGN CUP LETTER.PDF](#)

4. 44 Pelham Road - Site Plan

Documents:

[SURAJ-44 PELHAM RD-PROJECT NARRATIVE AND WETLAND CUP.PDF](#)
[SURAJ-44 PELHAM RD-REVISED SITE PLAN.PDF](#)
[SURAJ-44 PELHAM RD-VERTICAL STORAGE TANK DETAIL.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 JANUARY 13, 2026 - 7:00 PM

Knightly Meeting Room, Salem Town Hall

ROLL CALL:

____ Joseph Feole, Chair	____ Bianca Carlson	____ Beverly Donovan, Alt.
____ Sean Lewis, Vice Chair	____ Jim Harvey	____ Victor Helenic, Alt.
____ Damon Norcross, Secretary	____ Chuck Saba	
____ Jeff Hatch, Town Council Rep.		

REVIEW OF MINUTES

1. December 9, 2025 – Regular Meeting

OLD BUSINESS

1. **Salem NIM, LLC Site Plan** – Public Hearing for change of use for 19,960 sq. ft. restaurant and entertainment use with conditional use permit for reduced parking and additional signage at 11 Mall Road, Map 107, Lot 11154. Continued from 12/9/2025.

BUSINESS

1. **Canobie Lake Toyota Site Plan** – Public Hearing for conditional use permit for additional wall signage at 417 South Broadway, Map 144, Lot 204.
2. **Fuschetti Subdivision Plan** – Preliminary Hearing for two-lot subdivision at 59 Millville Street, Map 81, Lot 2946.
3. **Suraj Realty, LLC Site Plan** – Public Hearing for amended site plan and phasing scheduled for 6,000 sq. ft. office, vehicle maintenance and dry ice manufacturing building, 20,000 sq. ft. warehouse/storage building, and paved tractor trailer storage area with conditional use permit for reduced wetland setback at 44 Pelham Road, Map 96, Lot 7775.

PUBLIC MATTERS

1. Unscheduled

PLANNING BOARD MATTERS

1. Proposed Zoning Amendments
2. Correspondence
3. 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.

100 Cambridge Street, Suite 1310 Boston, MA 02114 T: 617.824.9100 F: 617.824.9101

To: Jacob LaFontaine

From: Richard Schlichting

Date: December 29, 2025

Re: Exterior design
11 Mall Road-Loretta's Last Call & Game On!
Langan Project No.: 151064501

Below please find our responses comments discussed in our December 9, 2025 meeting and at the PB meeting. Below please find each comment followed by our response in **bold**.

- Elevations:
 - Add legend – materials and color

COMMENT RESPONSE: Additional page has been added to the plans with the legend.
 - See [Design Guidelines](#) for Façade Design – pages 30-33
 - “For retail structures, any facade that faces a public or private street should have display windows, entry areas, or other transparent features along 40% or more of its horizontal length... Facades should not extend for more than 50 horizontal feet in length without incorporating architectural features, such as pilasters, windows, cornices, porches, corners, or offsets.”

COMMENT RESPONSE: This concern was addressed by adding the large window on either side of the entrance as well as two additional large windows beyond those two windows that are decorative.
 - Please see staff comments: “elevation drawings provided: proposing to retain significant portion of existing façade and paint to match Fenway Park motif – existing brick to be painted red, existing concrete wall to be painted green, cornice to be painted black; adding new Game On entryway on west side of building with brick columns, - have eliminated awning, patio enclosed by black steel fence, new windows and new projection on façade for signage; Loretta’s Last Call to have western motif – rusted tin roof panel, catenary lights, new windows, brick façade entrance, new patio enclosed with rebar and wood railing

fence; adding new brick for equipment storage and dumpster enclosure. Proposed modifications are attractive and welcomed improvements however building has blank walls on large portions of western, northern and eastern facades and eliminated transparency on western facade Elevations should still be revised to better comply with Site Plan Regulations and Design Guidelines (see excerpts attached) – specifically to reduce blank walls, increase transparency, vary roofline; dumpster enclosure should be revised to match building.”

COMMENT RESPONSE: This concern was addressed by adding the large window on either side of the entrance as well as two additional large windows beyond those two windows that are decorative. In addition, we have added banners on the North side of the building as well as an additional pilaster on the east face behind the equipment enclosure.

- Signage:

- Add true sign dimensions instead of “rough dimensions”

COMMENT RESPONSE: Sizes are true sizes. The sizes have been called out on the Signage Package, on the Elevations and in the Signage CUP.

- Revise CUP to include sign dimensions and quantity of signage – please find example attached

COMMENT RESPONSE: The Signage CUP has been updated to note all dimensions, locations and quantities of each sign.

- Please try to conform with the [Tuscan Village Sign Standards](#) which allow for more flexibility – One of your Kings locations is actually used as an example for a tagline sign (see page 15)
- Please also refer to Design Guidelines – see pages 81-92 for Signage

COMMENT RESPONSE: The new signage plan and elevations has been discussed and worked through with the Planning Director to ensure the signage plan is matching the aesthetic of the area and following guidelines.

- Site Plan:

- Add pedestrian connection to north sidewalk

COMMENT RESPONSE: Curb ramp with crosswalk has been added to the plans. Please see CS101.

- Add tip down at ADA spaces to ped. connection to south

COMMENT RESPONSE: Tip down to ADA spaces has been added to south sidewalk connection, as seen on CS101.

- Add dimension of striped space to south

COMMENT RESPONSE: Dimensions have been added to restriped southern parking area, seen on CS101.

- Clarify square footage: 19,775 sf or 19,960?

COMMENT RESPONSE: Square footage has been updated to 19,960 SF.

- Note height of flagpole (max 80ft)

COMMENT RESPONSE: Exact flagpole height to be coordinated as construction plans progress. Flagpole will be less than 80 feet.

- Eliminate zoning table on Existing Conditions Plan

COMMENT RESPONSE: Zoning Table has been removed from VT901.

- Clarify materials and colors of dumpster enclosure – site plan and elevations conflict
 - Please note Design Guidelines state “Structural screens and fencing should complement the design of the main structure by repetition of materials, detailing, scale, and color.”

COMMENT RESPONSE: The equipment enclosure will mimic the building with the Brick wainscoting and Fenway green. The garbage enclosure will be black chainlink fence with black slats to hide the dumpster.

- Show existing landscaping in addition to proposed – Design Guidelines state “parking lots with 10 or more spaces should have at least one tree per eight spaces, planted in or within five feet of the lot... Larger and more visible parking lots should have more intensive landscape treatments.”
 - Please note any dead, diseased, dying or missing vegetation will be replaced

COMMENT RESPONSE: Regarding the landscaping comments for the Lyons Group project, we would like to clarify that the proposed design actually decreases the total parking count by 16 spaces. This reduction means the project is well within the required thresholds; however, we are still proposing additional trees beyond the required one per eight spaces minimum.

Furthermore, we are not removing any existing trees, and the project remains in full compliance with the Town's Design Guidelines.

- PB Comments:
 - Enhance elevations and landscaping

COMMENT RESPONSE: Updated elevations and plans have been attached to this application.
 - Confirm whether overflow employee parking to north is available for use
 - Address parking agreement with Mall

COMMENT RESPONSE: Exhibit "B" Site Plan from 11/09/2023 has been attached to this comment response showing shared parking areas in the parking lot.
 - Connect sidewalk to pedestrian connection to Pleasant Street

COMMENT RESPONSE: Southern sidewalk now has a connection to the parking lot. This sidewalk connects to a crosswalk to cross at the intersection where they can head north to other pathing.
 - Submit truck turn plan for trash pickup

COMMENT RESPONSE: Truck turning plan has been added to the set on TM101.

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Comment Response\Response to Comments Memo 12-23-25.docx

December 29, 2025

Mr. Stephen G. Pernaw, P.E.
Stephen G. Pernaw & Company, Inc.
P.O. Box 1721
Concord, NH 03302

**Re: Proposed Reuse of Former Sears Auto Center
Langan Project #151064501**

Dear Mr. LaFontaine:

Enclosed please find our responses to your letter dated December 19, 2025. Below please find each comment followed by our response in **bold**.

1. It is not clear if the outdoor seating is included in the 337 seat total, as this could affect all study projections.

COMMENT RESPONSE: Outdoor seating is included in the 337 total seat count. A clarification has been added to the project description.

2. ITE description for LUC 932 does not necessarily reflect bowling lanes, pool tables, arcades, and a dancing venue...using "seats" rather than the "gross floor area" as the independent variable produced the lowest estimates...we believe it is prudent to rely on the higher GFA-based estimates for planning purposes (Estimate C).

COMMENT RESPONSE: We first attempted to use LUC 437 (Bowling Alley) to produce a parking demand rate but found that the land use generates very low parking demand. LUC 932 was determined to be the best fit for this development, as both "Game On!" and "Loretta's Last Call" will serve food and have table seating for customers. "Seats" was chosen to be the independent variable, as "Game On!" has large spaces that are not occupiable such as the 10 proposed bowling lanes within the establishment. Using square footage for the independent variable in this situation would produce overly conservative parking demand estimates, and it is our opinion that Alternate Estimate C is an overestimation.

3. The results reflect average parking demand rather than the 85th percentile parking demand

COMMENT RESPONSE: The report has been amended to include both average and 85th (peak) parking demand presented in Tables 1 and 2.

Key Finding 1: "Existing parking demand in Parking Lot C peaks at 28% utilization on Friday and 27% on Saturday in the evenings."

SGP Comment: This finding pertains to July 2025 conditions, and does not reflect peak-month conditions.

COMMENT RESPONSE: Confirmed, no comment.

Key Finding 2: “The combination of existing parking utilization and anticipated parking demand would be less than 50% utilization of Parking Lot C during off-peak season.”

SGP Comment: According to the Alternative Estimate C, the utilization of Lot C could be on the order of 65% during July conditions.

COMMENT RESPONSE: *Using 85th percentile parking demand, the utilization of Lot C is estimated to be 53%. This matches with Alternative Estimate A. The independent variable of seats was maintained due to the reasoning outlined in the response for Comment #2.*

Key Finding 3: “The Mall will require an amended Conditional Use Permit (CUP) to reduce the required parking to 4,563 to account for the removal of 16 parking spaces for the proposed restaurants.”

SGP Comment: We do not have sufficient documentation to verify that the required parking is 4,563 spaces. However, the removal of 16 parking spaces for the proposed restaurants is considered de minimis.

COMMENT RESPONSE: *Comment acknowledged.*

Key Finding 4: “The estimated trip generation for the proposed restaurants is 26 less evening peak hour trips and 549 daily trips less than the previous proposals.”

SGP Comment: The alternative trip estimates for the PM peak hour case range from 155 to 179 trips. When compared to the previous proposal estimate of 158 trips, it is reasonable to expect anything from a minor decrease to a small increase in trips. The weekday daily estimate on Table 2 (1,473 trips) should be used with caution, as this estimate is based on only one ITE data point. The weekday daily estimate for the two restaurants based on the 12th Edition (and the total GFA) results in an estimate of 2,023 trips (5 ITE data points). According to Table 2, the previously approved restaurant/retail uses generated 2,022 trips; essentially a “wash;” not a reduction.

COMMENT RESPONSE: *As reasoned in the response for Comment #2, it is our opinion that “seats” is a more appropriate independent variable to use for this development due to the large unoccupiable space taken up by the proposed bowling lanes. Therefore, we believe that the proposed development is expected to generate less peak hour and daily trips.*

CUP Request – It is our understanding that the request is for the removal of 16 parking spaces for the proposed restaurant project. Given that the required parking supply for the Mall exceeds four thousand spaces, 16 fewer spaces is considered de minimis.

COMMENT RESPONSE: *Comment acknowledged.*

Site Development Plan – A vehicle tracking analysis should be prepared that demonstrates: 1) compatibility with Salem fire apparatus, and 2) how the dumpsters will be serviced. According to Sheet CS101, 68 spaces are proposed within the subject site. It should be noted that the peak parking demand estimates range from 158 to 395 occupied spaces. This means that there is the

potential for the entire C1 parking section (with 373 net spaces) to be fully occupied during peak periods.

COMMENT RESPONSE: *Vehicle turning movement demonstrations are provided on Sheets TM101 and TM102. The 85th percentile (peak) parking estimates for Loretta's and Game On! are 266 spaces, which is 71% of the available parking spaces within Lot C1.*

Traffic Impact Fee – The Applicant should submit an impact fee calculation for Town review based on the current version of the “Impact Fees For New Development” schedule. The current rate for high-turnover restaurants is \$5.89 per sf. The impact fee calculation should reflect a “credit” for the former use (auto center).

COMMENT RESPONSE: *See the attached impact fee calculation.*

Sincerely,

Langan Engineering and Environmental Services, Inc.



Christopher McLean
Project Engineer

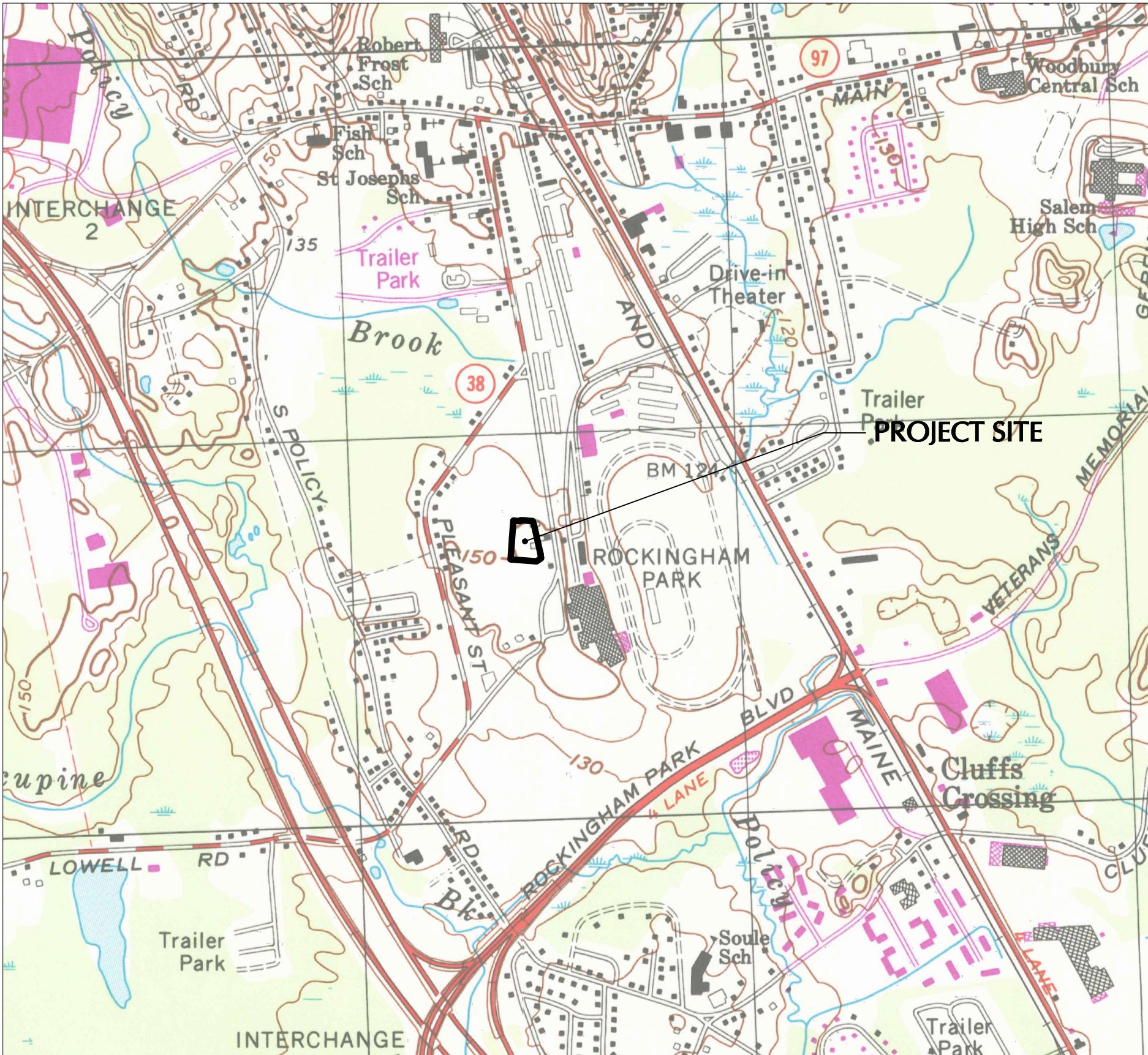
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Impact Fee Calculation Table				
	Existing		Proposed	
	Square Footage	\$/SF	Square Footage	\$/SF
Sears Auto Center (Small Retail)	19,900	\$ 5.57	-	
Loretta's Last Call & Game On! (High-Turnover Sit Down Restaurant)	-		19,900	\$ 5.89
Estimated Impact Fee	\$ 110,843.00		\$ 117,211.00	
New Impact Fee	\$ 6,368.00			

LYONS GROUP RESTAURANT
AT THE MALL AT ROCKINGHAM PARK
PLANNING BOARD SUBMISSION
MAP: 107 LOT: 11154
1 MALL ROAD
TOWN OF SALEM, ROCKINGHAM COUNTY, NEW HAMPSHIRE

CIVIL DRAWING INDEX			
SHEET NUMBER	DRAWING TITLE	DATE	LAST REVISED
CS001	SITE COVER SHEET	11/18/2025	12/29/2025
CS002	MASTER LEGEND & NOTES	11/18/2025	-
CS003	AREA MAP	11/18/2025	-
VT901	EXISTING CONDITIONS SURVEY	10/23/2025	-
CD101	SITE PREPARATION & DEMOLITION PLAN	11/18/2025	-
CS101	EXTERIOR SITE PLAN	11/18/2025	12/29/2025
CS501	SITE DETAILS I	11/18/2025	-
CS502	SITE DETAILS II	11/18/2025	-
TM101	GARBAGE TRUCK MOVEMENT PLAN	12/29/2025	-
TM102	FIRE TRUCK MOVEMENT PLAN	12/29/2025	-
CG101	GRADING & DRAINAGE PLAN	11/18/2025	12/29/2025
CU101	UTILITY PLAN	11/18/2025	-
CU501	UTILITY DETAILS	11/18/2025	-
LL101	SITE LIGHTING PLAN	11/18/2025	-
LL501	SITE LIGHTING DETAILS	11/18/2025	-
LP101	PLANTING PLAN	11/18/2025	-
LP501	PLANTING DETAILS	11/18/2025	-



MAP REFERENCE: USGS SALEM QUADRANGLE (7.5-MINUTE SERIES)

LOCATION MAP

SCALE: 1" = 1000'

ABUTTERS LIST			
MAP	LOT	NAME	ADDRESS
98	11094	ROCKSAL MALL LLC C/O SIMON PROPERTY GROUP	PO BOX 6120 INDIANAPOLIS, IN 46207
98	12604	TUSCAN VILLAGE MASTER DEVELOPMENT LLC	PO BOX 1648 SALEM, NH 03079
107	12574	ARTISAN AT TUSCAN VIL DEV HOLDINGS, LLC	3520 PIEDMONT RD NE SUITE 410 ATLANTA, GA 30305
116	7884	ROCKSAL MALL LLC C/O SIMON PROPERTY GROUP	PO BOX 6120 INDIANAPOLIS, IN 46207

RELEASE DATES	
DATE	ISSUED FOR
11/18/2025	PLANNING BOARD SUBMISSION
12/29/2025	PLANNING BOARD RESPONSE TO COMMENTS

OWNER / APPLICANT
SALEM NIM, LLC
C/O: LYONS GROUP
355 CONGRESS STREET
BOSTON, MA 02210
PHONE: 617-262-2605

ARCHITECT
GRAVITY ARCHITECTURE & DESIGN, LLC
C/O: RAYMOND R SCHAEFER
777 WEST SMITH STREET
ORLANDO, FL 32804
PHONE: 407-832-0949

CIVIL ENGINEER, LAND SURVEYOR, TRAFFIC
ENGINEER & LANDSCAPE ARCHITECT
LANGAN ENGINEERING & ENVIRONMENTAL
SERVICES, INC
C/O: RICHARD SCHLICHTING
100 CAMBRIDGE STREET
BOSTON, MA 02114
PHONE: 617-824-9100

CS001 | SITE COVER SHEET

Site Development Plan For:
LYONS GROUP RESTAURANT
AT THE MALL AT ROCKINGHAM PARK
11 MALL ROAD
SALEM, NH
Assessors Map 107 & Lot 11154

Prepared by: Langan Engineering & Environmental Services, LLC
100 Cambridge Street, Suite 1310
Boston, MA 02114

Scale: As noted
October 30, 2025

JOHN D. PLANTE
NH P.E. Lic. No. 14072

Owner:
SALEM NIM, LLC
C/O LYONS GROUP
355 CONGRESS ST
BOSTON, MA 02210

Salem Planning Board Approval

Zoning Classification:
COMMERCIAL-INDUSTRIAL DISTRICT,
SUBDISTRICT C (CI-C)



GENERAL NOTES

1. PLANIMETRIC & TOPOGRAPHIC INFORMATION SHOWN HEREON HAS BEEN OBTAINED FROM GROUND SURVEYS PERFORMED BY Langan Engineering & Environmental Services, Inc. in May 2023.

2. THE SITE LIES IN ZONE X (UNSHADED) AS SHOWN ON THE "FLOOD INSURANCE RATE MAP" ROCKINGHAM COUNTY, NEW HAMPSHIRE, FEMA MAP NUMBERS 33015C0563E, EFFECTIVE MAY 17, 2005.

3. PROPOSED SITE WORK IMPROVEMENTS SHALL CONFORM TO ANY STANDARD DETAILS AND SPECIFICATIONS OF THE TOWN OF SALEM. IN THE ABSENCE OF LOCAL STANDARDS, SITE WORK SHALL CONFORM TO THE REQUIREMENTS OF NEW HAMPSHIRE DOT STANDARD DETAILS.

4. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING DIG SAFE (WWW.DIGSAFE.COM), EXCAVATION TEST HOLES, PERFORMING TEST BORINGS, AND PERFORMING WHATEVER ADDITIONAL INVESTIGATION NECESSARY TO PROTECT AND MAINTAIN ALL EXISTING UTILITIES TO REMAIN THROUGHOUT THE CONSTRUCTION PERIOD. ANY CONFLICTS BETWEEN EXISTING UTILITIES AND PROPOSED UTILITIES DISCOVERED DURING CONSTRUCTION SHALL BE PROMPTLY REPORTED TO THE PROJECT ENGINEER.

5. SEE ARCHITECTURAL DRAWINGS FOR LOCATIONS, DIMENSIONS, AND DETAILS OF ALL DOORS, AND WALLS ASSOCIATED WITH THE BUILDING.

6. FOR AREAS OUTSIDE THE PROPERTY LINES, REPAIR AND/OR REPLACE ALL DAMAGE DONE TO EXISTING ELEMENTS (SIDEWALKS, PAVING, LANDSCAPING, ETC) AS REQUIRED BY OWNER AND/OR GOVERNING AUTHORITY.

7. ALL SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD AND NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION REGULATIONS.

8. CONTRACTOR SHALL PREVENT DUST, SEDIMENT AND DEBRIS FROM EXITING THE SITE AND SHALL BE RESPONSIBLE FOR CLEANUP, REPAIRS AND CORRECTIVE ACTION IF SUCH OCCURS, ADJOINING STREETS AND PROPERTIES TO BE KEPT FREE OF DEBRIS RESULTING FROM DEMOLITION AND SHALL BE CLEANED ON A DAILY BASIS OR AS NEEDED.

9. DUST CONTROL TREATMENTS SHALL BE APPLIED AS NECESSARY TO CONTROL AND REDUCE THE AMOUNT OF DUST WHICH MAY CAUSE OFF-SITE DAMAGE, BE A HEALTH HAZARD TO HUMANS, WILDLIFE AND PLANT LIFE, OR POSE A HAZARD TO TRAFFIC SAFETY.

10. ABBREVIATIONS:
ARCH = ARCHITECTURAL
CONC. = CONCRETE
INV = INVERT
EX = EXISTING
HDPE = HIGH DENSITY POLYETHYLENE PIPE
PROP. = PROPOSED
LF = LINEAR FEET
RL = ROOF LEADER
TC = TOP OF CURB
BC = BOTTOM OF CURB
TW = TOP OF WALL
BW = BOTTOM OF WALL
HP = HIGHPOINT
LA = LANDSCAPED AREA
N.T.S. = NOT TO SCALE
INV = INVERT
SMH = SANITARY SEWER MANHOLE
FFE = FINISHED FLOOR ELEVATION
11. ALL UTILITY WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS AND SPECIFICATIONS/DETAILS OF THE UTILITY COMPANY HAVING AUTHORITY OVER THE PROPOSED WORK. ALL PROPOSED UTILITY WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL ORDINANCES/REQUIREMENTS GOVERNING THE PROPOSED WORK.

12. ANY UTILITY EASEMENTS REQUIRED BY ANY OF THE VARIOUS UTILITY COMPANIES SHALL BE OBTAINED, EXECUTED, AND RECORDED PRIOR TO ANY OF THE AFFECTED UTILITY WORK BEING PERFORMED.

13. ALL PROPOSED UTILITIES WILL BE LOCATED UNDERGROUND.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESETING ALL EXISTING SANITARY AND DRAINAGE STRUCTURES AS A RESULT OF ANY UTILITY WORK TO NEW HAMPSHIRE STATE STANDARDS AND AS REQUIRED BY REPAIRING, MILLING, OR OVERLAYING.

15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PAVEMENT REPAIRS REQUIRED AS A RESULT OF ANY UTILITY WORK.

16. PAVEMENT MARKINGS
16.1. PAVEMENT MARKINGS SHALL BE WHITE ON ASPHALT AND YELLOW ON CONCRETE.
16.2. PAVEMENT MARKINGS PAINT SHALL BE FAST DRYING WATERBORNE TRAFFIC PAINT MEETING THE REQUIREMENTS OF TT-P-1952F TYPE II. PAINT SHALL BE APPLIED AS SPECIFIED BY MANUFACTURER.

16.3. ALL PAVEMENT STRIPES SHALL BE 4-INCHES WIDE UNLESS OTHERWISE NOTED.

17. CONCRETE JOINTS ON SITE ARE TO BE FILLED WITH HOT-APPLIED JOINT FILLER, TO INCLUDE CONCRETE PAVEMENTS, MONOLITHIC CURBING AND MONOLITHIC SIDEWALKS.

18. SPOT SHOTS ALONG CURB LINES REPRESENT THE BASE OF THE CURB UNLESS NOTED OTHERWISE.

19. ALL ON-SITE CONCRETE TO BE 4,500 PSI WITH 5% TO 7% AIR ENTRAPMENT UNLESS OTHERWISE NOTED.
- R.O.W = RIGHT OF WAY
CO = CLEAN OUT
DIP = DUCTILE IRON PIPE
PVC = POLYVINYL CHLORIDE PIPE (SDR-35)
OCS = OUTLET CONTROL STRUCTURE
RCP = REINFORCED CONCRETE PIPE
R&R = REMOVE & REPLACE
TYP = TYPICAL
SWL = SINGLE WHITE LINE
SYL = SINGLE YELLOW LINE
CLCB = CURBLESS CATCH BASIN
MH = MANHOLE
GR = GRATE
TF = TOP OF FRAME
CB = CURB CATCH BASIN
YRD = YARD DRAIN
FES = FLARED END SECTION

CONTRACTOR NOTES

1. THESE PLANS REPRESENT THE OVERALL SITEWORK IMPROVEMENTS REQUIRED FOR PROJECT CONSTRUCTION. THE CONTRACTOR SHALL FURNISH, INSTALL, TEST AND COMPLETE ALL WORK TO THE SATISFACTION OF THE ENGINEER AND OWNER IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR MEANS AND METHODS OF CONSTRUCTION; AS SUCH, THESE PLANS DO NOT COMPLETELY REPRESENT, NOR ARE THEY INTENDED TO REPRESENT, ALL SPECIFIC INSTRUCTIONS REQUIRED FOR SITEWORK CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE TO CONSTRUCT ALL IMPROVEMENTS DEPICTED ON THESE PLANS IN ACCORDANCE WITH ALL APPLICABLE RULES, REGULATIONS AND LAWS IN EFFECT AT THE TIME OF CONSTRUCTION.
2. THE CONTRACTOR SHALL ACCEPT THE SITE AS IS. THE CONTRACTOR SHALL ASSESS CONDITIONS, AND THE KIND, QUALITY AND QUANTITY OF WORK REQUIRED. THE OWNER AND ENGINEER MAKES NO GUARANTEE IN REGARD TO THE ACCURACY OF ANY INFORMATION THAT WAS OBTAINED DURING INVESTIGATIONS. THE CONTRACTOR SHALL MAKE A THOROUGH SITE INSPECTION IN ORDER TO FIELD CHECK EXISTING SITE CONDITIONS; CORRELATE CONDITIONS WITH THE DRAWINGS, AND, RESOLVE ANY POSSIBLE CONSTRUCTION CONFLICTS WITH THE OWNER AND ENGINEER PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL PERFORM ADDITIONAL TOPOGRAPHIC SURVEYS HE/SHE DEEMS NECESSARY, PROVIDED THEY ARE COORDINATED WITH THE OWNER. ANY CONDITIONS DETERMINED BY THE CONTRACTOR THAT DIFFER FROM THE INFORMATION SHOWN ON THE DRAWINGS THAT ARE NOT BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER PRIOR TO THE START OF WORK SHALL NOT BE CONSIDERED GROUNDS FOR ADDITIONAL PAYMENT OR CHANGES TO THE CONTRACT DURATION, OR ANY OTHER CLAIMS AGAINST THE OWNER OR OWNER'S ENGINEER.
3. THE CONTRACTOR SHALL, WHEN HE/SHE DEEMS NECESSARY, PROVIDE A WRITTEN REQUESTS FOR INFORMATION (RFI) TO THE OWNER AND/OR OWNER'S DESIGNATED REPRESENTATIVE, AND ENGINEER PRIOR TO THE CONSTRUCTION OF ANY SPECIFIC SITEWORK ITEM. THE (RFI) SHALL BE IN A FORM ACCEPTABLE TO OWNER AND/OR OWNER'S DESIGNATED REPRESENTATIVE, AND ENGINEER AND SHALL ALLOW FOR A MINIMUM OF THREE WORK DAYS FOR A WRITTEN REPLY. RFIS SHALL BE NUMBERED CONSECUTIVELY BY DATE SUBMITTED. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SITEWORK ITEMS CONSTRUCTED DIFFERENTLY THAN INTENDED OR AS DEPICTED ON THE PLANS.
4. INFORMATION RELATED TO ELEVATIONS AND PROPOSED UTILITIES (SUCH AS ROADWAY GRADES, INVERT ELEVATIONS, RIM ELEVATIONS, GRATE ELEVATIONS, BUILDING FINISHED FLOOR ELEVATIONS, ETC.) MAY BE FOUND IN MORE THAN ONE LOCATION IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL SUFFICIENTLY REVIEW ALL PLANS, PROFILES AND ANY OTHER INFORMATION IN THE CONTRACT DOCUMENTS FOR CONSISTENCY PRIOR TO BID. ANY INCONSISTENCIES OR DISCREPANCIES THAT ARE FOUND BY THE CONTRACTOR OR HIS ASSIGNS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER IN WRITING, IN THE FORMAT OF AN RFI PRIOR TO BID.
5. THERE ARE ADDITIONAL NOTES, SPECIFICATIONS AND REQUIREMENTS CONTAINED THROUGHOUT THE PLAN SET AS WELL AS REFERENCES TO SPECIFICATIONS FROM APPLICABLE GOVERNING AUTHORITIES AND INDUSTRY STANDARDS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN, REVIEW AND ADHERE TO ALL THESE DOCUMENTS.
6. CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ALL CONSTRUCTION STAKEOUT FOR THIS PROJECT MUST BE COMPLETED FROM THE SITE SPECIFIC SURVEY CONTROL (HORIZONTAL AND VERTICAL) UPON WHICH THE DESIGN IS BASED. THE CONTRACTOR SHOULD NOT RELY ON RE-ESTABLISH SURVEY CONTROL BY GPS OR OTHER METHODS FOR USE IN CONSTRUCTION STAKEOUT OR ANY OTHER PURPOSE FOR THIS PROJECT. ANY DISCREPANCIES BETWEEN THE EXISTING HORIZONTAL OR VERTICAL DATA SHOWN ON THESE DRAWINGS AND THAT ENCOUNTERED IN THE FIELD MUST BE REPORTED TO THE DESIGN TEAM PRIOR TO CONSTRUCTION FOR RESOLUTION.

DEMOLITION NOTES

- GENERAL:
1. THE CONTRACTOR SHALL INSPECT THE SITE THOROUGHLY AND FIELD-VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES. SOME UNDERGROUND UTILITIES MAY BE LOCATED DIFFERENTLY THAN SHOWN ON THIS PLAN. IN ADDITION, THERE MAY BE EXISTING UNDERGROUND UTILITIES PRESENT THAT ARE NOT SHOWN ON THIS PLAN. ALL CONTRACTORS USING THESE PLANS FOR DEMOLITION OR CONSTRUCTION SHALL CONFIRM ALL UTILITIES IN THE FIELD TO ESTABLISH LOCATIONS, SIZES, MATERIALS, AND ELEVATIONS. ANY DISCREPANCIES SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND THE CONSTRUCTION MANAGER.
2. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING DIG SAFE, EXCAVATING THE HOLES, AND PREPARING ANY ADDITIONAL RESEARCH OR INVESTIGATIONS REQUIRED IN ORDER TO ENSURE THAT PROPOSED UTILITIES TO REMAIN ARE PROTECTED FROM DAMAGE DURING DEMOLITION. ANY DAMAGE TO EXISTING UTILITIES TO REMAIN IS REQUIRED TO BE REPAIRED BY THE CONTRACTOR.
3. THE CONTRACTOR SHALL NOTIFY AND OBTAIN ALL SHUTOFFS FOR ALL APPLICABLE UTILITIES PRIOR TO THE COMMENCEMENT OF DEMOLITION.
4. THE CONTRACTOR SHALL LOCATE/CONFIRM ALL DRAINAGE INFRASTRUCTURE AND MAINTAIN ADEQUATE STORM DRAINAGE THROUGHOUT CONSTRUCTION.
5. THE CONTRACTOR SHALL FIELD LOCATE AND PROPERLY DISCONNECT APPROPRIATE LATERALS TO LIVE MAINS PRIOR TO DEMOLITION AND IN ACCORDANCE WITH UTILITY COMPANY STANDARDS.
6. THE CONTRACTOR SHALL MAINTAIN THE SAFETY AND PROTECTION OF BOTH PEDESTRIANS AND MOTORISTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO TAKE ALL NECESSARY PRECAUTIONARY AND PROTECTIVE MEASURES, INCLUDING SIGNS, LIGHTS, BARRIERS, FENCING AND TRAFFIC FLAGMEN.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY DEMOLITION ASSOCIATED PERMITS.
8. CONTRACTOR TO PROTECT AND MAINTAIN ALL UTILITIES TO REMAIN UNTIL TEMPORARY OR PERMANENT NEW LINES ARE INSTALLED.
- DEMOLITION:
9. THE CONTRACTOR SHALL REMOVE AND LEGALLY DISPOSE OF ALL STRUCTURES WITHIN THE PROJECT LIMITS INDICATED TO BE REMOVED.
10. STUMPS SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES STANDARDS. PRIOR TOWN APPROVAL IS REQUIRED FOR ANY ON-SITE STUMP BURIALS, STUMPS CANNOT BE BURIED OR OTHERWISE DISPOSED OF WITHIN THE TOWN OWNED RIGHT-OF-WAY.
11. THE CONTRACTOR SHALL INCLUDE IN HIS BID ALL TEMPORARY FACILITIES AND SERVICES NECESSARY TO SATISFY FEDERAL, STATE, & LOCAL REQUIREMENTS INCLUDING BUT NOT LIMITED TO BRACING, SHORING, PAVEMENT REPAIR, FENCING, PEDESTRIAN AND VEHICLE ACCESS, CONCRETE PADS, ETC.

ACCESSIBILITY NOTES

1. WALKWAYS ALONG ACCESSIBLE ROUTES NOT TO EXCEED 5% RUNNING SLOPE AND 2% CROSS SLOPE.
2. ALL ADA PARKING SPACES AND PASSENGER LOADING ZONES SHALL NOT EXCEED 2% IN ANY DIRECTION.
3. ALL ADA EGRESSES SHALL BE FLUSH WITH ADJOINING MATERIAL UNLESS NOTED OTHERWISE.
4. ALL RAMPS SHALL NOT EXCEED 1:12 AND 2% CROSS SLOPE.
5. CONTRACTOR SHALL CONFIRM FIELD CONDITIONS ARE CONSISTENT WITH CONSTRUCTION DOCUMENTS AND NOTIFY LANGAN ENGINEERING & ENVIRONMENTAL SERVICES, INC. OF ANY COMPLIANCE ISSUES PRIOR TO CONSTRUCTION.
6. PROPOSED SITE WORK IMPROVEMENTS SHALL CONFORM WITH THE LATEST EDITION OF THE ADA STANDARDS FOR ACCESSIBLE DESIGN TO THE BEST OF THE DESIGNER'S KNOWLEDGE.

GRADING & DRAINAGE NOTES

1. ALL PROPOSED STORM DRAINAGE PIPING TO UTILIZE WATER-TIGHT JOINTS.
2. LOCATIONS AND ELEVATIONS OF ROOF LEADERS SHOULD BE COORDINATED WITH ARCHITECTURAL & MEP DRAWNGS PRIOR TO CONSTRUCTION.
3. CLEANOUTS SHALL BE PROVIDED FLUSH TO GRADE AT ALL LOCATIONS OF ROOF DRAIN INTERSECTIONS, BENDS AND UPSTREAM ENDS.
4. ALL REQUIRED STORM LATERALS SERVICING THE BUILDINGS SHALL BE COORDINATED AND CONSTRUCTED TO WITHIN FIVE FEET OF EACH BUILDING LATERAL ENTRANCE LOCATION AT THE INVERTS NOTED. ANY NECESSARY EXTENSIONS, RELOCATIONS, OR CORRECTIONS WITHIN FIVE FEET OF THE BUILDING NECESSARY TO COMPLETE CONNECTION OF LATERALS TO THE BUILDINGS SHALL BE MADE BY THE BUILDING CONTRACTOR.
5. CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE APPROPRIATE SIZES OF THE DRAINAGE STRUCTURES (CATCH BASINS, MANHOLES, YARD DRAINS, ETC.) TO ACCOMMODATE THE PIPING SHOWN.
6. STORM DRAINAGE PIPING INSTALLATION SHALL COMMENCE AT THE FURTHEST DOWNSTREAM POINT AND PROCEED UPSTREAM "IN THE DRY".
7. CONTRACTOR SHALL CONNECT ANY NEW ROOF DRAINS TO THE DRAINAGE SYSTEM. LOCATIONS AND ELEVATIONS OF ROOF LEADERS SHOULD BE COORDINATED WITH MEP AND ARCHITECTURAL DRAWINGS PRIOR TO CONSTRUCTION.
8. THE CONTRACTOR WILL BE REQUIRED TO CLEAN THE ENTIRE DRAINAGE SYSTEM OF ALL DEBRIS AND OBSTRUCTIONS BOTH DURING CONSTRUCTION AND AT THE END OF CONSTRUCTION PRIOR TO ACCEPTANCE. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, REMOVAL OF ALL FORMWORK FROM STRUCTURES, CONCRETE AND MORTAR DROPPINGS, CONSTRUCTION DEBRIS, AND DIRT. THE SYSTEM SHALL BE THOROUGHLY FLUSHED CLEAN AND THE CONTRACTOR SHALL FURNISH ALL NECESSARY HOSE, PUMPS, PIPE, AND OTHER EQUIPMENT THAT MAY BE REQUIRED FOR THIS PURPOSE. NO DEBRIS SHALL BE FLUSHED INTO EXISTING STORM DRAINS, WETLANDS, OR WATERCOURSES; ALL DEBRIS SHALL BE REMOVED FROM THE SYSTEM AND DISPOSED OF IN ACCORDANCE WITH ALL GOVERNING AGENCIES.
9. ALL MANHOLE COVERS, GRATES, INLETS, AND RIMS TO REMAIN SHALL BE ADJUSTED TO PROPOSED GRADE.
10. CONTRACTOR TO PROVIDE ALL FITTINGS AND BENDS NECESSARY TO ACCOMPLISH WORK.

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
SETBACK LINE		
BUILDING LINE		
DOOR LOCATION		
6" CURB LINE		
TRAFFIC SIGN		
STEEL BOLLARD		
CONCRETE		
BITUMINOUS CONCRETE		
LANDSCAPE AREA		
GRAVITY SANITARY LINE		
WATER LINE		
UNDERGROUND TELECOMMUNICATIONS		
UNDERGROUND ELECTRIC		
UNDERGROUND GAS		
STORM PIPE		
STORM CATCH BASIN		
GATE VALVE		
HYDRANT		
CONTOUR		
SPOT ELEVATION		
COMPOST FILTER SOCK		
LIMIT OF DISTURBANCE		
INLET PROTECTION		
TREE		
MANHOLES		
MANHOLES		
POWER STRUCTURE		
BENCHMARK		
SAWCUT		
CURB REMOVAL		

CS002 MASTER LEGEND & NOTES

Site Development Plan For:
LYONS GROUP RESTAURANT
AT THE MALL AT ROCKINGHAM PARK
11 MALL ROAD
SALEM, NH

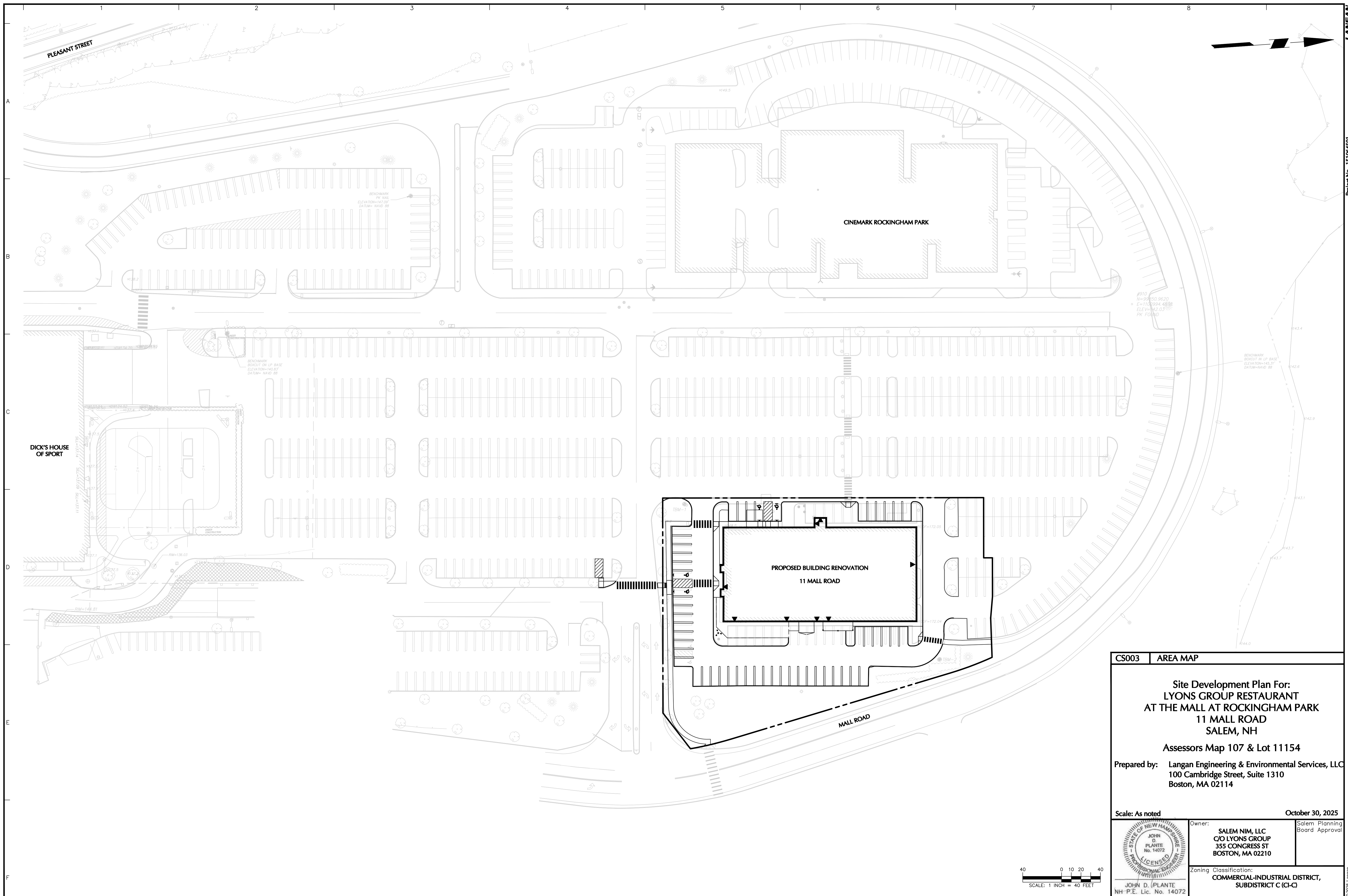
Assessors Map 107 & Lot 11154

Prepared by: Langan Engineering & Environmental Services, LLC
100 Cambridge Street, Suite 1310
Boston, MA 02114

Scale: As noted

October 30, 2025

	Owner: SALEM NIM, LLC C/O LYONS GROUP 355 CONGRESS ST BOSTON, MA 02210	Salem Planning Board Approval
Zoning Classification: COMMERCIAL-INDUSTRIAL DISTRICT, SUBDISTRICT C (CI-C)		



NOTES

1. THIS SURVEY IS BASED UPON EXISTING PHYSICAL CONDITIONS FOUND AT THE SUBJECT SITE, DEED INFORMATION AND THE FOLLOWING REFERENCES:

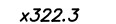
A. COMMITMENT FOR TITLE INSURANCE ISSUED BY STEWART TITLE GUARANTY COMPANY. COMMITMENT NUMBER: 2024-61, EFFECTIVE DATE JULY 2, 2024.
2. BENCH MARK INFORMATION:

TEMPORARY BENCH MARKS SET:

TBM-1: PK NAIL SET IN A LIGHT POLE BASE (AS SHOWN HEREON)
ELEVATION = 151.66

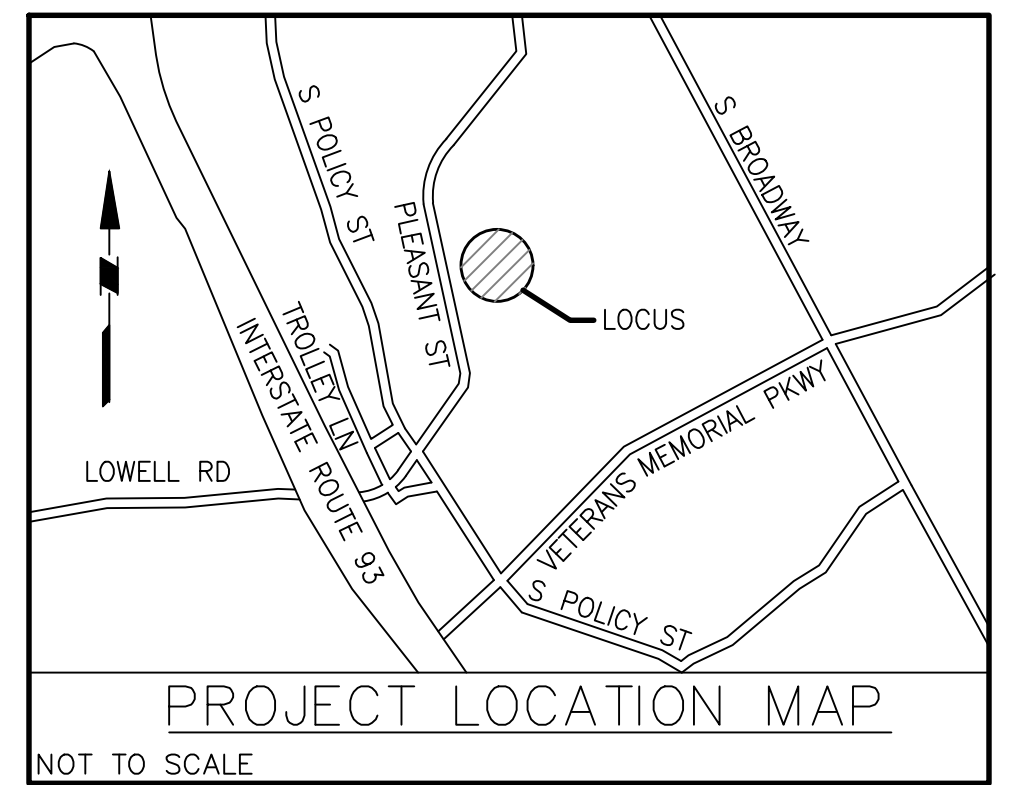
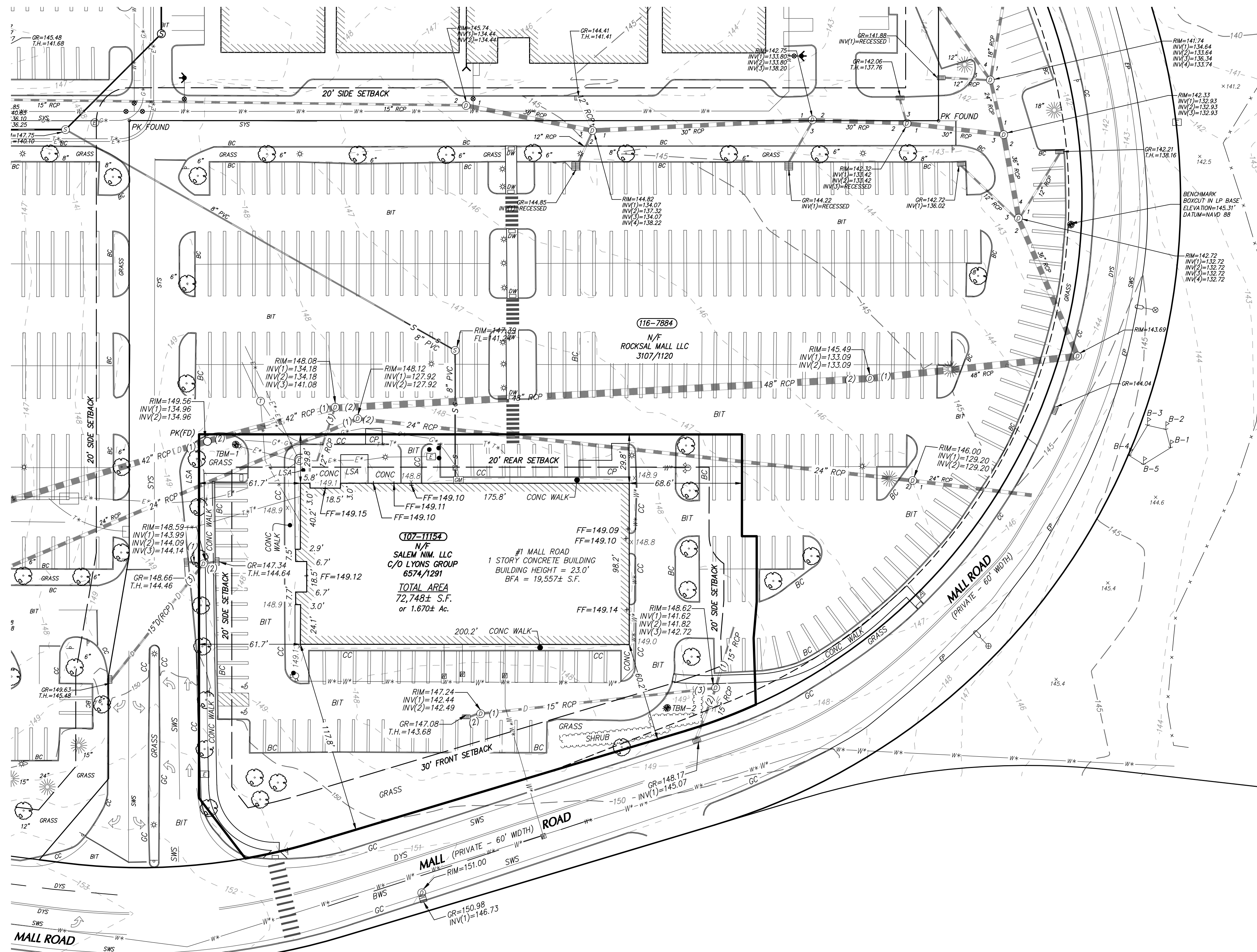
TBM-2: PK NAIL SET IN A LIGHT POLE BASE (AS SHOWN HEREON)
ELEVATION = 151.53
3. ELEVATIONS SHOWN ARE REFERENCED TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) (GEOID 12B) AS DETERMINED BY GNSS
4. THIS PLAN IS THE RESULT OF AN ON-THE-GROUND SURVEY PERFORMED BY LANGAN ENGINEERING AND ENVIRONMENTAL SERVICES, LLC., ON MARCH 6, 2024.
4. BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X, OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 330142 0563 E, WHICH BEARS AN EFFECTIVE DATE OF MAY 17, 2005 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. AS SHOWN ON THE FEMA WEBSITE ([HTTP://MSC.FEMA.GOV](http://msc.fema.gov)) BY FIRMETTE CREATED ON MARCH 19, 2024. WE HAVE LEARNED THIS COMMUNITY DOES CURRENTLY PARTICIPATE IN THE PROGRAM.
5. UNLESS SPECIFICALLY NOTED HEREON, STORM AND SANITARY SEWER INFORMATION (INCLUDING PIPE INVERT, PIPE MATERIAL, AND PIPE SIZE) WAS OBSERVED AND MEASURED AT FIELD LOCATED STRUCTURES (MANHOLES/CATCH BASINS, ETC). CONDITIONS CAN VARY FROM THOSE ENCOUNTERED AT THE TIMES WHEN AND LOCATIONS WHERE DATA IS OBTAINED. DESPITE MEETING THE REQUIRED STANDARD OF CARE, THE SURVEYOR CANNOT, AND DOES NOT WARRANT THAT PIPE MATERIAL AND/OR PIPE SIZE THROUGHOUT THE PIPE RUN ARE THE SAME AS THOSE OBSERVED AT EACH STRUCTURE OR THAT THE PIPE RUN IS STRAIGHT BETWEEN THE LOCATED STRUCTURES.
6. ADDITIONAL UTILITY (WATER, GAS, ELECTRIC ETC.) DATA IS SHOWN FROM FIELD LOCATED SURFACE MARKINGS (BY OTHERS), EXISTING STRUCTURES, AND/OR FROM EXISTING DRAWINGS.
7. UNLESS SPECIFICALLY NOTED HEREON, THE SURVEYOR HAS NOT EXCAVATED TO PHYSICALLY LOCATE THE UNDERGROUND UTILITIES. THE SURVEYOR MAKES NO GUARANTEES THAT THE SHOWN UNDERGROUND UTILITIES ARE EITHER IN SERVICE, ABANDONED OR SUITABLE FOR USE, NOR ARE IN THE EXACT LOCATION OR CONFIGURATION INDICATED HEREON.
8. ALL BUILDINGS AND STRUCTURES WERE LOCATED AND MEASURED AT GROUND LEVEL. THE SURVEYOR MAKES NO DETERMINATIONS OR GUARANTEES AS TO THE ABSENCE, EXISTENCE OR LOCATION OF UNDERGROUND STRUCTURES, FOUNDATIONS, FOOTINGS, PROJECTIONS, WALLS, TANKS, SEPTIC SYSTEMS, ETC. NO TEST PITS, EXCAVATIONS OR GROUND PENETRATING RADAR WERE PERFORMED AS PART OF THIS SURVEY.
9. PRIOR TO ANY DESIGN OR CONSTRUCTION, THE PROPER UTILITY AGENCIES MUST BE CONTACTED FOR VERIFICATION OF UTILITY TYPE AND FOR FIELD LOCATIONS.
10. THE PROPERTY HAS DIRECT ACCESS TO MALL ROAD, A PRIVATE WAY.

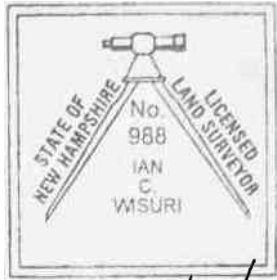
LEGEND

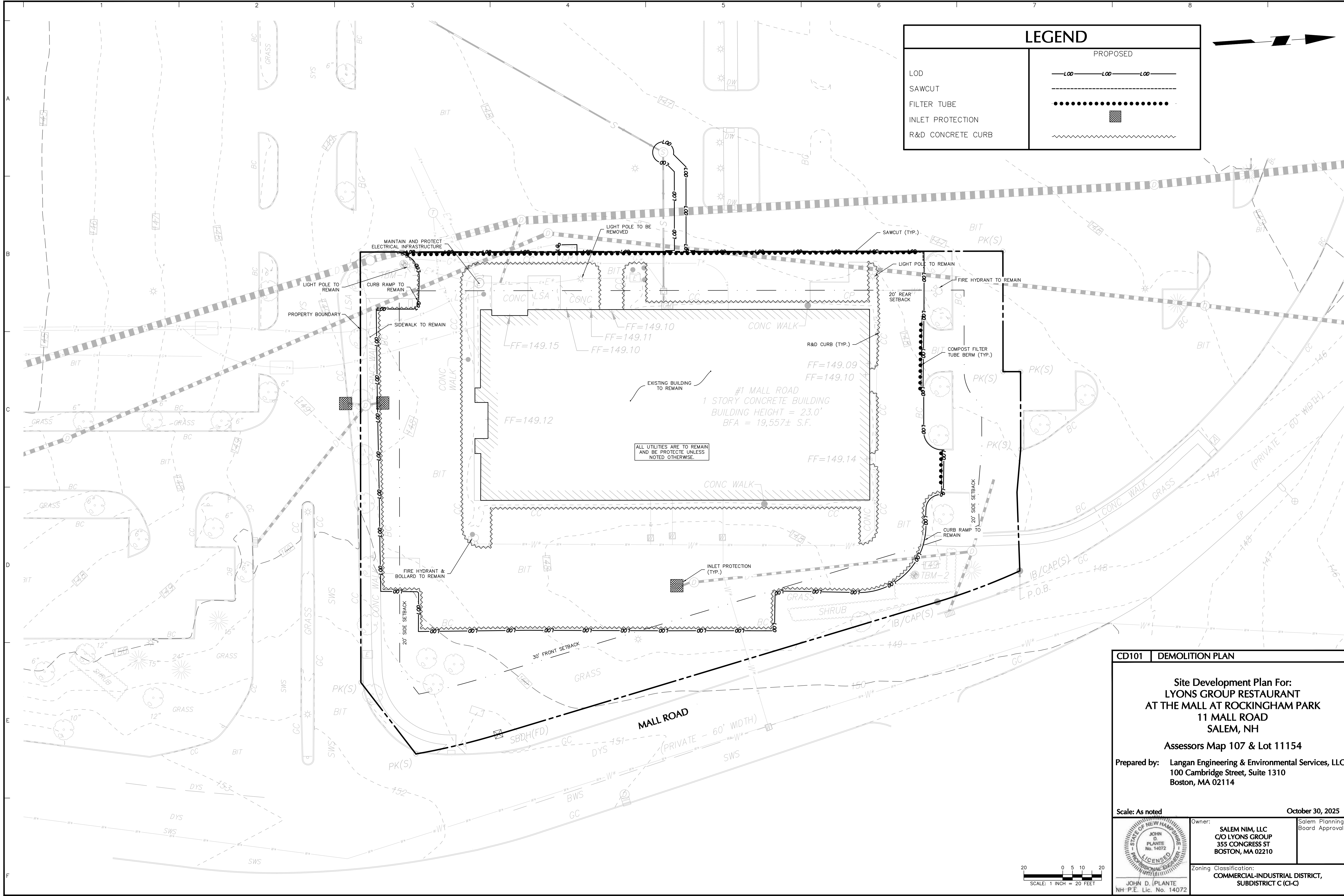
	_____	PEDESTAL LIGHT
	_____	MANHOLE (TYPE AS LABELED)
	_____	GAS VALVE
	_____	WATER VALVE
	_____	UNKNOWN VALVE
	_____	CATCH BASIN
	_____	SPOT ELEVATION
	_____	TREE
	_____	SIGN
	_____	ELECTRIC METER
	_____	ELECTRIC BOX
	_____	GAS METER
	_____	TEMPORARY BENCHMARK
<i>Ac.</i>	_____	ACRES
<i>BC</i>	_____	BITUMINOUS CURB
<i>BIT</i>	_____	BITUMINOUS
<i>BWS</i>	_____	BROKEN WHITE STRIPE
<i>CC</i>	_____	CONCRETE CURB
<i>CONC</i>	_____	CONCRETE
<i>CP</i>	_____	CONCRETE PAD
<i>DH</i>	_____	DRILL HOLE
<i>DW</i>	_____	DETECTABLE WARNING
<i>DYS</i>	_____	DOUBLE YELLOW STRIPE
<i>FD</i>	_____	FOUND
<i>FF</i>	_____	FINISHED FLOOR ELEVATION
<i>FL</i>	_____	FLOW LINE
<i>GC</i>	_____	GRANITE CURB
<i>GR</i>	_____	GRATE
<i>IB</i>	_____	IRON BAR
<i>LSA</i>	_____	LANDSCAPED AREA
<i>PK</i>	_____	PK NAIL
<i>PVC</i>	_____	POLYVINYL CHLORIDE
<i>RCP</i>	_____	REINFORCED CONCRETE PIPE
<i>S</i>	_____	SET
<i>SB</i>	_____	STONE BOUND
<i>S.F.</i>	_____	SQUARE FEET
<i>SWS</i>	_____	SINGLE WHITE STRIPE
<i>T.H.</i>	_____	TOP OF HOOD
<i>TBM</i>	_____	TEMPORARY BENCH MARK

LEGEND

_____	PROPERTY LINE
— 322 —	CONTOUR LINE
<i>G</i> _____	GAS MARK OUT LINE
<i>W</i> _____	WATER MARK OUT LINE
<i>E</i> _____	ELECTRIC MARK OUT LINE
<i>T</i> _____	TELEPHONE MARK OUT LINE
<i>S</i> _____	SANITARY MARK OUT LINE
<i>D</i> _____	DRAINAGE MARK OUT LINE
<i>*R</i> _____	REFERENCE UTILITY LINE (TYPE AS NOTED) - PLOTTED FROM EXISTING MAPPING



Date	Description	No.
REVISIONS  <i>Handwritten:</i> 10/23/2025 IAN C. MUSURI, PLS No. 988 DATE SIGNED		
LANGAN Langan Engineering and Environmental Services, LLC. 100 Cambridge Street, Suite 1310 Boston, MA 02114 T: 617.824.9100 F: 617.824.9101 www.langan.com		
Project LYONS GROUP RESTAURANT AT THE MALL AT ROCKINGHAM 1 MALL ROAD SALEM, 03079 ROCKINGHAM COUNTY NEW HAMPSHIRE Prepared for		
SALEM NIM, LLC C/O LYONS GROUP 335 CONGRESS STREET BOSTON, MA 02210		
Record Owner SALEM NIM, LLC C/O LYONS GROUP 6574/1291		
Drawing Title EXISTING CONDITIONS		
Project No.	Drawing No.	
151041901	VT901	
Date		
OCTOBER 23, 2025		
Drawn By		
BAL		
Checked By		
ICW	Sheet 1 of 1	



LEGEND

LOD
SAWCUT
FILTER TUBE
INLET PROTECTION
R&D CONCRETE CURB

PROPOSED
--- L.O.O. --- L.O.O. --- L.O.O. ---
.....
[Pattern]
~~~~~

CD101 | DEMOLITION PLAN

Site Development Plan For:  
LYONS GROUP RESTAURANT  
AT THE MALL AT ROCKINGHAM PARK  
11 MALL ROAD  
SALEM, NH  
Assessors Map 107 & Lot 11154

Prepared by: Langan Engineering & Environmental Services, LLC  
100 Cambridge Street, Suite 1310  
Boston, MA 02114

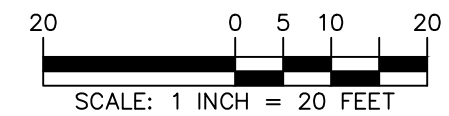
Scale: As noted  
October 30, 2025

JOHN D. PLANTE  
NH P.E. Lic. No. 14072

Owner:  
SALEM NIM, LLC  
C/O LYONS GROUP  
355 CONGRESS ST  
BOSTON, MA 02210

Salem Planning Board Approval

Zoning Classification:  
COMMERCIAL-INDUSTRIAL DISTRICT,  
SUBDISTRICT C (C1-C)

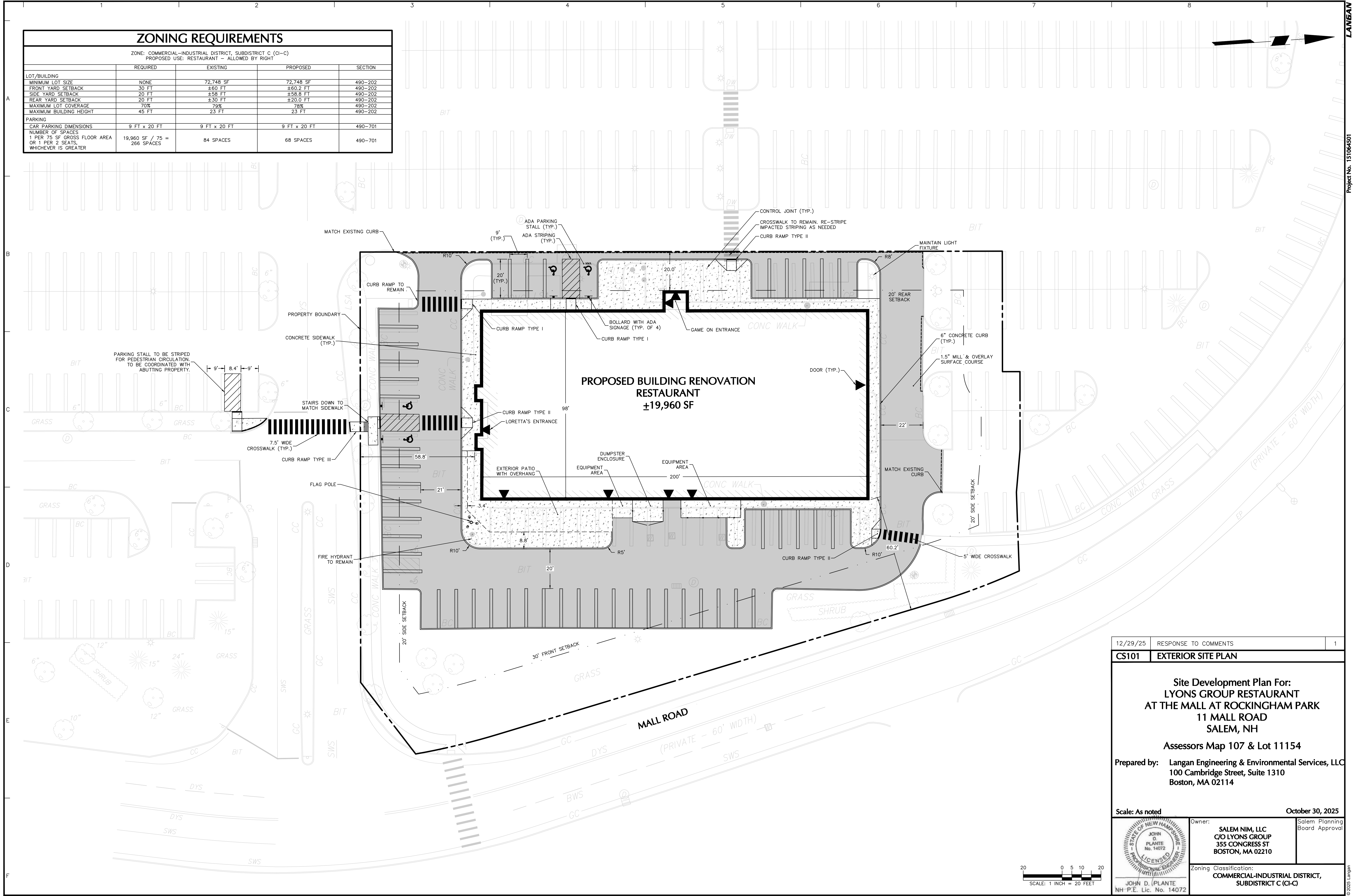




ZONING REQUIREMENTS

ZONE: COMMERCIAL-INDUSTRIAL DISTRICT, SUBDISTRICT C (CI-C)  
PROPOSED USE: RESTAURANT - ALLOWED BY RIGHT

| LOT/BUILDING                                                              | REQUIRED                       | EXISTING     | PROPOSED     | SECTION |
|---------------------------------------------------------------------------|--------------------------------|--------------|--------------|---------|
| MINIMUM LOT SIZE                                                          | NONE                           | 72,748 SF    | 72,748 SF    | 490-202 |
| FRONT YARD SETBACK                                                        | 30 FT                          | ±60 FT       | ±60.2 FT     | 490-202 |
| SIDE YARD SETBACK                                                         | 20 FT                          | ±58 FT       | ±58.8 FT     | 490-202 |
| REAR YARD SETBACK                                                         | 20 FT                          | ±30 FT       | ±20.0 FT     | 490-202 |
| MAXIMUM LOT COVERAGE                                                      | 70%                            | 79%          | 78%          | 490-202 |
| MAXIMUM BUILDING HEIGHT                                                   | 45 FT                          | 23 FT        | 23 FT        | 490-202 |
| PARKING                                                                   |                                |              |              |         |
| CAR PARKING DIMENSIONS                                                    | 9 FT x 20 FT                   | 9 FT x 20 FT | 9 FT x 20 FT | 490-701 |
| NUMBER OF SPACES                                                          |                                |              |              |         |
| 1 PER 75 SF GROSS FLOOR AREA<br>OR 1 PER 2 SEATS,<br>WHICHEVER IS GREATER | 19,960 SF / 75 =<br>266 SPACES | 84 SPACES    | 68 SPACES    | 490-701 |



12/29/25 RESPONSE TO COMMENTS 1

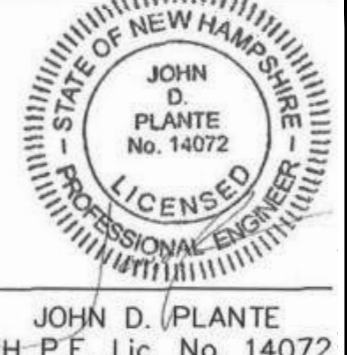
CS101 EXTERIOR SITE PLAN

Site Development Plan For:  
LYONS GROUP RESTAURANT  
AT THE MALL AT ROCKINGHAM PARK  
11 MALL ROAD  
SALEM, NH

Assessors Map 107 & Lot 11154

Prepared by: Langan Engineering & Environmental Services, LLC  
100 Cambridge Street, Suite 1310  
Boston, MA 02114

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BOSTON, MA 02210

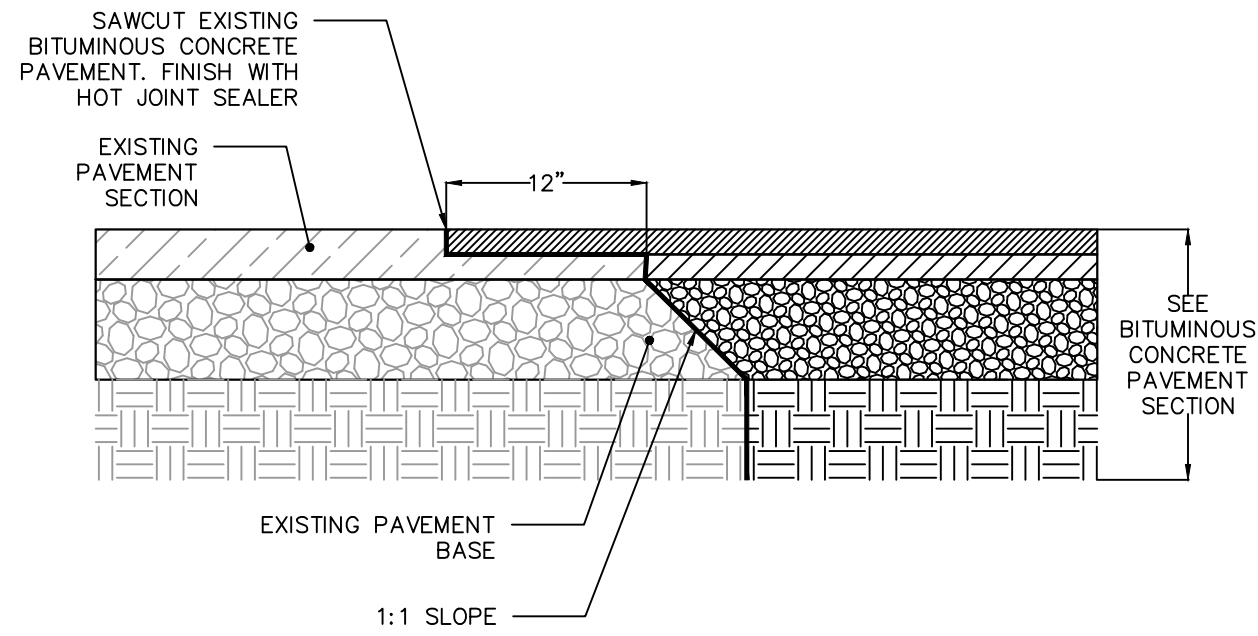
Salem Planning Board Approval

Zoning Classification:

COMMERCIAL-INDUSTRIAL DISTRICT,  
SUBDISTRICT C (CI-C)



A  
B  
C  
D  
E  
F

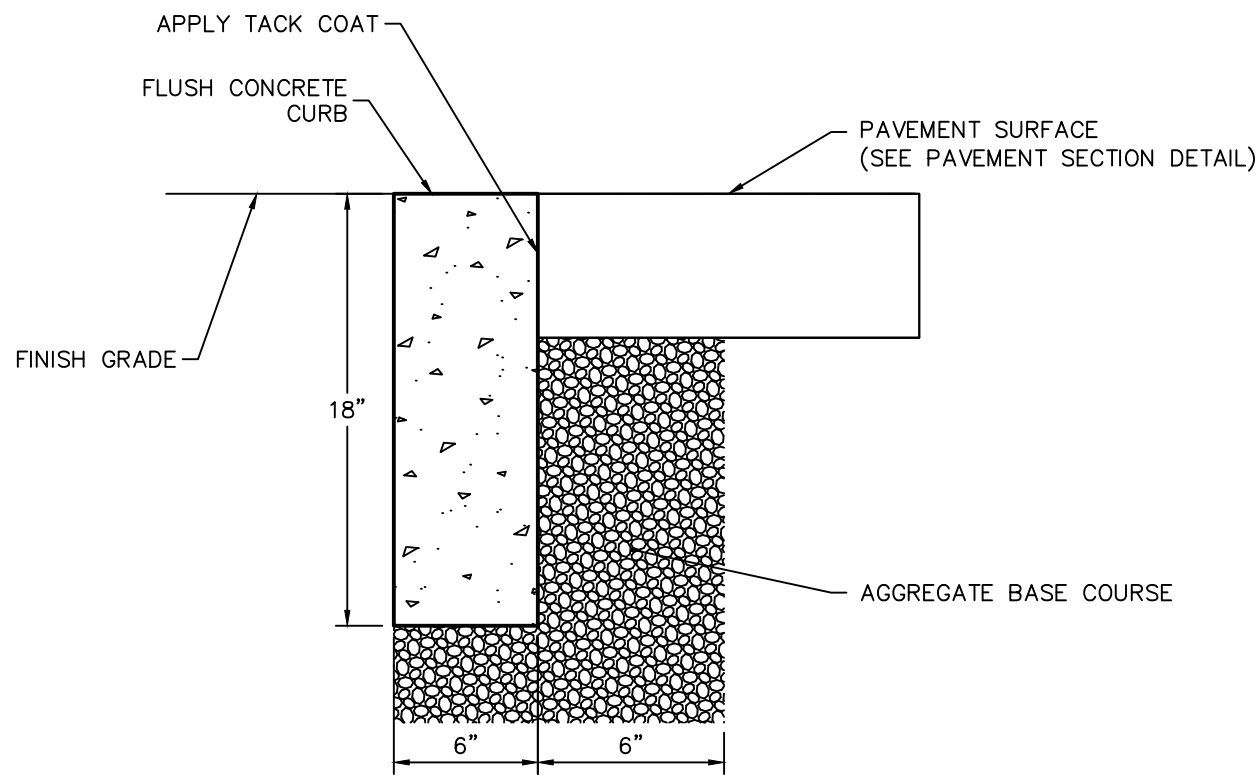


- NOTES:
- CONTRACTOR TO INSTALL TACK COAT ON ALL BUTT EDGES OF EXISTING PAVEMENT

1

### SAWCUT PAVEMENT SECTION

N.T.S.

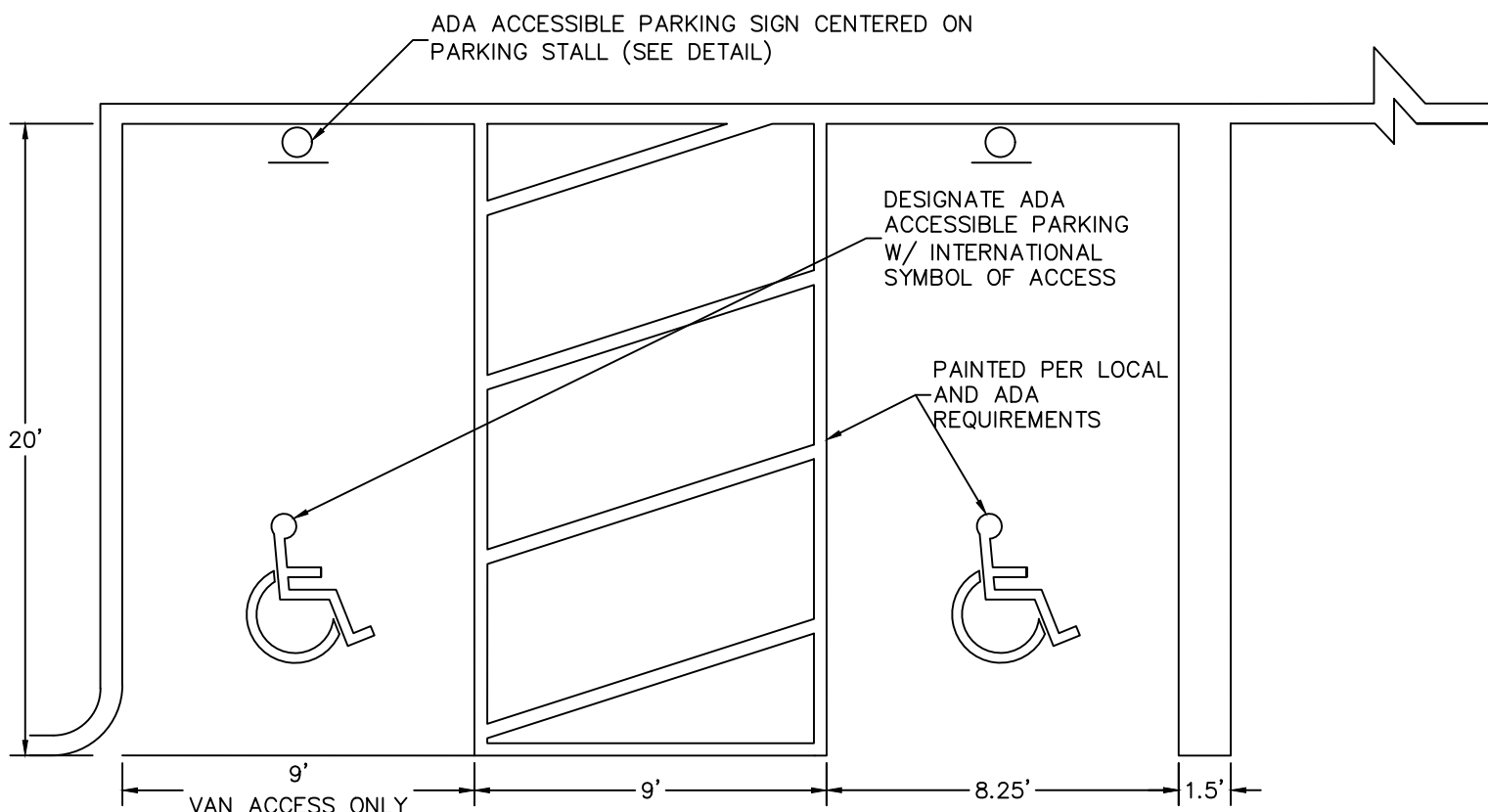


- NOTES:
- CONCRETE TO TEST 4,500 PSI MINIMUM ON 28 DAY TEST.

4

### FLUSH CONCRETE CURB

N.T.S.

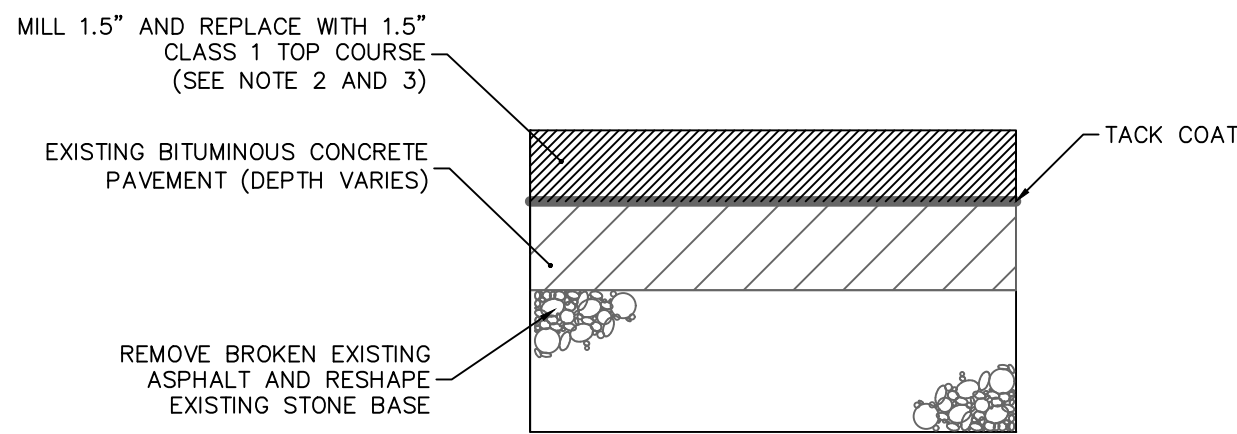


- NOTES:
- ALL PAINT SHALL BE FAST DRYING WATERBORNE TRAFFIC PAINT, MEETING THE REQUIREMENTS OF TT-P-1952F TYPE II, PAINT SHALL BE APPLIED AS SPECIFIED BY THE MANUFACTURER.
  - SYMBOLS & PARKING STALLS SHALL CONFORM TO THE REQUIREMENTS OF THE AMERICAN DISABILITIES ACT (ADA) AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
  - APPLY TWO COATS OF TRAFFIC PAINT. ALLOW FOR A MINIMUM CURE TIME PER MANUFACTURER.

7

### ACCESSIBLE PARKING STRIPING

N.T.S.

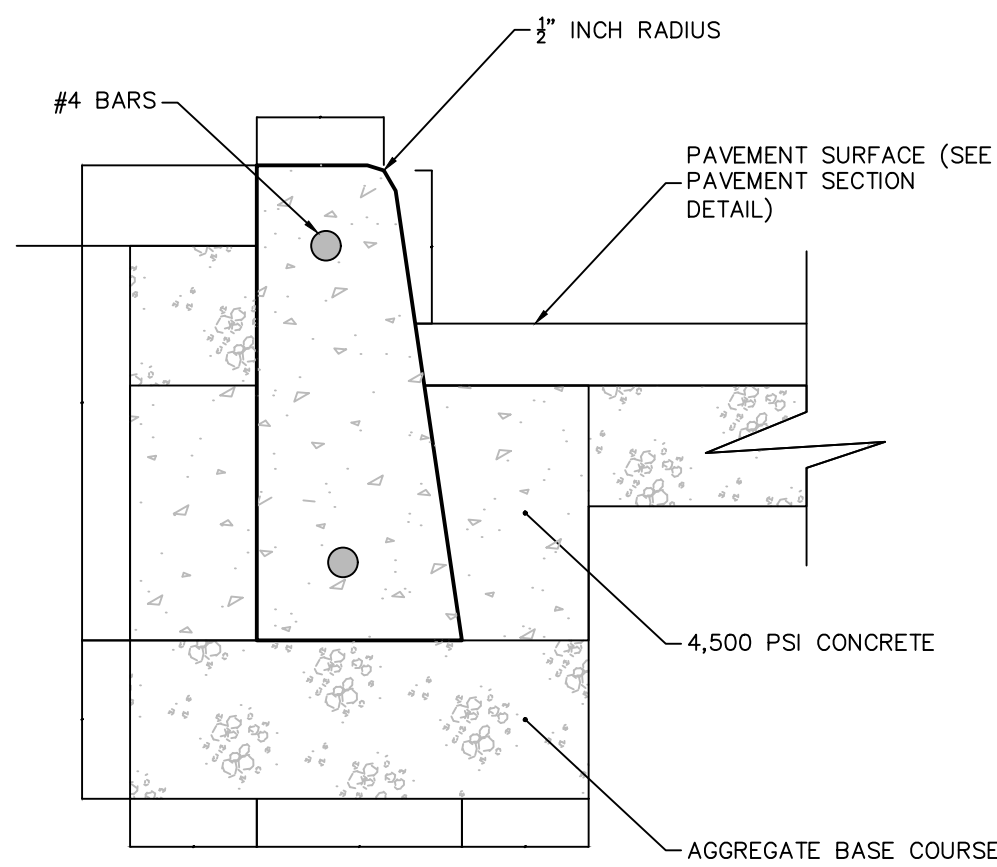


- NOTES:
- BITUMINOUS CONCRETE SHALL CONFORM TO NHDOT SPECIFICATION
  - ACTUAL MILL DEPTH TO BE "GRADE-CONTROLLED" AND SHOULD BE ADJUSTED TO MATCH GRADES AS SHOWN. MILL DEPTH MAY BE VARIABLE AND A WEDGE COARSE MAY BE REQUIRED. TOP COURSE TO BE A CONSISTENT 2 INCHES
  - AFTER MILLING, CONTRACTOR TO INSPECT REMAINING PAVEMENT AND REPAIR FULL DEPTH AS REQUIRED

2

### ASPHALT PAVEMENT MILL AND OVERLAY

N.T.S.

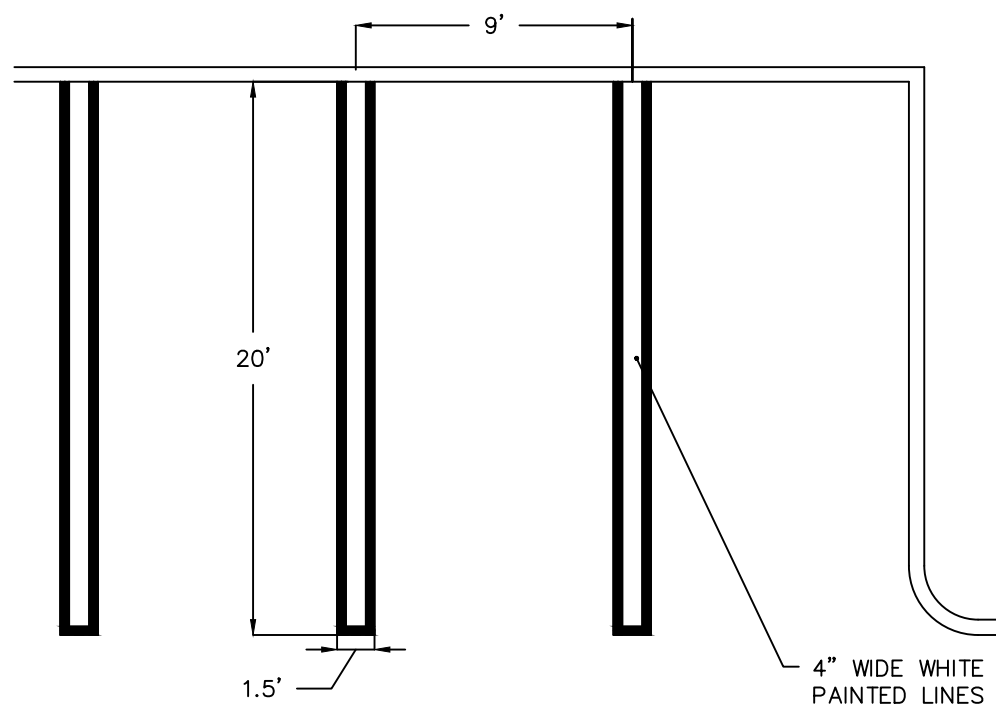


- NOTES:
- CONCRETE TO TEST 4,500 PSI MINIMUM ON 28 DAY TEST.

5

### CONCRETE CURB

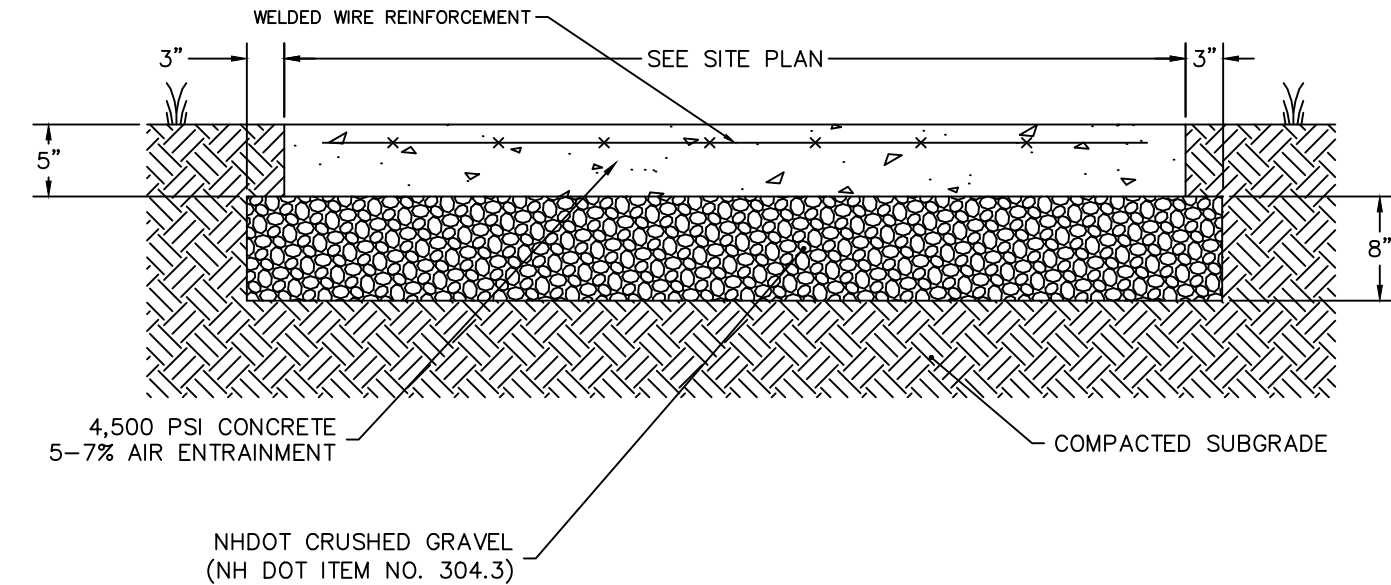
N.T.S.



8

### PARKING STALL STRIPING

N.T.S.

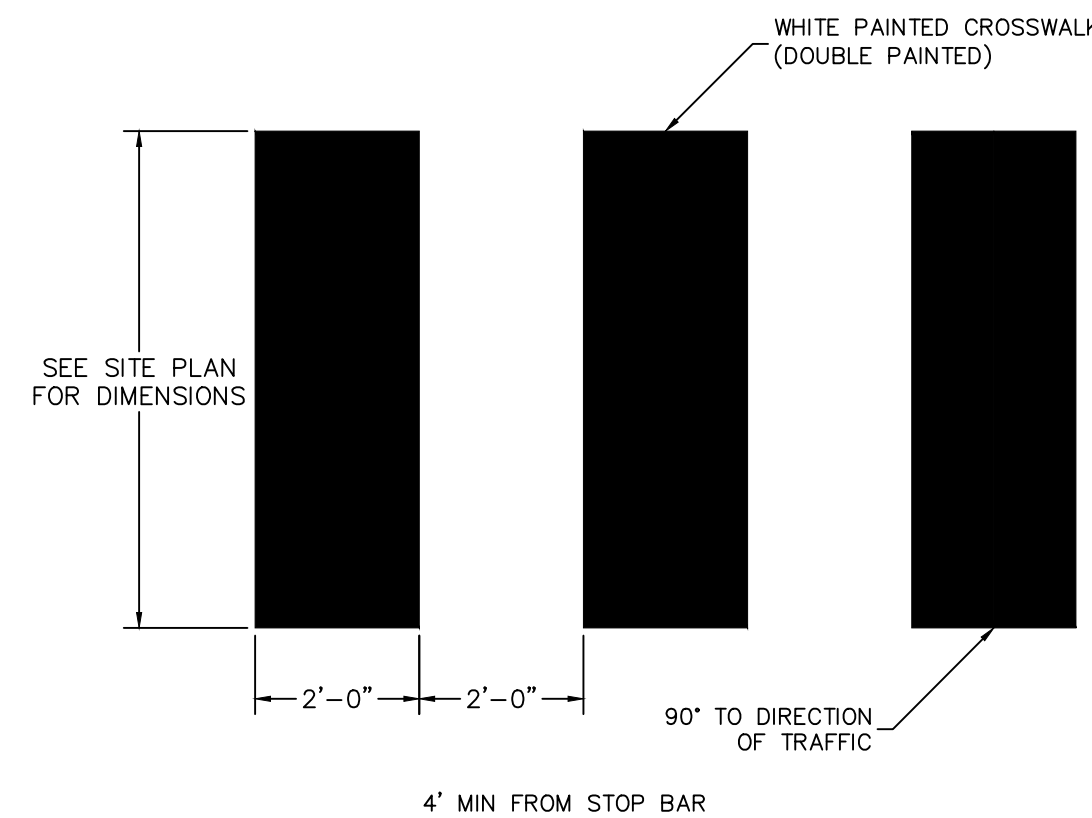


- NOTES:
- ALL CONTROL JOINTS TO BE SAWCUT.
  - SIDEWALKS TO COMPLY WITH LOCAL STANDARDS WHERE APPLICABLE.
  - EXPANSION AND CONTROL JOINTS SHALL BE INSTALLED PER LAYOUT AND DIMENSIONING PLANS, IF NOT SPECIFICALLY DETAILED MAXIMUM SPACING OF JOINTS.T.S. SHALL BE AS FOLLOWS:  
EXPANSION - 20 FT.  
CONTROL - 6 FT.
  - CONTROL JOINTS SHALL BE SPACED EQUAL TO THE WIDTH BUT SHALL NOT EXCEED 6 FT. CARE SHALL BE TAKEN TO ASSURE UNIFORM GRADE, FREE OF SAGS AND SHORT GRADE CHANGES.
  - SURFACE TEXTURE SHALL BE A LIGHT BROOMING, TRANSVERSE TO THE LENGTH OF THE WALK.

3

### CONCRETE SIDEWALK

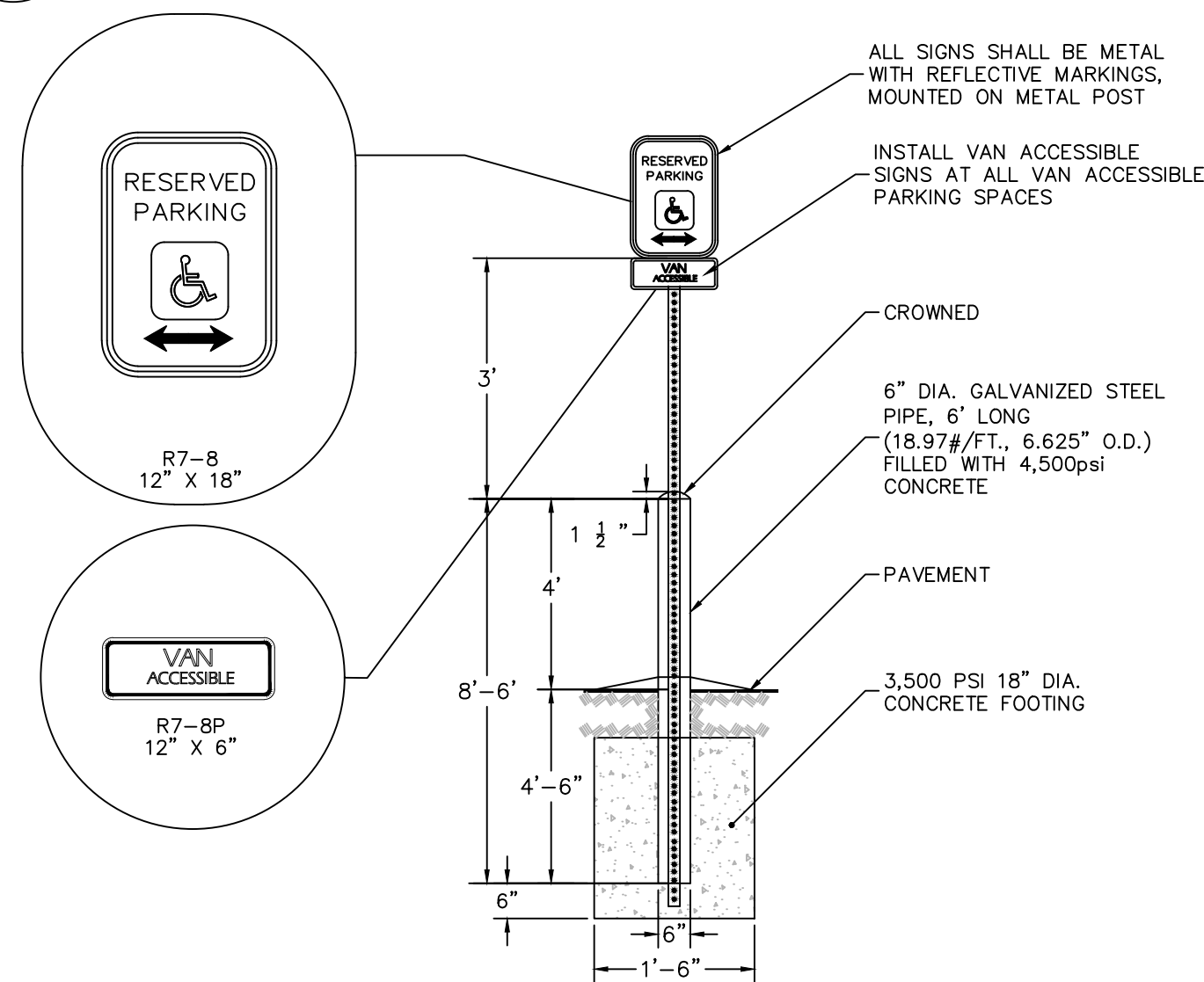
N.T.S.



6

### CROSSWALK

N.T.S.



ACCESSIBLE PARKING SIGN SHALL CONFORM WITH CURRENT STATE & LOCAL CODES AND REGULATIONS.

- NOTES:
- ALL POSTS SHALL BE OF ADEQUATE LENGTH TO MEET THE REQUIREMENTS FOR ERECTION AS STATED IN THE CURRENT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS".
  - ALL POSTS SHALL BE EMBEDDED 4'-6" MINIMUM BELOW GRADE.
  - ALL STEEL POSTS AND BRACKETS SHALL BE CUT, BENT, AND HOLES PUNCHED AND DRILLED BEFORE GALVANIZING. GALVANIZING SHALL BE IN CONFORMANCE WITH CURRENT A.S.T.M. SPECIFICATION A123-78 (OR LATEST REVISED).
  - POSTS SHALL BE BREAKAWAY TYPE II TWO-PIECE U-POST OR OTHER BREAKAWAY STRUCTURAL SUPPORT HARDWARE AS NOTED IN THE LATEST EDITION OF AASHTO'S "SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS."
  - SIGN PANEL SIZES SHALL DETERMINE POST TYPE AND NUMBERS AS SHOWN ON THIS DETAIL AND DIRECTIONAL SIGN SHEET.
  - BOLTS SHALL NOT PROTRUDE MORE THAN 3/4" BEYOND THE NUT WHEN TIGHT BUT SHALL ENGAGE ALL THREADS IN THE NUT.

9

### ACCESSIBLE PARKING SIGN

N.T.S.

#### CS501 SITE DETAILS I

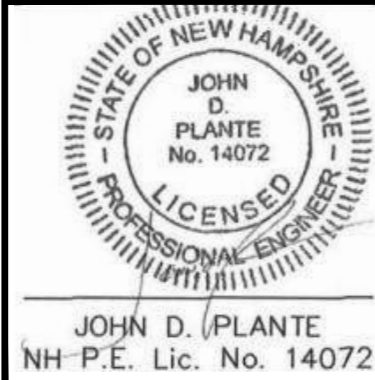
Site Development Plan For:  
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AT THE MALL AT ROCKINGHAM PARK  
11 MALL ROAD  
SALEM, NH**

Assessors Map 107 & Lot 11154

Prepared by: **Langan Engineering & Environmental Services, LLC**  
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October 30, 2025

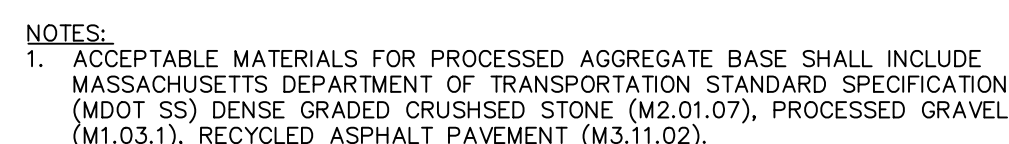


Owner: **SALEM NIM, LLC  
C/O LYONS GROUP  
355 CONGRESS ST  
BOSTON, MA 02210**

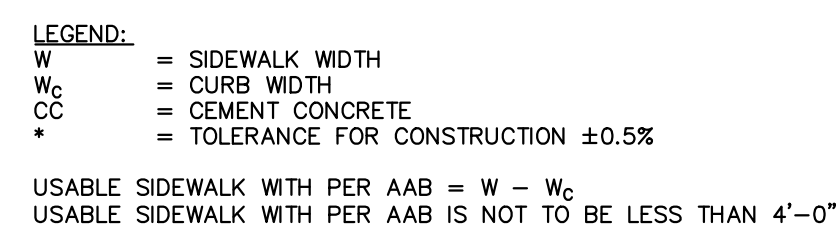
Salem Planning Board Approval

Zoning Classification:  
**COMMERCIAL-INDUSTRIAL DISTRICT,  
SUBDISTRICT C (C1-C)**

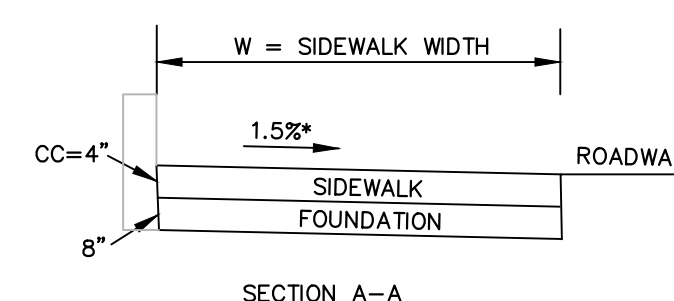




NTS

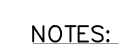


NOTE:  
ROADWAY, GUTTER, AND FIRST 6" OF SIDEWALK TO BE ADJUSTED FOR FIELD  
CONDITIONS



---

NTS



1. ALL POSTS SHALL BE OF ADEQUATE LENGTH TO MEET THE REQUIREMENTS FOR ERECTION AS STATED IN THE CURRENT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS".
2. ALL POSTS SHALL BE EMBEDDED 4"-6" MINIMUM BELOW GRADE.
3. ALL STEEL POSTS AND BRACKETS SHALL BE CUT, BENT, AND HOLES PUNCHED AND DRILLED BEFORE GALVANIZING. GALVANIZING SHALL BE IN CONFORMANCE WITH CURRENT A.S.T.M. SPECIFICATION A123-78 (OR LATEST REVISED).
4. POSTS SHALL BE BREAKAWAY TYPE II TWO-PIECE U-POST OR OTHER BREAKAWAY STRUCTURAL SUPPORT HARDWARE AS NOTED IN THE LATEST EDITION OF AASHTO'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS."
5. SIGN PANEL SIZES SHALL DETERMINE POST TYPE AND NUMBERS AS SHOWN ON THIS DETAIL AND DIRECTIONAL SIGN SHEET.
6. BOLTS SHALL NOT PROTRUDE MORE THAN 3/4" BEYOND THE NUT WHEN TIGHT BUT SHALL ENGAGE ALL THREADS IN THE NUT.
7. ALL TRAFFIC AND PEDESTRIAN SIGNAGE AND LOCATION SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND ALL CURRENT AMENDMENTS.

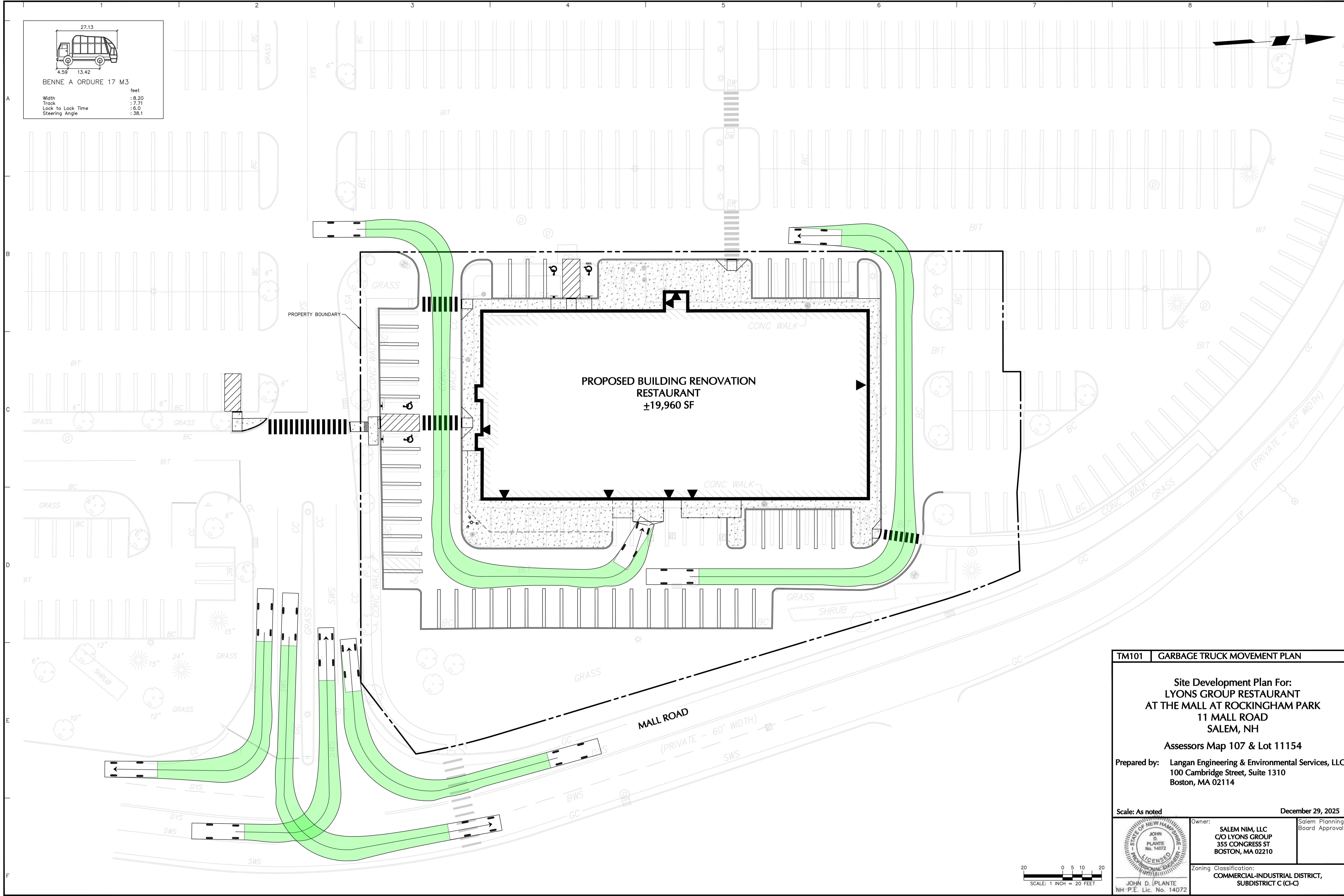
N.T.S.



N.T.S.

Date: 12/29/2025 Time: 12:51 User: jemotsko Style Table: Langan.stb Layout: CS502 Document Code: 151064501-0501-CS501-0102

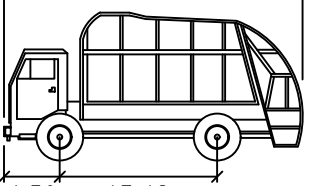




27.13

4.59

13.42



BENNE A ORDURE 17 M3

feet

Width

Track

Lock to Lock Time

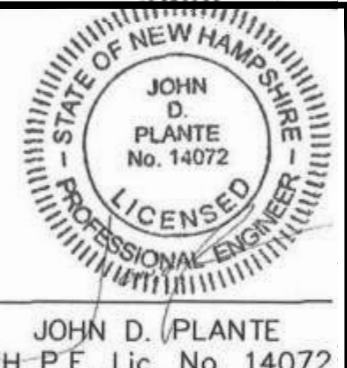
Steering Angle

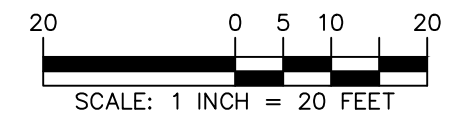
: 8.20

: 7.71

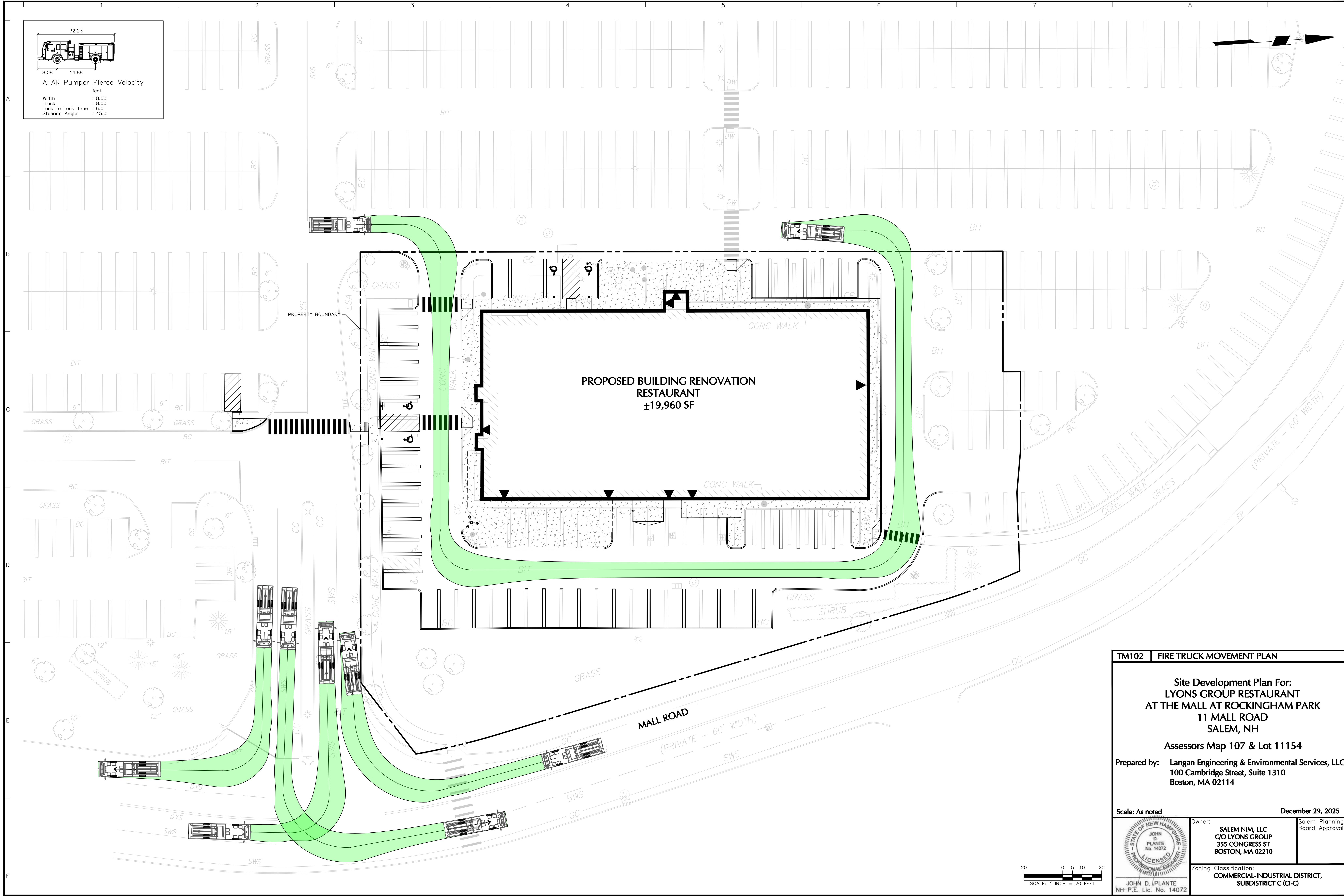
: 6.0

: 38.1

|                                                                                                                                                                                                                                                                                                            |                                                                                    |                                                                                  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|--|
| TM101                                                                                                                                                                                                                                                                                                      |                                                                                    | GARBAGE TRUCK MOVEMENT PLAN                                                      |  |
| <p>Site Development Plan For:<br/>LYONS GROUP RESTAURANT<br/>AT THE MALL AT ROCKINGHAM PARK<br/>11 MALL ROAD<br/>SALEM, NH</p> <p>Assessors Map 107 &amp; Lot 11154</p> <p>Prepared by: Langan Engineering &amp; Environmental Services, LLC<br/>100 Cambridge Street, Suite 1310<br/>Boston, MA 02114</p> |                                                                                    |                                                                                  |  |
| Scale: As noted                                                                                                                                                                                                                                                                                            |                                                                                    | December 29, 2025                                                                |  |
|                                                                                                                                                                                                                       | Owner:<br>SALEM NIM, LLC<br>C/O LYONS GROUP<br>355 CONGRESS ST<br>BOSTON, MA 02210 | Salem Planning Board Approval                                                    |  |
| JOHN D. (PLANTE)<br>NH P.E. Lic. No. 14072                                                                                                                                                                                                                                                                 |                                                                                    | Zoning Classification:<br>COMMERCIAL-INDUSTRIAL DISTRICT,<br>SUBDISTRICT C (C-C) |  |







32.23

8.08

14.88

AFAR Pumper Pierce Velocity

feet

Width

: 8.00

Track

: 8.00

Lock to Lock Time

: 6.0

Steering Angle

: 45.0

TM102

FIRE TRUCK MOVEMENT PLAN

Site Development Plan For:

LYONS GROUP RESTAURANT

AT THE MALL AT ROCKINGHAM PARK

11 MALL ROAD

SALEM, NH

Assessors Map 107 & Lot 11154

Prepared by:

Langan Engineering & Environmental Services, LLC

100 Cambridge Street, Suite 1310

Boston, MA 02114

Scale: As noted

December 29, 2025

STATE OF NEW HAMPSHIRE

JOHN D. PLANTE

No. 14072

PROFESSIONAL ENGINEER

LICENSED

JOHN D. (PLANTE)

NH P.E. Lic. No. 14072

Owner:

SALEM NIM, LLC

C/O LYONS GROUP

355 CONGRESS ST

BOSTON, MA 02210

Salem Planning Board Approval

Zoning Classification:

COMMERCIAL-INDUSTRIAL DISTRICT,

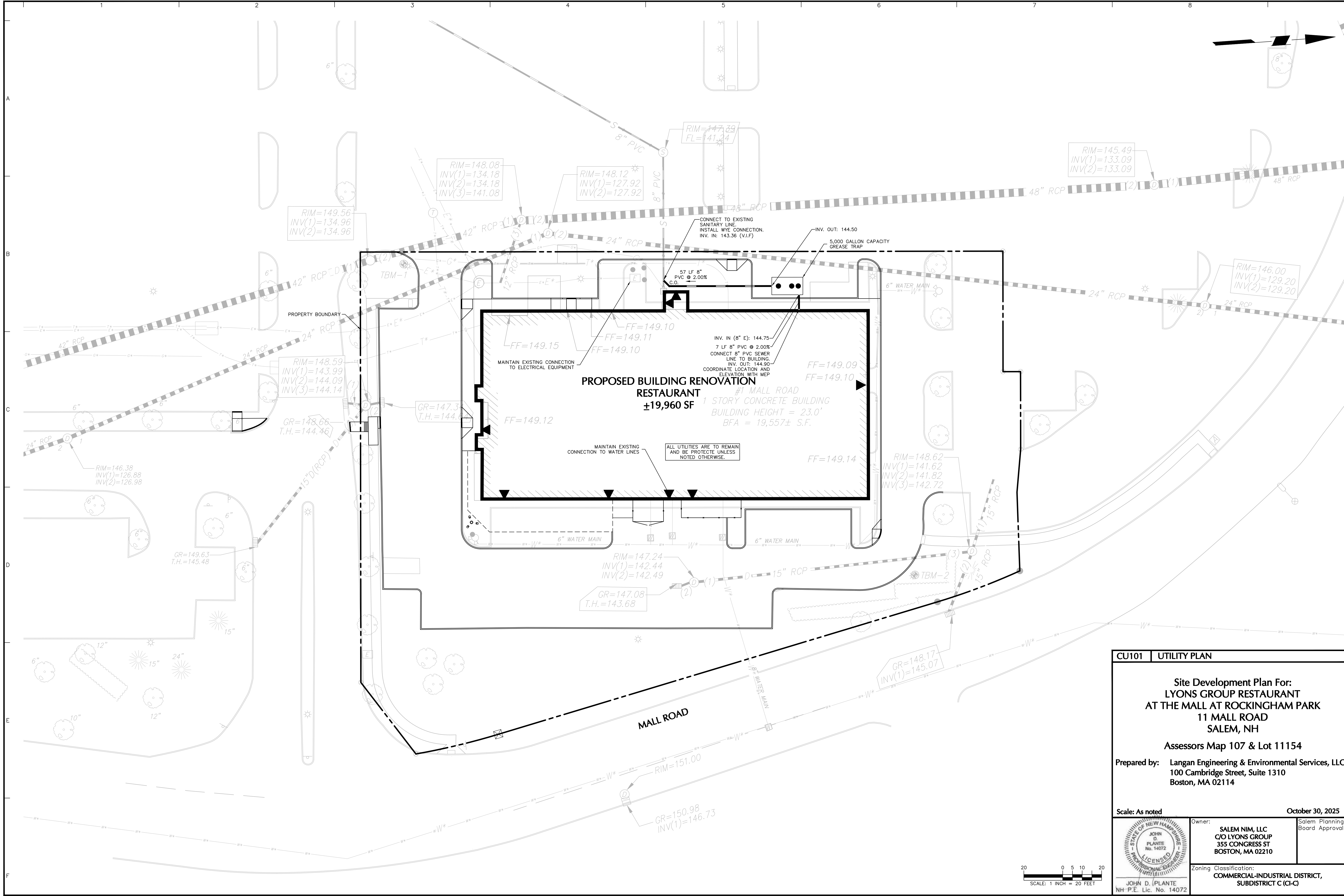
SUBDISTRICT C (C-C)

Date: 12/29/2025 Time: 13:00 User: jemotsko Style Table: Langan.stb Layout: TM102 Document Code: 151064501-0501-KT101-0102









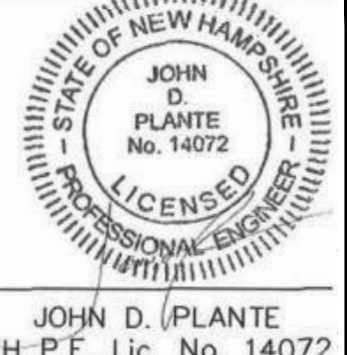
CU101 | UTILITY PLAN

Site Development Plan For:  
**LYONS GROUP RESTAURANT**  
**AT THE MALL AT ROCKINGHAM PARK**  
**11 MALL ROAD**  
**SALEM, NH**

Assessors Map 107 & Lot 11154

Prepared by: **Langan Engineering & Environmental Services, LLC**  
100 Cambridge Street, Suite 1310  
Boston, MA 02114

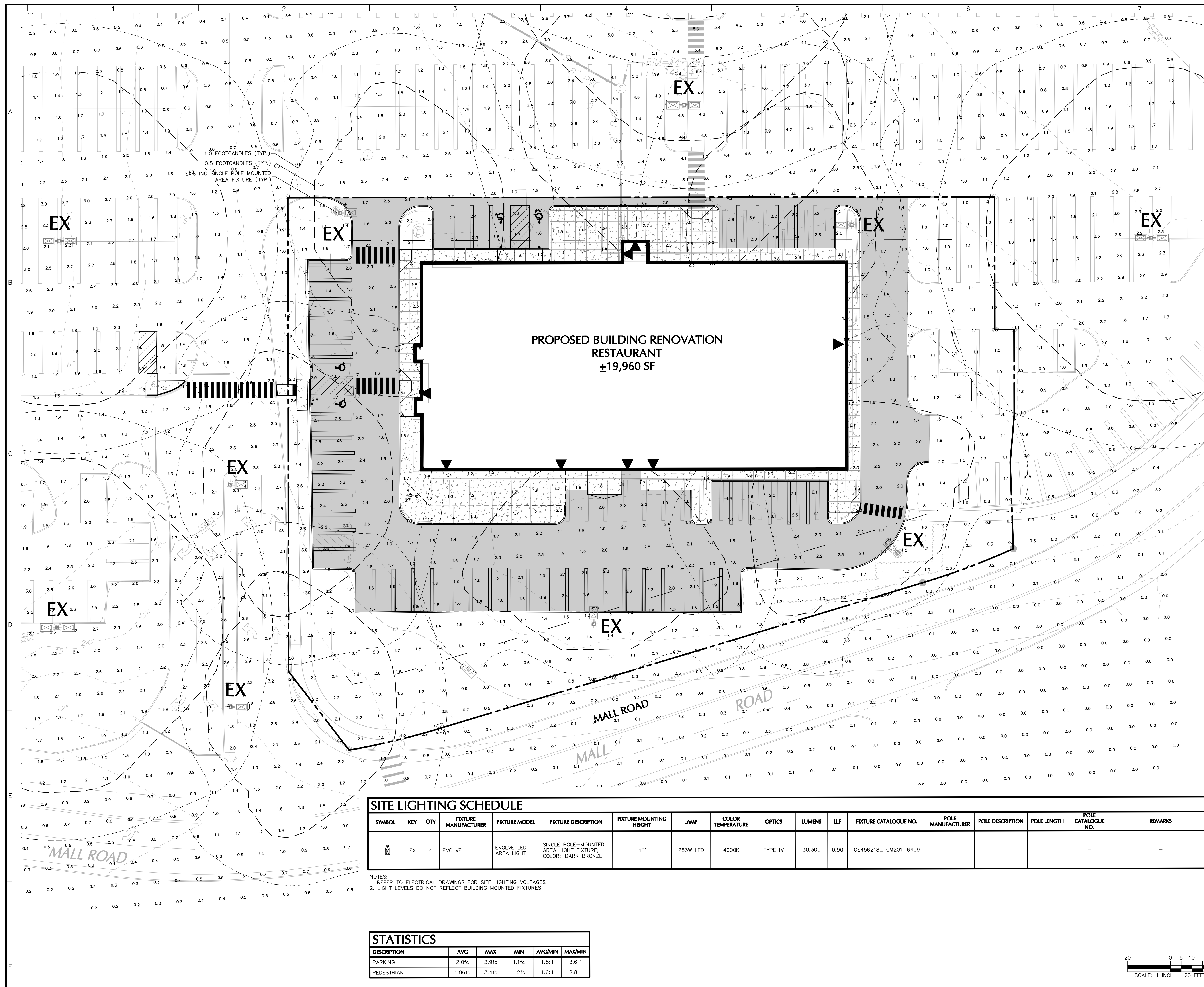
Scale: As noted | October 30, 2025

|                                                                                                                                   |                                                                                                |                               |
|-----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|-------------------------------|
| <br>JOHN D. PLANTE<br>NH P.E. Lic. No. 14072 | Owner:<br><b>SALEM NIM, LLC</b><br>C/O LYONS GROUP<br>355 CONGRESS ST<br>BOSTON, MA 02210      | Salem Planning Board Approval |
|                                                                                                                                   | Zoning Classification:<br><b>COMMERCIAL-INDUSTRIAL DISTRICT,</b><br><b>SUBDISTRICT C (C-C)</b> |                               |











SITE LIGHTING NOTES:

GENERAL

1. POINT-BY-POINT CALCULATIONS PROVIDED WITHIN HAVE BEEN PREPARED IN ACCORDANCE TO IESNA STANDARDS AND IN CONSIDERATION OF THE VARIABLES WITHIN THESE NOTES AND SITE LIGHTING SCHEDULE. THE VALUES SHOWN ON THE PLANS ARE NOT AN INDICATION OF THE INITIAL LIGHT INTENSITIES OF THE LAMPS. THESE VALUES ARE AN APPROXIMATION OF THE MAINTAINED INTENSITIES DELIVERED TO THE GROUND PLANE USING INDUSTRY STANDARD LIGHT LOSS FACTORS (LLF) WHICH COVER LAMP DEGRADATION AND NATURAL BUILDUP / DIRT DEGRADATION ON THE FIXTURE LENS. THE LIGHTING PLAN IS DESIGNED WITH AN INDUSTRY STANDARD LLF IN ACCORDANCE WITH GUIDANCE AS PROVIDED BY IESNA. MINOR VARIATIONS IN TOPOGRAPHY, PHYSICAL OBSTRUCTIONS, AMBIENT OR ADJACENT LIGHT SOURCES AND/OR OTHER POTENTIAL IMPACTS HAVE NOT BEEN INCLUDED IN THESE CALCULATIONS. THEREFORE, AS-BUILT LIGHT INTENSITIES MAY VARY, IN EITHER DIRECTION, FROM WHAT IS EXPLICITLY PORTRAYED WITHIN THESE DRAWINGS.NO GUARANTEE OF LIGHT LEVELS IS EXPRESSED OR IMPLIED BY THE POINT BY POINT CALCULATIONS SHOWN ON THESE PLANS.
2. LIGHT LEVEL POINT SPACING IS 10 FT. LEFT TO RIGHT AND 10 FT. TOP TO BOTTOM. POINT BY POINT CALCULATIONS ARE BASED ON THE LIGHT LOSS FACTOR AS STATED IN THE LIGHTING SCHEDULE.

COMPLIANCE

3. ALL SITE LIGHTING RELATED WORK AND MATERIALS SHALL COMPLY WITH CITY, COUNTY, AND OTHER APPLICABLE GOVERNING AUTHORITY REQUIREMENTS.
4. LIGHTING LAYOUT COMPLIES WITH THE ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA (IESNA) SAFETY STANDARDS FOR LIGHT LEVELS.

COORDINATION

5. CONTRACTOR TO COORDINATE POWER SOURCE WITH LIGHT FIXTURES TO ENSURE ALL SITE LIGHTING IS OPERATING EFFECTIVELY, EFFICIENTLY AND SAFELY.
6. REFER TO ELECTRIFICATION PLAN FOR PROVIDING ADEQUATE POWER FOR SITE LIGHTING.
7. CONTRACTOR TO COORDINATE LOCATION OF EASEMENTS, UNDERGROUND UTILITIES AND DRAINAGE BEFORE DRILLING POLE BASES.
8. INSTALLATION OF ALL LIGHTING FIXTURES, POLES, FOOTINGS, AND FEEDER CABLE TO BE COORDINATED WITH ALL SITE WORK TRADES TO AVOID CONFLICT WITH FINISHED AND PROPOSED WORK.
9. CONTRACTOR TO COORDINATE INSTALLATION OF UNDERGROUND FEEDER CABLE FOR EXTERIOR LIGHTING WITH EXISTING UTILITIES, SITE DRAINAGE SYSTEMS, AND PAVING. CONTRACTOR SHALL PROMPTLY NOTIFY THE OWNER'S REPRESENTATIVE SHOULD ANY UTILITIES, NOT SHOWN ON THE PLANS, BE FOUND DURING EXCAVATIONS.

POLES AND FOOTINGS

10. PROVIDE A CONCRETE BASE FOR EACH LIGHT POLE AT THE LOCATIONS INDICATED ON THE CONSTRUCTION DRAWINGS AND/OR IN ACCORDANCE WITH PROJECT PLANS AND SPECIFICATIONS RELATING DIRECTLY TO CAST-IN-PLACE CONCRETE. THE USE OF ALTERNATE LIGHTING FOUNDATIONS, SUCH AS PRECAST, MAY CHANGE THE SIZING AND REINFORCEMENT REQUIREMENTS FROM THOSE SHOWN ON THESE PLANS. CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR REVIEW PRIOR TO ORDERING ANY SUBSTITUTED PRODUCTS.
11. CONTRACTOR SHALL EXAMINE AND VERIFY THAT SOIL CONDITIONS ARE SUITABLE TO SUPPORT LOADS EXERTED UPON THE FOUNDATIONS DURING EXCAVATION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY UNSATISFACTORY CONDITIONS.
12. POLE FOUNDATIONS SHALL NOT BE POURED IF FREE STANDING WATER IS PRESENT IN EXCAVATED AREA.
13. ALL POLES 25 FT OR GREATER SHALL BE EQUIPPED WITH FACTORY INSTALLED VIBRATION DAMPENERS.

WALL MOUNTED FIXTURES

14. CONTRACTOR TO COORDINATE INSTALLATION OF ALL THE WALL MOUNTED FIXTURES AND ELECTRICAL CONNECTIONS TO SITE STRUCTURE(S) WITH BUILDING MEP, ARCHITECT, AND/OR OWNER.
15. INSTALLATION AND ELECTRICAL CONNECTIONS FOR WALL MOUNTED FIXTURES TO BE COORDINATED WITH ARCHITECTURAL, STRUCTURAL, UTILITY AND SITE PLANS AND TO BE IN ACCORDANCE WITH ALL APPLICABLE CODES.

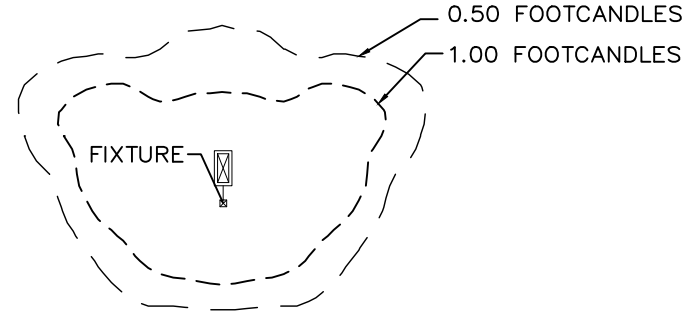
ADJUSTMENT AND INSPECTION

16. CONTRACTOR TO OPERATE EACH LUMINAIRE AFTER INSTALLATION AND CONNECTION. INSPECT FOR IMPROPER CONNECTIONS AND OPERATION.
17. CONTRACTOR TO AIM AND ADJUST ALL LUMINAIRES TO PROVIDE ILLUMINATION LEVELS AND DISTRIBUTION AS INDICATED ON THE CONSTRATION DRAWINGS OR AS DIRECTED BY THE LANDSCAPE ARCHITECT AND/OR OWNER.
18. CONTRACTOR TO CONFIRM THAT LIGHT FIXTURES, TILT ANGLE AND AIMING MATCH SPECIFICATIONS ON THE PLANS.

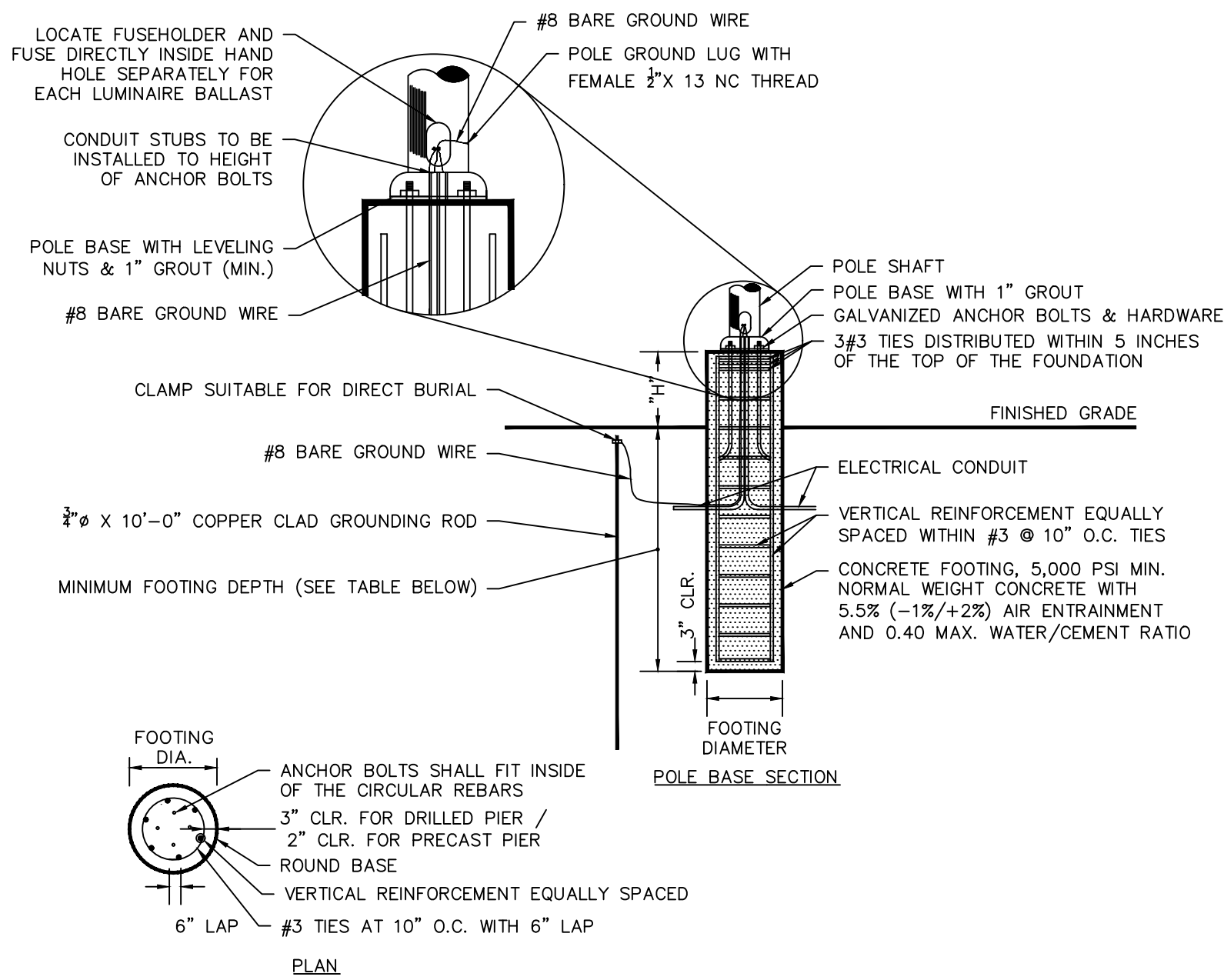
REQUIREMENTS FOR ALTERNATES

19. ALL LIGHTING SUBSTITUTIONS MUST BE MADE WITHIN 14 DAYS PRIOR TO THE BID DATE TO PROVIDE AMPLE TIME FOR REVIEW AND TO ISSUE AN ADDENDUM INCORPORATING THE SUBSTITUTION WITH THE FOLLOWING REQUIREMENTS:
- A. ANY SUBSTITUTION TO LIGHTING FIXTURES, POLES, ETC. MUST BE APPROVED BY THE OWNER, ENGINEER AND TENANTS. ANY COST ASSOCIATED WITH REVIEW AND/OR APPROVAL OF THE SUBSTITUTIONS SHALL BE ENTIRELY BORNE BY THE CONTRACTOR
- B. COMPUTER PREPARED PHOTOMETRIC LAYOUT OF THE PROPOSED LIGHTED AREA WHICH INDICATES, BY ISOFOOTCANDLE, THE SYSTEM'S PERFORMANCE.
- C. A PHOTOMETRIC REPORT FROM A NATIONAL INDEPENDENT TESTING LABORATORY WITH REPORT NUMBER, DATE, FIXTURE CATALOG NUMBER, LUMINAIRE AND LAMP SPECIFICATIONS; IES CALCULATIONS, POINT BY POINT FOOT CANDLE PLAN, STATISTIC ZONES SHOWING AVERAGE, MAXIMUM, MINIMUM AND UNIFORMITY RATIOS, SUMMARY, ISOLUX PLOT, AND CATALOGUE CUTS. CATALOGUE CUTS MUST IDENTIFY OPTICS, LAMP TYPE, DISTRIBUTION OPTICS, REFLECTOR, LENS, BALLASTS, WATTAGE, VOLTAGE, FINISH HOUSING DESCRIPTION AND ALL OTHER PERTINENT INFORMATION.
- D. POLE MANUFACTURER ASHTO CALCULATIONS INDICATING THE POLE AND ANCHOR BOLTS BEING SUBMITTED ARE CAPABLE OF SUPPORTING THE POLE AND FIXTURE SYSTEMS BEING UTILIZED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
- E. THE UNDERWRITERS LABORATORY LISTING AND FILE NUMBER FOR THE SPECIFIC FIXTURE(S) TO BE UTILIZED.
- F. A COLOR PHOTOGRAPH THAT CLEARLY SHOWS THE REPLACEMENT FIXTURE POLE MOUNTED, THE FIXTURE'S COLOR, FINISH, AND PHYSICAL CHARACTERISTICS.

PHOTOMETRIC LIGHTING LEGEND:



NOTE: THE PHOTOMETRIC TEMPLATE REPRESENTS LIGHT THROW FOR EACH INDIVIDUAL FIXTURE AND DOES NOT REPRESENT LIGHT COMING FROM OTHER SOURCES.



| FIXTURE TYPE | MOUNTING HEIGHT | FOOTING DEPTH | FOOTING DIAMETER | EXPOSED HEIGHT *H* | VERTICAL REINFORCEMENT |
|--------------|-----------------|---------------|------------------|--------------------|------------------------|
| A            | 40'             | 4'-6"         | 2'-0"            | 3'-0" BASE         | 6#5 BARS               |

1 LIGHT FIXTURE BASE

N.T.S

Ordering Number Logic  
Evolve™ LED Scalable Area Light (EASA)

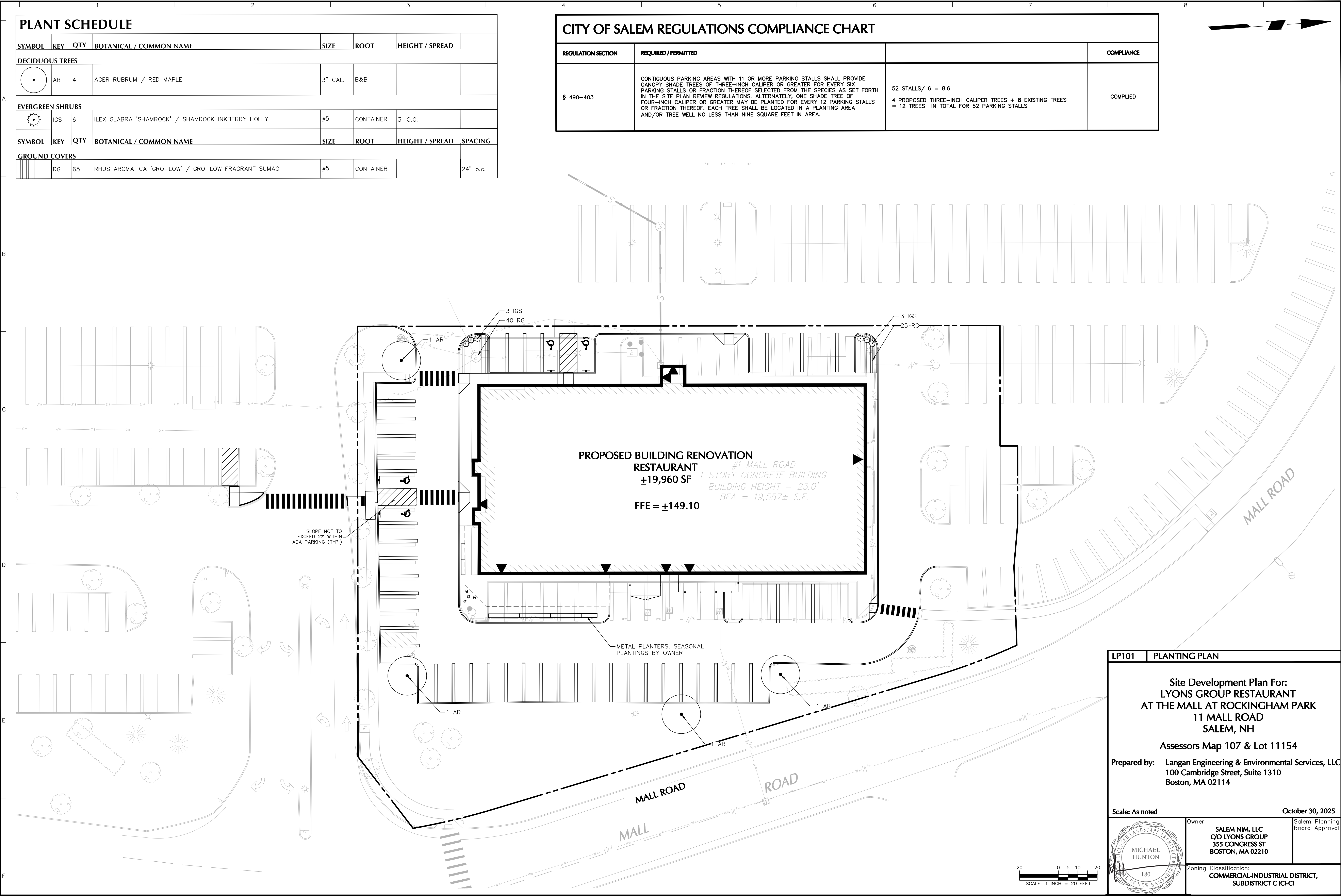


| E A S A                                                            |                                                                                          |                                                          |                                                                      |                                                        |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  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| PROD. ID                                                           | VOLTAGE                                                                                  | OPTICAL CODE                                             | DISTRIBUTION ORIENTATION                                             | DRIVE CURRENT                                          | LED COLOR TEMP           | FE FUNCTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | MOUNTING | COLOR | OPTIONS |
| E = Evolve<br>A = Area<br>S = Scalable<br>A = Photometric Series A | 0 = 120 - 277<br>1 = 120"<br>2 = 208"<br>3 = 240"<br>4 = 277"<br>5 = 480"<br>H = 541-480 | F = Front<br>L = Left<br>R = Right<br>N = Not Applicable | 5 = S250NA<br>(433W only)<br>7 = 7000NA<br>(633W only)<br>Applicable | 5 = S250NA<br>(433W only)<br>7 = 7000NA<br>(633W only) | 40 = 4000K<br>57 = 5700K | 1 = None<br>2 = PE Rec. supplied with leads<br>3 = PE Rec. with Shorting Cap<br>4 = PE Rec. with Control<br>5 = PE Rec. with Shorting Cap<br>6 = PE Rec. with Shorting Cap<br>7 = PE Rec. with Shorting Cap<br>8 = PE Rec. with Shorting Cap<br>9 = PE Rec. with Shorting Cap<br>10 = PE Rec. with Shorting Cap<br>11 = PE Rec. with Shorting Cap<br>12 = PE Rec. with Shorting Cap<br>13 = PE Rec. with Shorting Cap<br>14 = PE Rec. with Shorting Cap<br>15 = PE Rec. with Shorting Cap<br>16 = PE Rec. with Shorting Cap<br>17 = PE Rec. with Shorting Cap<br>18 = PE Rec. with Shorting Cap<br>19 = PE Rec. with Shorting Cap<br>20 = PE 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| PLANT SCHEDULE   |     |     |                                                   |         |           |                 |          |
|------------------|-----|-----|---------------------------------------------------|---------|-----------|-----------------|----------|
| SYMBOL           | KEY | QTY | BOTANICAL / COMMON NAME                           | SIZE    | ROOT      | HEIGHT / SPREAD |          |
| DECIDUOUS TREES  |     |     |                                                   |         |           |                 |          |
|                  | AR  | 4   | ACER RUBRUM / RED MAPLE                           | 3" CAL. | B&B       |                 |          |
| EVERGREEN SHRUBS |     |     |                                                   |         |           |                 |          |
|                  | IGS | 6   | ILEX GLABRA 'SHAMROCK' / SHAMROCK INKBERRY HOLLY  | #5      | CONTAINER | 3' O.C.         |          |
| SYMBOL           | KEY | QTY | BOTANICAL / COMMON NAME                           | SIZE    | ROOT      | HEIGHT / SPREAD | SPACING  |
| GROUND COVERS    |     |     |                                                   |         |           |                 |          |
|                  | RG  | 65  | RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC | #5      | CONTAINER |                 | 24" o.c. |

| CITY OF SALEM REGULATIONS COMPLIANCE CHART |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |                                                                                                                                            |
|--------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------|
| REGULATION SECTION                         | REQUIRED / PERMITTED                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  | COMPLIANCE                                                                                                                                 |
| § 490-403                                  | CONTIGUOUS PARKING AREAS WITH 11 OR MORE PARKING STALLS SHALL PROVIDE CANOPY SHADE TREES OF THREE-INCH CALIPER OR GREATER FOR EVERY SIX PARKING STALLS OR FRACTION THEREOF SELECTED FROM THE SPECIES AS SET FORTH IN THE SITE PLAN REVIEW REGULATIONS. ALTERNATELY, ONE SHADE TREE OF FOUR-INCH CALIPER OR GREATER MAY BE PLANTED FOR EVERY 12 PARKING STALLS OR FRACTION THEREOF. EACH TREE SHALL BE LOCATED IN A PLANTING AREA AND/OR TREE WELL NO LESS THAN NINE SQUARE FEET IN AREA. |  | 52 STALLS/ 6 = 8.6<br><br>4 PROPOSED THREE-INCH CALIPER TREES + 8 EXISTING TREES = 12 TREES IN TOTAL FOR 52 PARKING STALLS<br><br>COMPLIED |



LP101

PLANTING PLAN

Site Development Plan For:  
LYONS GROUP RESTAURANT  
AT THE MALL AT ROCKINGHAM PARK  
11 MALL ROAD  
SALEM, NH  
  
Assessors Map 107 & Lot 11154

Prepared by: Langan Engineering & Environmental Services, LLC  
100 Cambridge Street, Suite 1310  
Boston, MA 02114

Scale: As noted

October 30, 2025

Owner:

SALEM NIM, LLC  
C/O LYONS GROUP  
355 CONGRESS ST  
BOSTON, MA 02210

Zoning Classification:

COMMERCIAL-INDUSTRIAL DISTRICT,  
SUBDISTRICT C (CI-C)



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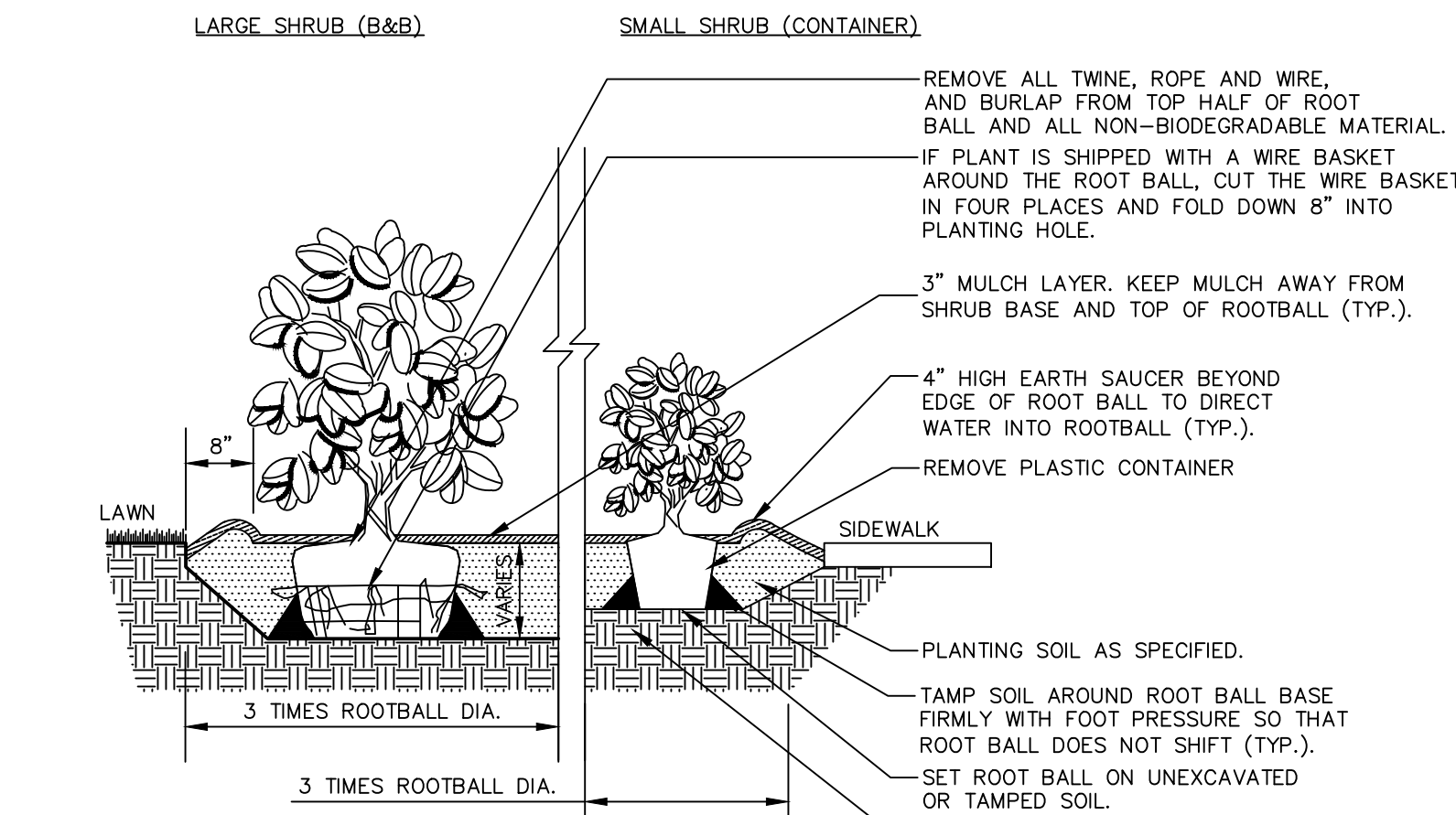
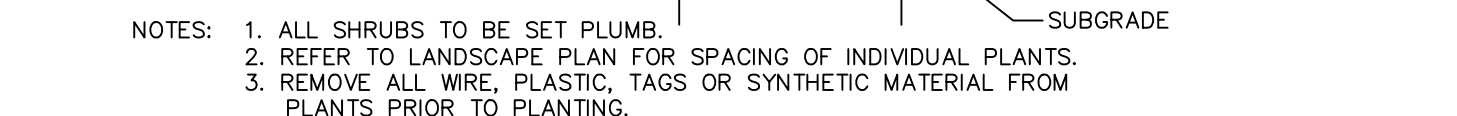
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NOTES: 1. ALL SHRUBS TO BE SET PLUMB.  
2. REFER TO LANDSCAPE PLAN FOR SPACING OF INDIVIDUAL PLANTS.  
3. REMOVE ALL WIRE, PLASTIC, TAGS OR SYNTHETIC MATERIAL FROM PLANTS PRIOR TO PLANTING.

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27 August 2025, 18 November 2025  
Revised 29 December 2025

Jacob LaFontaine  
Planning Director  
Salem Planning Division  
33 Geremonty Drive  
Salem, NH 03079

Re: Traffic & Parking Utilization Study  
Proposed Reuse of Former Sears Auto Center  
The Mall at Rockingham Park  
Salem, NH  
Langan Project No.: 151064501

Dear Mr. LaFontaine:

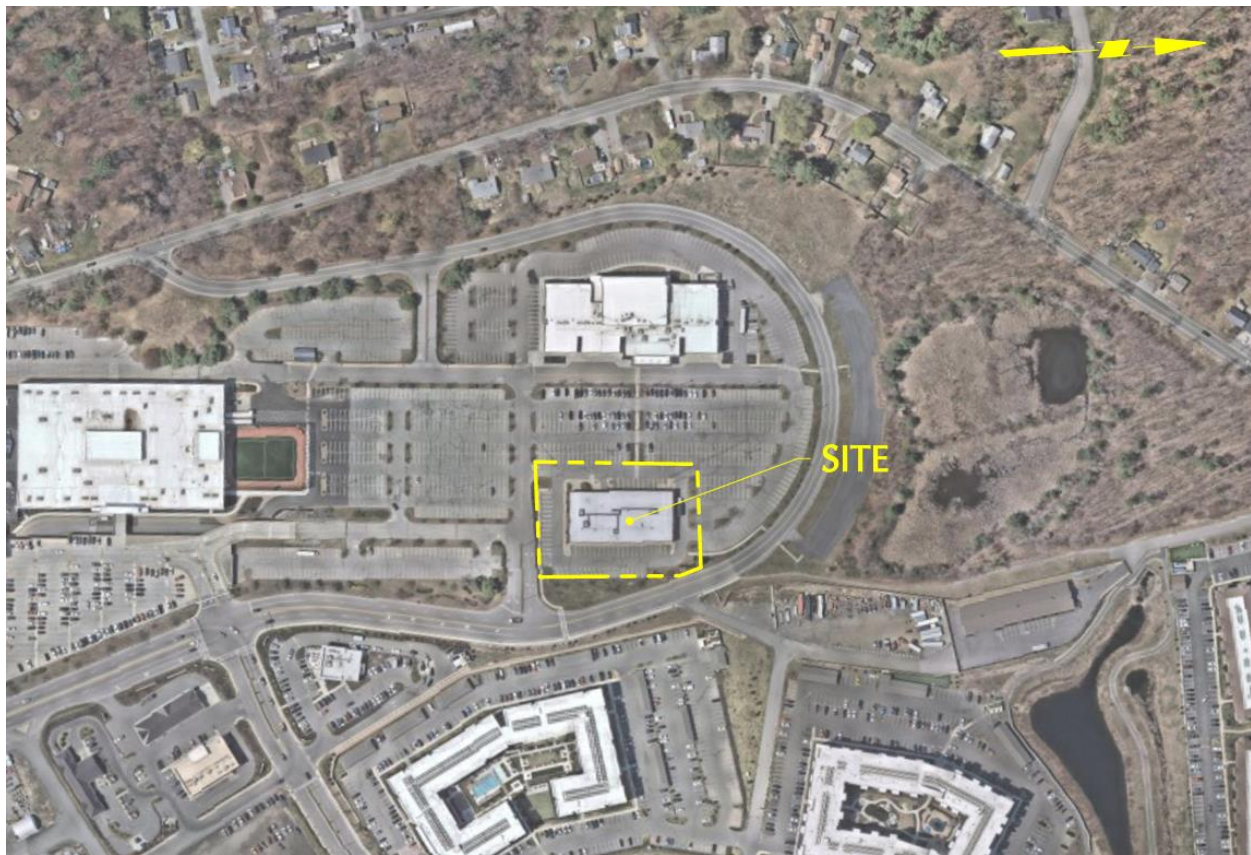
Langan Engineering and Environmental Services, Inc. (Langan) has prepared this traffic and parking assessment for the proposed reuse of the former Sears Auto Center at the Mall at Rockingham Park ("the Mall") located at 1 Mall Road in Salem, New Hampshire. The Lyons Group proposes to convert the former auto center into a "Game On!" adult entertainment center and a "Loretta's Last Call", a country music themed restaurant, bar and dancing venue.

The analysis presented herein shows a reduction in expected traffic volumes when compared to the previously approved development plan. There is also ample parking capacity in the north lots to accommodate the planned development. Parking observations are consistent with those previously reported in the 2017 *Parking Utilization Study for the Redevelopment/Expansion of The Mall at Rockingham Park*<sup>1</sup> and the 2023 *Parking Utilization Study for the Dick's House of Sport at The Mall at Rockingham Park*<sup>2</sup>. This letter report presents the parking demand for the surface lots located at the north end of the mall and the anticipated changes in traffic compared to previous approvals.

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<sup>1</sup> Parking Utilization Study for Redevelopment/Expansion of The Mall at Rockingham Park, Rockingham Park Boulevard, Salem, New Hampshire, Langan Engineering and Environmental Services, May 2017

<sup>2</sup> Parking Utilization Study for Dick's House of Sport at The Mall at Rockingham Park, Rockingham Park Boulevard, Salem, New Hampshire, Langan Engineering and Environmental Services, May 2023, Revised July 2023



**Figure 1: Site Aerial Photograph**

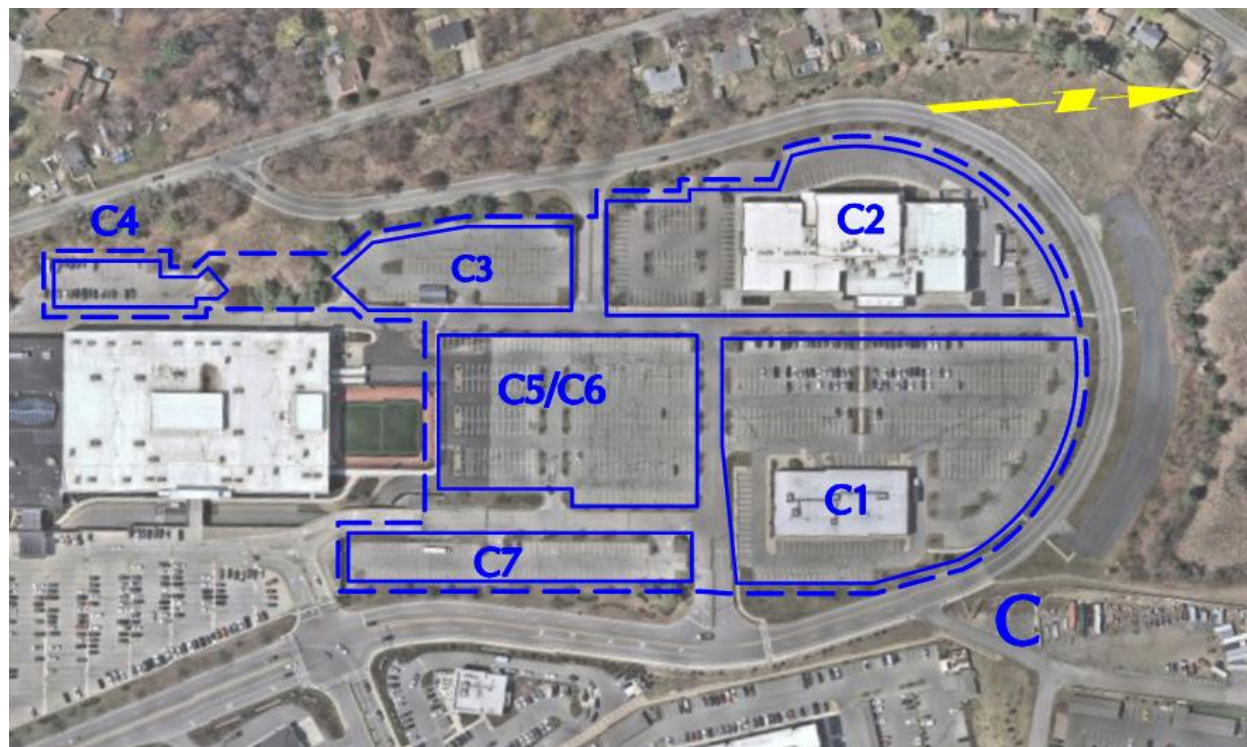
## PROJECT DESCRIPTION

Lyons Group plans to repurpose and renovate the approximately 19,600 square foot former Sears Auto Center in the north parking lot the Mall to include a  $\pm 14,158$  SF, 143 seat "Game On!" adult entertainment center and a  $\pm 5,343$  SF, 194 seat (that includes 59 seasonal outdoor patio seats) "Loretta's Last Call" restaurant/bar/dance venue. This space was previously approved as 19,600 SF of restaurant and retail space as part of the Cinemark movie theater project in 2018. The proposed renovation of the Lyons Group includes full interior remodeling and exterior improvements such as landscaping and seasonal outdoor seating. The  $\pm 1.67$ -acre lot presently includes 84 parking spaces. The proposed site plan eliminates 16 parking spaces in lot C (See Figure 2) to accommodate the restaurant's entryway and patio seating, which would leave 1,070 parking spaces in lot C.

"Game On!" is expected to operate seven days a week and open from 11:30 AM to 2:00 AM on weekends and 11:30 AM to 12:00 AM on weekdays. "Loretta's Last Call" is expected to operate seven days a week and open from 4:00 PM to 2:00 AM on weekends and 4:00 PM to 1:00 AM on weekdays. "Loretta's" will likely open for brunch on Saturdays and Sundays from 10:30 AM to 4:00 PM. The project is expected to be completed by summer/fall 2026.



The overall mall provides approximately 4,563 spaces, which includes the proposed parking lot renovations. An additional 500 spaces are available during peak shopping periods under an easement with Tuscan Village bringing the overall total to 5,063 during peak parking demand periods.



**Figure 2: Parking Utilization Study Area**

## BACKGROUND

Langan previously prepared an overall parking utilization study entitled *Parking Utilization Study for Redevelopment/Expansion of The Mall at Rockingham Park* during the 2016 Christmas shopping season. The study evaluated the feasibility of adding retail space at the mall and collected parking counts for the entire mall during the peak holiday season on Black Friday, the busiest shopping day of the year, two Saturdays – one in early December and one in mid-January<sup>3</sup>. The study found that the mall has sufficient parking spaces to serve the parking demand with the proposed redevelopment with exception of Black Friday, a once-a-year event, when parking was at capacity. Table 2 from the original parking study showing both peak and non-peak parking supply and demand are provided in the Appendix. The addition of the cinema and retail uses resulted in the issuance of a Conditional Use Permit decreasing the required Mall parking from 5,123 spaces to 4,645 spaces.

<sup>3</sup> Parking utilization was recorded on Friday, November 25, (Black Friday), Saturday, December 10, 2016 and Saturday January 14, 2017

In 2023, Langan updated the 2017 study finding for Dick's Sporting Goods. Dick's renovated the former Sears store at the north end of the Mall and added an outdoor demonstration field. The addition of the field resulted in the loss of 58 spaces in Parking Lot C of the Mall, bringing the Lot C parking to 1,086. A Conditional Use Permit was granted by the Salem Planning Board further reducing the required mall parking from 4,645 to 4,587 overall spaces.

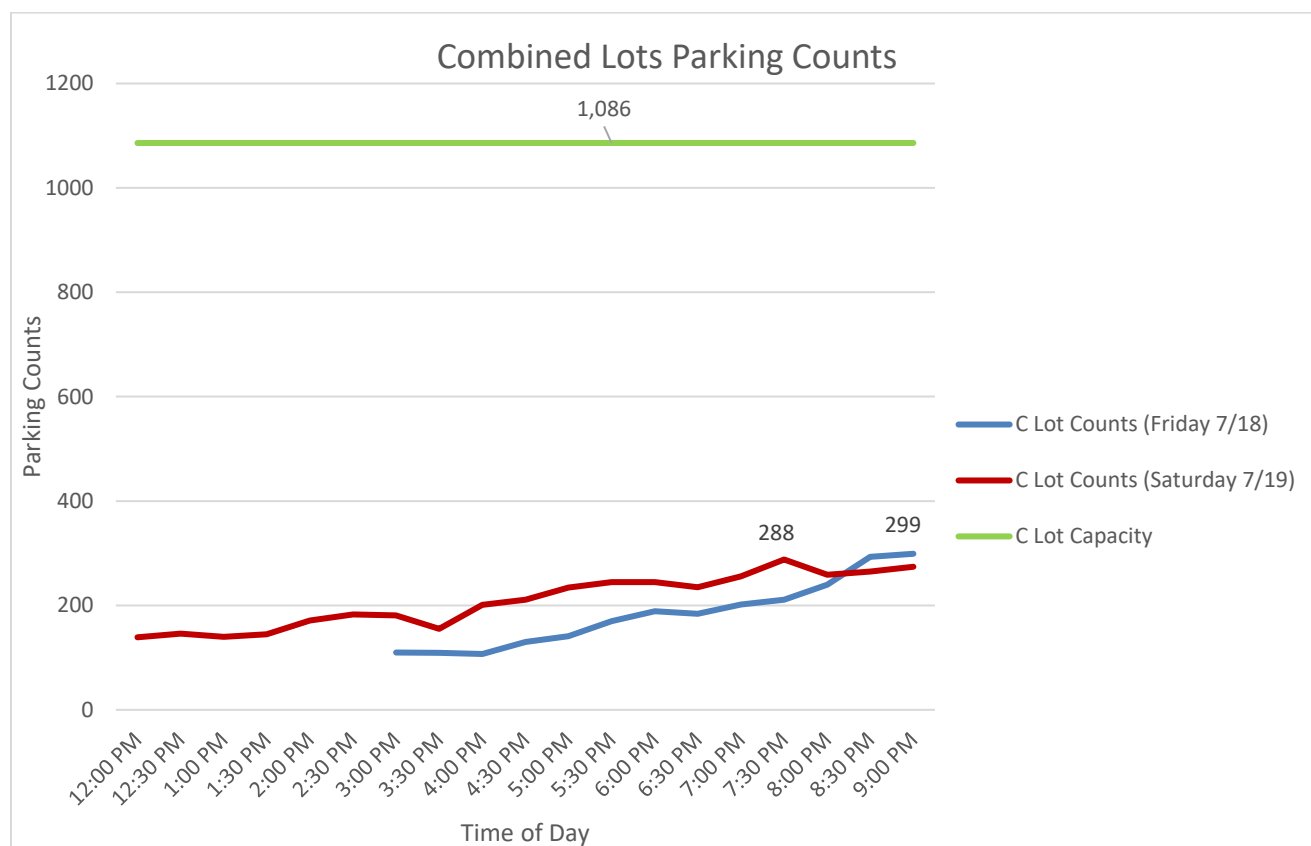
In 2024, Langan updated the 2017 and 2023 study findings for the Live! charitable gaming facility that was approved for the former Lord & Taylor store at the southwest end of the Mall. These renovations reduced the parking count by 8 spaces in Parking Lot A to add accessible spaces, bringing the Lot C parking to 1,486. A Conditional Use Permit was granted by the Salem Planning Board further reducing the required mall parking from 4,587 to 4,579.

## **PARKING UTILIZATION STUDY**

We performed manual parking counts every 30 minutes on Friday, July 18<sup>th</sup> between 3:00 PM and 9:00 PM and Saturday July 19<sup>th</sup> between 12:00 PM and 9:00 PM to document parking utilization. We performed parking counts in the northern C lots as the parking demand associated with the reuse will be isolated almost exclusively there. The C lots presently contain 1,086 striped spaces broken down into seven separate lots, C1 through C7, as shown in Figure 2. Demand in each of the sub lots was recorded separately. The raw parking counts for the two days surveyed are included in Appendix A.

Based on the data collected we found an average utilization rate of 17 percent on Friday July 18<sup>th</sup> and 19 percent on Saturday July 19<sup>th</sup>. The highest peak utilization on Friday occurred at 9:00 PM with a 28 percent occupancy (299 parked vehicles) with the final count of the evening. The highest peak on the Saturday counts occurred between 7:30 – 8:00 PM with a 27 percent occupancy (288 parked vehicles). Figure 3 below shows the parking utilization by time of day and compared that to the existing parking supply in the C lots.





**Figure 3: Parking Utilization by Time of Day**

### Anticipated Parking Demand

The 2017 study was conducted to demonstrate the feasibility of additional development at the north end of the mall that consisted of the Cinemark movie theater, 15,000 SF of restaurants and 4,500 SF of generic retail space. Only one of the proposed uses outlined in that study, the movie theatre, has been constructed since the parking study was submitted to the Town in 2017. Since then, Dick's House of Sport has occupied the Sears anchor space and constructed an outdoor turf field in lot C5.

The remaining development projected in the 2017 study was a mix of restaurant/retail in the former Sears Auto Center. The ITE *Parking Generation Manual*<sup>4</sup>, 6<sup>th</sup> Edition was used to estimate the proposed renovation's peak parking demand. Under the renovation as part of this current application, this building will be entirely a restaurant/entertainment use. Lyons Group proposed two restaurants within the existing structure, "Game On!" and "Loretta's Last Call". "Game On!" contains 10 bowling lanes, pool tables, arcade space and a bar area. "Loretta's Last Call" is a western-themed restaurant and bar with a dance floor.

<sup>4</sup> Parking Generation Manual, 6<sup>th</sup> Edition published by the Institution of Transportation Engineers (ITE)

## ITE Land Use Code

Choosing a representative ITE land use code (LUC) to predict parking and traffic demand included consideration of a few land uses in that data base. There are codes for uses such as bowling alley and bar/tavern uses (LUC 437 and LUC 975, respectively). Data points are limited in both cases where daily trip estimates or parking demand are not available. Bowling alley as a use also generated parking demand that is significantly lower than expected for this type of mixed use facility. Land Use Code (LUC) 932 – High-Turnover (Sit-Down) Restaurant was found to be a use that could capture parking demand for both “Game On!” and “Loretta’s Last Call,” as both developments will serve food and have table seating for patrons. Seats were chosen to be the most appropriate independent variable for LUC 932, as “Game On!” has a large floor area space dedicated to bowling lanes, which is likely not typical of the standard High-Turnover (Sit-Down) Restaurant use. As the space for bowling lanes are not occupiable, using square footage as an independent variable will produce a significantly inflated parking demand. Additionally, estimating parking demand for “Loretta’s Last Call” resulted in lower anticipated parking demand compared to seats. A full land use description, data graphs, and a table with anticipated average and peak parking demand for “Loretta’s Last Call” using square footage as the independent variable are included in the appendix.

## Traffic & Parking Generation

The parking demand generation for the proposed renovations was estimated using parking generation data contained in the ITE *Parking Generation Manual*, 6<sup>th</sup> Edition <sup>5</sup>. **Table 1** below shows the resulting average parking demand, and **Table 2** shows the peak parking demand estimates for the proposed restaurants.

| TABLE 1<br>ANTICIPATED AVERAGE PARKING DEMAND - SALEM NH LYONS |                            |                                   |                                    |                                   |                                    |                                   |                                    |
|----------------------------------------------------------------|----------------------------|-----------------------------------|------------------------------------|-----------------------------------|------------------------------------|-----------------------------------|------------------------------------|
| USE                                                            | LAND USE CODE <sup>1</sup> | WEEKDAY (MON - THURS)             |                                    | FRIDAY                            |                                    | SATURDAY                          |                                    |
|                                                                |                            | Average Parking Rate <sup>2</sup> | Anticipated Average Parking Demand | Average Parking Rate <sup>2</sup> | Anticipated Average Parking Demand | Average Parking Rate <sup>2</sup> | Anticipated Average Parking Demand |
| Loretta's Last Call (194 Seats)                                | 932                        | 0.28 spaces/seat                  | 54                                 | 0.47 spaces/seat                  | 91                                 | 0.38 spaces/seat                  | 74                                 |
| Game On! (143 Seats)                                           | 932                        | 0.28 spaces/seat                  | 40                                 | 0.47 spaces/seat                  | 67                                 | 0.38 spaces/seat                  | 54                                 |
| <b>Total Average Parking Demand</b>                            |                            | <b>0.28 spaces/seat</b>           | <b>94</b>                          | <b>0.47 spaces/seat</b>           | <b>158</b>                         | <b>0.38 spaces/seat</b>           | <b>128</b>                         |

<sup>1</sup> Land Use Codes based on ITE Parking Generation Manual 6th Edition

<sup>2</sup> Parking rates based on ITE Parking Generation Manual 6th Edition: Land Use Code 932: High-Turnover (Sit-Down) Restaurant

<sup>5</sup> Parking Generation Manual, 6<sup>th</sup> Edition published by the Institution of Transportation Engineers (ITE).



**TABLE 2**  
**ANTICIPATED PEAK (85TH PERCENTILE) PARKING DEMAND - SALEM NH LYONS**

| USE                                 | LAND USE CODE <sup>1</sup> | WEEKDAY (MON - THURS)          |                                 | FRIDAY                         |                                 | SATURDAY                       |                                 |
|-------------------------------------|----------------------------|--------------------------------|---------------------------------|--------------------------------|---------------------------------|--------------------------------|---------------------------------|
|                                     |                            | Peak Parking Rate <sup>2</sup> | Anticipated Peak Parking Demand | Peak Parking Rate <sup>2</sup> | Anticipated Peak Parking Demand | Peak Parking Rate <sup>2</sup> | Anticipated Peak Parking Demand |
| Loretta's Last Call (194 Seats)     | 932                        | 0.48 spaces/seat               | 93                              | 0.79 spaces/seat               | 153                             | 0.56 spaces/seat               | 109                             |
| Game On! (143 Seats)                | 932                        | 0.48 spaces/seat               | 69                              | 0.79 spaces/seat               | 113                             | 0.56 spaces/seat               | 80                              |
| <b>Total Average Parking Demand</b> |                            | <b>0.48 spaces/seat</b>        | <b>162</b>                      | <b>0.79 spaces/seat</b>        | <b>266</b>                      | <b>0.56 spaces/seat</b>        | <b>189</b>                      |

<sup>1</sup> Land Use Codes based on ITE Parking Generation Manual 6th Edition

<sup>2</sup> Parking rates based on ITE Parking Generation Manual 6th Edition: Land Use Code 932: High-Turnover (Sit-Down) Restaurant

The proposed renovations are expected to generate an average demand for 158 parking spaces on a Friday and 128 parking spaces on a Saturday, and a peak demand for 266 parking spaces on a Friday and 189 spaces on a Saturday during the off-peak season in the C parking section. The Parking Generation Manual does not provide a peak season/off-peak season parking generation differential for LUC 932.

This analysis simply overlays the estimated parking demand using ITE Parking Generation Manual with parking demands measured at the in the field at the Mall at Rockingham Park. We did not take into account shared usage with the traditional retail components of the mall. Demand at Cinemark and the proposed restaurants is lowest when the rest of the mall is most active and peaks later in the evening when retail traffic in the mall is diminishing. This combined with the fact that the existing parking utilization plus peak future restaurant parking demand in Lot C would result in 53% utilization in Lot C during off-peak seasons suggest that the results of this analysis are conservative and general day to day operations will be less impactful.

The trip generation for the proposed renovations was estimated using trip generation data contained in the ITE *Trip Generation Manual*, 11<sup>th</sup> Edition <sup>6</sup>. **Table 3** below shows the resulting trip generation estimates for the proposed restaurants using seats as the independent variable. The proposed renovation estimates 132 evening peak hour trips and 1,473 weekday daily trips.

<sup>6</sup> Trip Generation Manual, 11<sup>th</sup> Edition published by the Institution of Transportation Engineers (ITE).

**TABLE 3**  
**ANTICIPATED TRIP GENERATION - SALEM NH LYONS**

| USE                                                     | LAND<br>USE<br>CODE <sup>1</sup> | PM PEAK HOUR |           |            | WEEKDAY<br>DAILY<br>TOTAL | SAT PEAK HOUR |            |            | SATURDAY<br>DAILY<br>TOTAL |
|---------------------------------------------------------|----------------------------------|--------------|-----------|------------|---------------------------|---------------|------------|------------|----------------------------|
|                                                         |                                  | ENTER        | EXIT      | TOTAL      |                           | ENTER         | EXIT       | TOTAL      |                            |
| Loretta's Last Call<br>(194 Seats)                      | 932                              | 43           | 33        | 76         | 848                       | 54            | 49         | 103        | 1086                       |
| Game On! (143 Seats)                                    | 932                              | 32           | 24        | 56         | 625                       | 40            | 36         | 76         | 801                        |
| <b>Total New Trips</b>                                  |                                  | <b>75</b>    | <b>57</b> | <b>132</b> | <b>1473</b>               | <b>94</b>     | <b>85</b>  | <b>179</b> | <b>1887</b>                |
| Previously Approved<br>Restaurant/Retail<br>(19,600 SF) | -                                | 94           | 64        | 158        | 2022                      | 121           | 106        | 227        | 2508                       |
| <b>Net Change in Trips</b>                              |                                  | <b>-19</b>   | <b>-7</b> | <b>-26</b> | <b>-549</b>               | <b>-27</b>    | <b>-21</b> | <b>-48</b> | <b>-621</b>                |

<sup>1</sup> Land Use Codes based on ITE Trip Generation Manual 11th Edition

<sup>2</sup> Volume based on ITE Trip Generation Manual 11th Edition: Land Use Code 932: High-Turnover (Sit-Down) Restaurant

<sup>3</sup> Volume based on report titled "Traffic Impact Study - Redevelopment/Expansion of the Mall at Rockingham Park" by Langan dated June 2017.

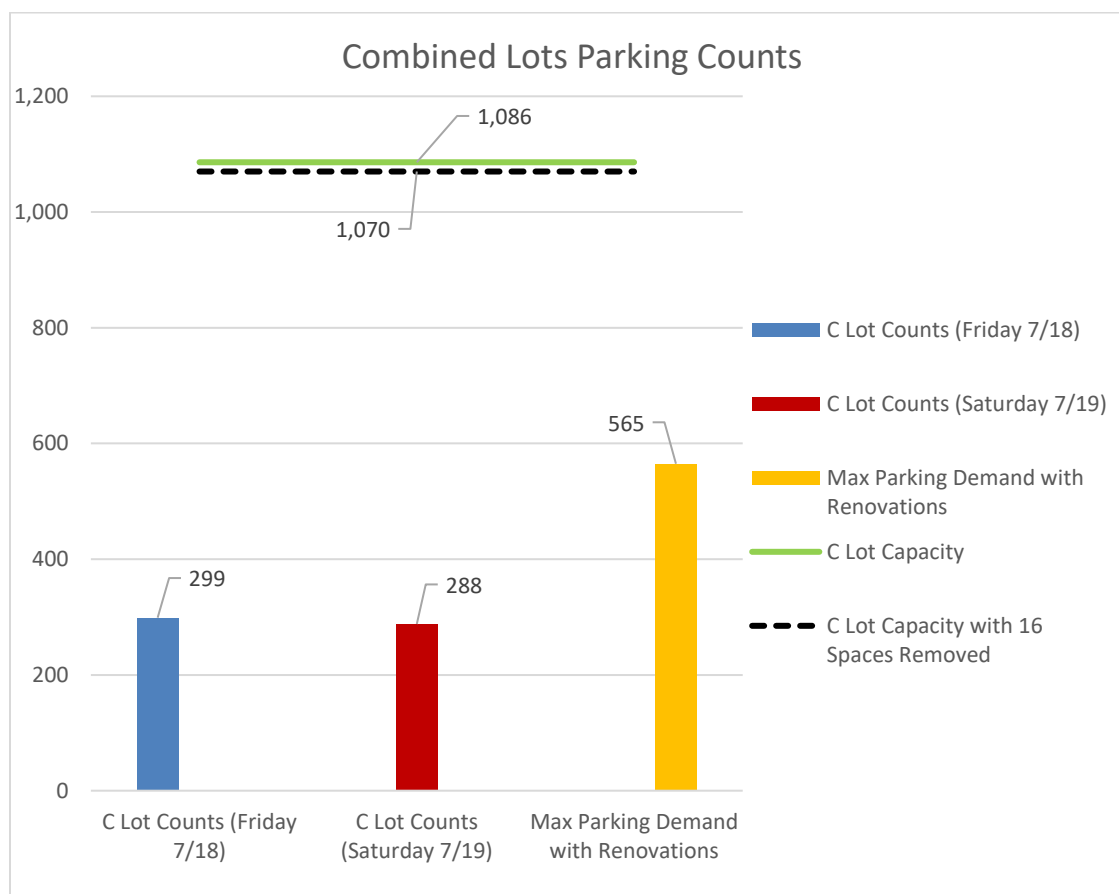
The previously approved trip generation for this site (former Sears Auto Center) is also shown in **Table 3**. The proposed renovation proposes a reduction in 26 weekday and 48 Saturday evening peak hour trips, and 549 weekday and 621 Saturday daily trips than the previous approvals.

Similar to the parking demand generation, a trip generation estimate was created using square footage as the independent variable for "Loretta's Last Call," and it was found that this generates less traffic than using seats as the independent variable. A table with anticipated trip generation for "Loretta's Last Call" using square footage as the independent variable is included in the appendix.



## Peak Parking Demand

Figure 4 shows the 2025 observed parking counts with the addition of the max peak daily parking demand (266) for the renovated restaurants.



**Figure 4: Parking Utilization by Time of Day with Renovations Added**

As shown in Figure 4, there will be a surplus of 505 parking spaces during the off-peak season in parking lot C. Therefore, with the addition of the proposed restaurants and the existing parking demand, parking lot C can easily accommodate the new development. The graph also clearly shows that the parking demand for the uses in parking lot C is complimentary to each other and to the traditional retail uses in the mall. Demand at Cinemark and the proposed restaurants is lowest when the rest of the mall is most active and peaks later in the evening when retail traffic in the mall is diminishing.

Parking demand at the Mall at Rockingham Park increases during the holiday season in late November and December. The 2023 Dick's parking study data was collected in Lot C on Black Friday and the following Saturday, both considered to be peak dates for the Mall. Black Friday peak parking was 645 occupied spaces and Saturday peaked with 175 occupied spaces. The peak Lot C parking demand with the proposed restaurant renovations on a Friday during the holiday

season is expected to be 911 occupied spaces out of 1,070 available<sup>7</sup>. This peak parking demand assumes that the peak retail parking utilization overlaps with the peak restaurant utilization, which is unlikely to coincide. This data indicates that during the holiday season, a considerable number of vacant spaces will be available in the overall mall parking supply.

#### Additional Parking Capacity

The Mall at Rockingham Park has an easement for an additional 500 spaces available during peak shopping periods at the Tuscan Village. The analysis presented herein suggest that implementation of this additional capacity is not necessary, as the Mall will be available to increase the capacity of the overall mall parking supply if needed.

### **CONDITIONAL USE PERMIT**

The proponent will require an amended conditional use permit (CUP) for the overall mall parking requirement to account for the loss of 16 spaces around the former Sears Auto Center. The overall parking requirement under zoning for the Mall as per the restaurant renovations site plan submittal is 5,573 spaces. The estimated parking requirement under zoning in the November 2024 CUP was 5,123 spaces. The CUP must be amended to request a total 1,010 space reduction consisting of 478 (Cinemark), 58 (Dick's), 458 (Casino), and 16 (Lyons Group) for the proposed restaurant renovations. The total required parking will be reduced to 4,563 parking spaces. The analysis presented herein demonstrates that this small reduction in the overall parking count is inconsequential given the significant surplus in parking spaces in the north lots.

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<sup>7</sup> The addition of the restaurant's Friday parking demand (158) to Black Friday's peak peaking demand (645)



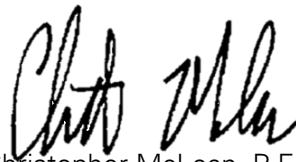
## CONCLUSION

Langan evaluated the parking impact and trip generation of the proposed renovations of the former Sears Auto Center to a restaurant use at the Mall at Rockingham Park. We combined field observations of parking in Area C adjacent to Cinemark and Dick's with ITE Parking Generation estimates. Key findings discussed herein are:

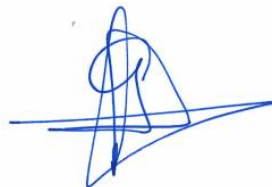
- Existing parking demand in Parking Lot C peaks at 28% utilization on Friday and 27% on Saturday in the evenings.
- The combination of existing parking utilization and anticipated parking demand would result in a 53% utilization rate of Parking Lot C during off-peak season.
- The Mall will require an amended Conditional Use Permit (CUP) to reduce the required parking to 4,563 to account for the removal of 16 parking spaces for the proposed restaurants.
- The estimated trip generation for the proposed restaurants is 26 less evening peak hour trips and 549 daily trips less than the previous approvals.

In conclusion, our analysis indicated that the proposed renovation/reuse of the former Sears Auto Center building by proposed restaurants can be accommodated under typical operating conditions based on the estimated parking requirement.

Sincerely,  
**Langan Engineering and Environmental Services, Inc.**



Christopher McLean, P.E.  
Project Engineer



Maximo Polanco, P.E.  
Senior Project Engineer

## Appendix A - Parking Count Data

In-House

ROCKINGHAM PARK

PARKING COUNTS

FRIDAY 7/18/2025

| Time     | C1  | C2  | C3  | C4 | C5  | C6 | C7 | Total | Utilization |
|----------|-----|-----|-----|----|-----|----|----|-------|-------------|
| 3:00 PM  | 73  | 19  | 1   | 17 | 0   | 0  | 0  | 110   | 10%         |
| 3:30 PM  | 73  | 18  | 1   | 17 | 0   | 0  | 0  | 109   | 10%         |
| 4:00 PM  | 70  | 17  | 1   | 17 | 0   | 2  | 0  | 107   | 10%         |
| 4:30 PM  | 87  | 24  | 1   | 17 | 0   | 1  | 0  | 130   | 12%         |
| 5:00 PM  | 92  | 30  | 1   | 17 | 0   | 1  | 0  | 141   | 13%         |
| 5:30 PM  | 118 | 31  | 2   | 17 | 0   | 2  | 0  | 170   | 16%         |
| 6:00 PM  | 133 | 35  | 1   | 17 | 0   | 3  | 0  | 189   | 17%         |
| 6:30 PM  | 124 | 35  | 3   | 17 | 0   | 5  | 0  | 184   | 17%         |
| 7:00 PM  | 142 | 35  | 3   | 17 | 0   | 5  | 0  | 202   | 19%         |
| 7:30 PM  | 152 | 33  | 2   | 17 | 0   | 6  | 1  | 211   | 19%         |
| 8:00 PM  | 177 | 33  | 2   | 17 | 0   | 11 | 0  | 240   | 22%         |
| 8:30 PM  | 222 | 38  | 1   | 17 | 0   | 15 | 0  | 293   | 27%         |
| 9:00 PM  | 228 | 37  | 1   | 17 | 0   | 16 | 0  | 299   | 28%         |
| Capacity | 389 | 191 | 106 | 43 | 259 |    | 98 | 1086  |             |
| Average  | 130 | 30  | 2   | 17 | 5   |    | 0  | 184   | 17%         |



NDS

ROCKINGHAM PARK

PARKING COUNTS

SATURDAY 7/19/2025

| Time     | C1  | C2  | C3  | C4 | C5  | C6 | C7 | Total | Utilization |
|----------|-----|-----|-----|----|-----|----|----|-------|-------------|
| 12:00 PM | 95  | 22  | 0   | 17 | 3   |    | 2  | 139   | 13%         |
| 12:30 PM | 98  | 22  | 4   | 17 | 3   |    | 2  | 146   | 13%         |
| 1:00 PM  | 89  | 27  | 0   | 17 | 6   |    | 1  | 140   | 13%         |
| 1:30 PM  | 92  | 28  | 0   | 17 | 7   |    | 1  | 145   | 13%         |
| 2:00 PM  | 117 | 30  | 0   | 17 | 6   |    | 1  | 171   | 16%         |
| 2:30 PM  | 121 | 34  | 1   | 17 | 9   |    | 1  | 183   | 17%         |
| 3:00 PM  | 118 | 34  | 1   | 17 | 8   |    | 3  | 181   | 17%         |
| 3:30 PM  | 109 | 25  | 0   | 17 | 3   |    | 1  | 155   | 14%         |
| 4:00 PM  | 154 | 26  | 0   | 17 | 3   |    | 1  | 201   | 19%         |
| 4:30 PM  | 158 | 27  | 0   | 17 | 7   |    | 2  | 211   | 19%         |
| 5:00 PM  | 173 | 30  | 1   | 17 | 12  |    | 1  | 234   | 22%         |
| 5:30 PM  | 183 | 32  | 2   | 17 | 10  |    | 1  | 245   | 23%         |
| 6:00 PM  | 180 | 36  | 0   | 17 | 11  |    | 1  | 245   | 23%         |
| 6:30 PM  | 171 | 33  | 1   | 17 | 12  |    | 1  | 235   | 22%         |
| 7:00 PM  | 191 | 28  | 1   | 17 | 18  |    | 1  | 256   | 24%         |
| 7:30 PM  | 230 | 23  | 1   | 17 | 16  |    | 1  | 288   | 27%         |
| 8:00 PM  | 208 | 22  | 0   | 17 | 11  |    | 1  | 259   | 24%         |
| 8:30 PM  | 218 | 14  | 0   | 17 | 15  |    | 1  | 265   | 24%         |
| 9:00 PM  | 225 | 17  | 0   | 17 | 14  |    | 1  | 274   | 25%         |
| Capacity | 389 | 191 | 106 | 43 | 259 |    | 98 | 1086  |             |
| Average  | 154 | 27  | 1   | 17 | 9   |    | 1  | 209   | 19%         |

# Land Use: 932 High-Turnover (Sit-Down) Restaurant

## Description

A high-turnover (sit-down) restaurant is full-service eating establishment with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal. Some facilities offer carry-out for a small proportion of their customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.

## Land Use Subcategory

Data are separated into two subcategories for this land use:

- Restaurants that serve breakfast
- Restaurants that do not serve breakfast

The “serves breakfast” subcategory includes restaurants that serve customers during breakfast, lunch, and dinner; during breakfast and lunch; and during breakfast only. The “does not serve breakfast” subcategory includes restaurants that serve customers during lunch and dinner, during dinner only, and during lunch only.



## Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (Monday–Thursday) at restaurants that serve breakfast, lunch, and dinner (10 study sites) and at restaurants that serve only lunch and dinner (25 sites). The following table also presents a time-of-day distribution of parking demand on a Saturday at restaurants that serve breakfast, lunch, and dinner (nine study sites) and at restaurants that serve only lunch and dinner (six sites).

| Hour Beginning  | Percent of Monday–Thursday Peak Parking Demand |                          | Percent of Saturday Peak Parking Demand |                          |
|-----------------|------------------------------------------------|--------------------------|-----------------------------------------|--------------------------|
|                 | Serving Breakfast, Lunch, and Dinner           | Serving Lunch and Dinner | Serving Breakfast, Lunch, and Dinner    | Serving Lunch and Dinner |
| 12:00–4:00 a.m. | –                                              | –                        | –                                       | –                        |
| 5:00 a.m.       | –                                              | –                        | –                                       | –                        |
| 6:00 a.m.       | –                                              | –                        | –                                       | –                        |
| 7:00 a.m.       | –                                              | –                        | –                                       | –                        |
| 8:00 a.m.       | 64                                             | –                        | 55                                      | –                        |
| 9:00 a.m.       | 74                                             | –                        | 76                                      | –                        |
| 10:00 a.m.      | 82                                             | –                        | 91                                      | –                        |
| 11:00 a.m.      | 89                                             | 28                       | 100                                     | 33                       |
| 12:00 p.m.      | 100                                            | 96                       | 97                                      | 56                       |
| 1:00 p.m.       | 86                                             | 100                      | 91                                      | 69                       |
| 2:00 p.m.       | 57                                             | 51                       | 73                                      | 58                       |
| 3:00 p.m.       | 44                                             | 37                       | 51                                      | 49                       |
| 4:00 p.m.       | 39                                             | 34                       | 43                                      | 63                       |
| 5:00 p.m.       | 62                                             | 56                       | 57                                      | 77                       |
| 6:00 p.m.       | 73                                             | 87                       | 66                                      | 100                      |
| 7:00 p.m.       | 95                                             | 91                       | 80                                      | 100                      |
| 8:00 p.m.       | 76                                             | 73                       | 62                                      | 85                       |
| 9:00 p.m.       | –                                              | –                        | –                                       | 55                       |
| 10:00 p.m.      | –                                              | –                        | –                                       | 35                       |
| 11:00 p.m.      | –                                              | –                        | –                                       | –                        |

## **Additional Data**

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may have a more direct relationship to site-generated parking demand than GFA.

The average parking supply ratio for the 55 study sites with parking supply information in a general urban/suburban setting is 16 spaces per 1,000 square feet GFA. The average parking supply ratio for the five study sites with parking supply information in a dense multi-use urban setting is 11 spaces per 1,000 square feet GFA. The average peak parking occupancy is 74 percent at the general urban/suburban sites and 88 percent at the dense multi-use urban sites.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, British Columbia (CAN), California, Florida, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Texas, Virginia, Washington, and Wisconsin.

## **Source Numbers**

168, 218, 274, 276, 299, 527, 531, 556, 557, 567, 568, 618, 619, 620, 622, 626, 628, 637



# High-Turnover (Sit Down) Restaurant Does Not Serve Breakfast (932)

Peak Period Parking Demand vs: Seats

On a: Weekday (Monday - Thursday)

Setting/Location: General Urban/Suburban

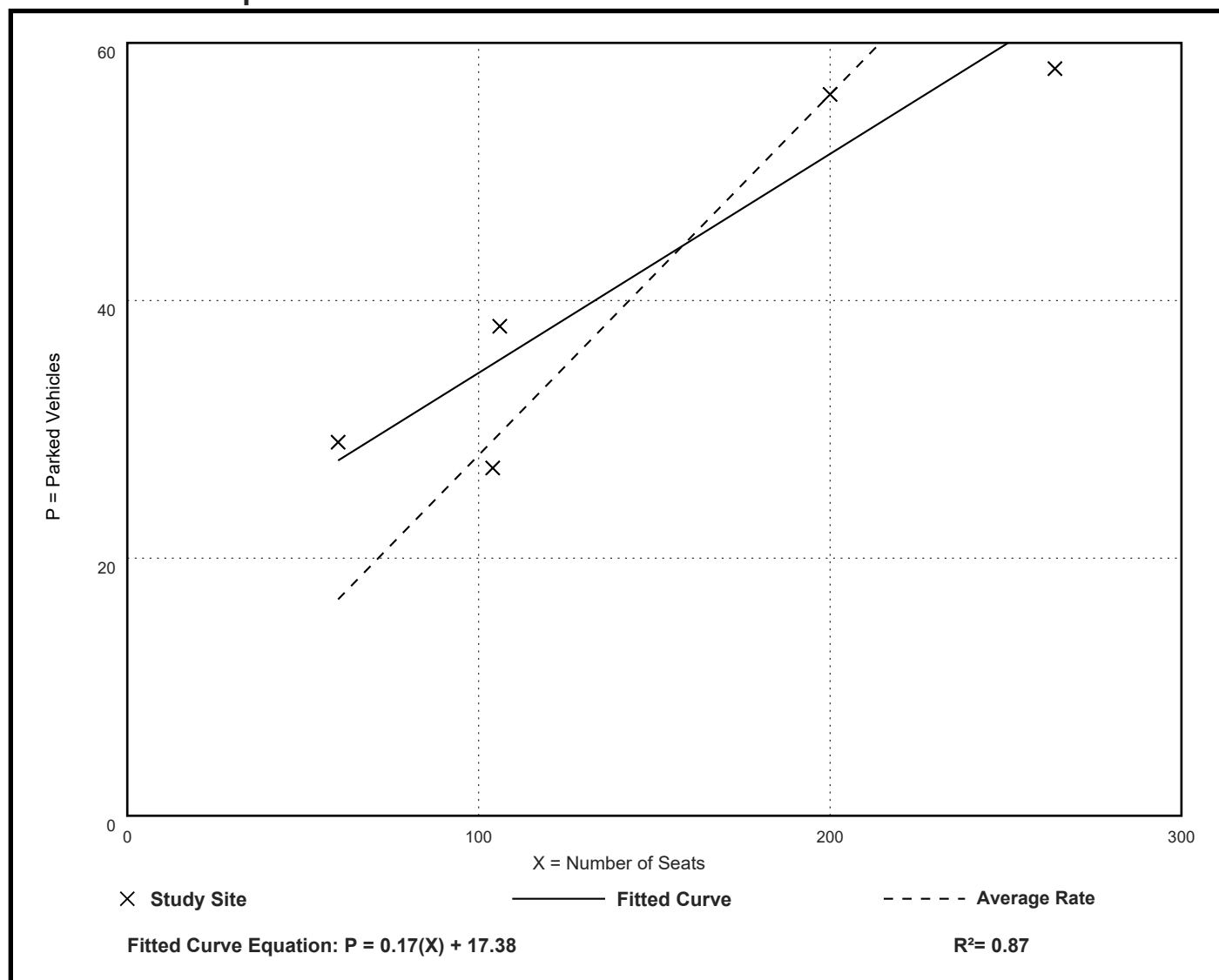
Number of Studies: 5

Avg. Num. of Seats: 147

## Peak Period Parking Demand per Seat

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|--------------|----------------|------------------------|-------------------------|------------------------------------------|
| 0.28         | 0.22 - 0.48    | 0.26 / 0.48            | ***                     | 0.08 ( 29% )                             |

## Data Plot and Equation



# High-Turnover (Sit Down) Restaurant Does Not Serve Breakfast (932)

Peak Period Parking Demand vs: Seats

On a: Friday

Setting/Location: General Urban/Suburban

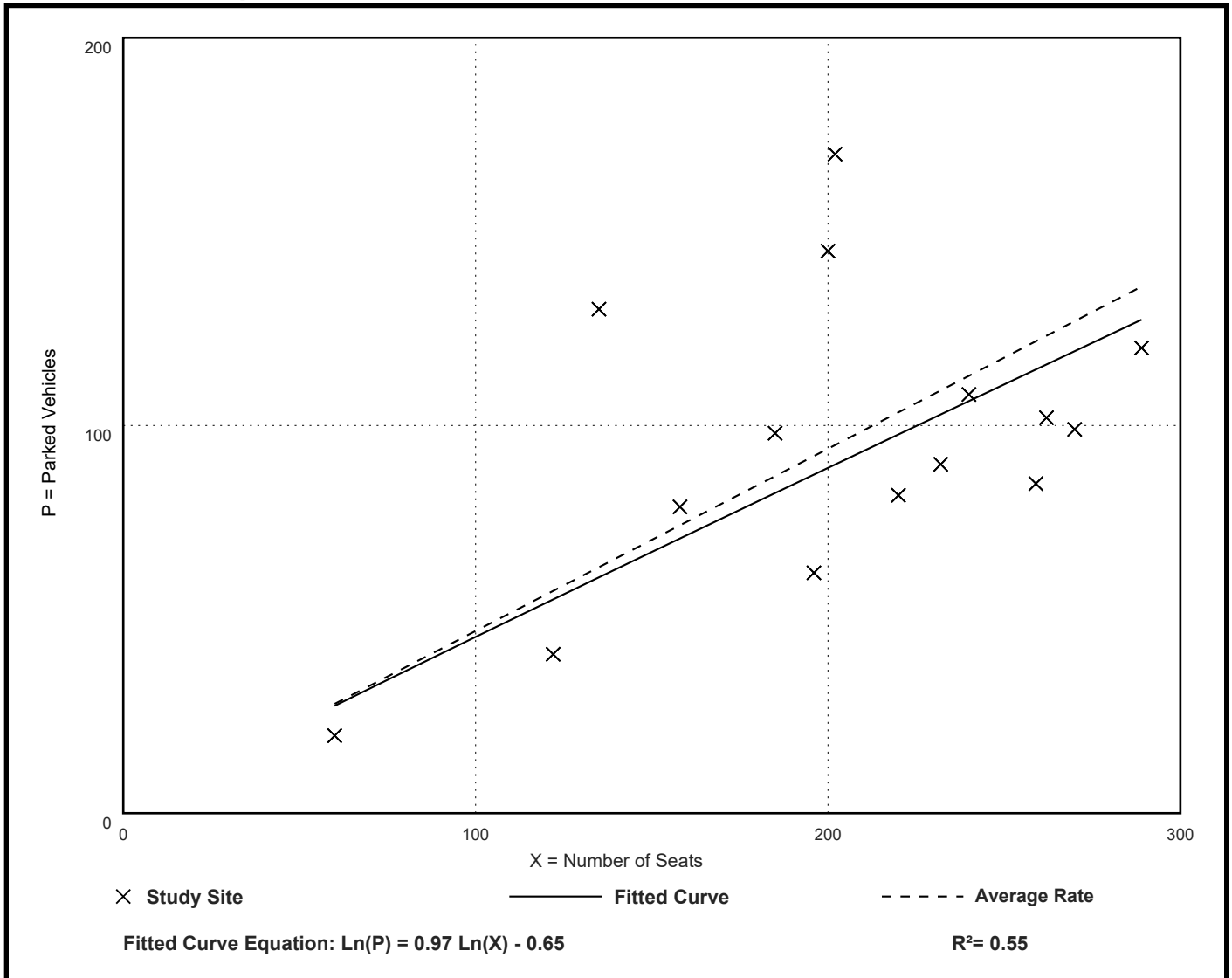
Number of Studies: 15

Avg. Num. of Seats: 202

## Peak Period Parking Demand per Seat

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|--------------|----------------|------------------------|-------------------------|------------------------------------------|
| 0.47         | 0.32 - 0.96    | 0.37 / 0.79            | ***                     | 0.19 ( 40% )                             |

## Data Plot and Equation





# High-Turnover (Sit Down) Restaurant Does Not Serve Breakfast (932)

Peak Period Parking Demand vs: Seats

On a: Saturday

Setting/Location: General Urban/Suburban

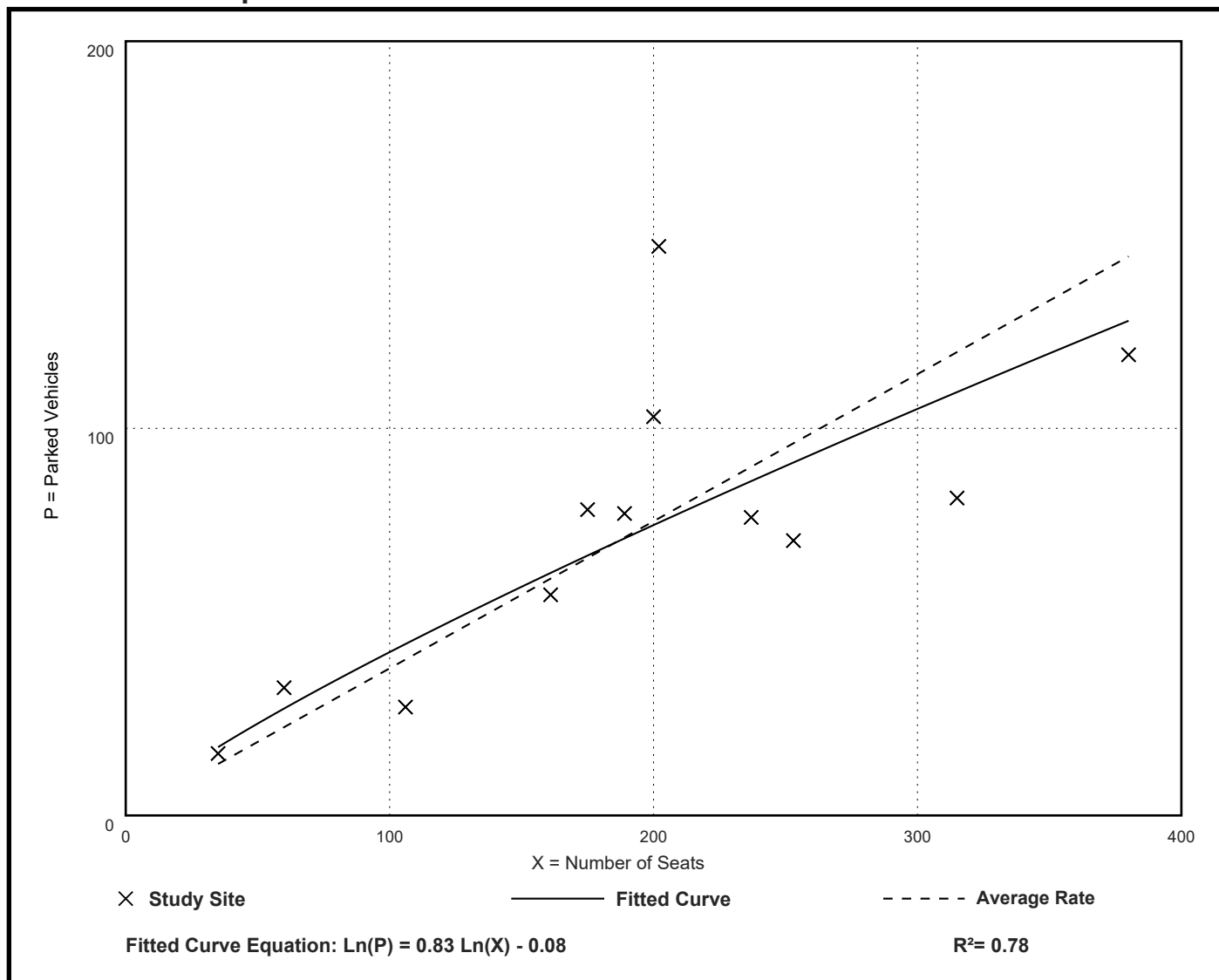
Number of Studies: 12

Avg. Num. of Seats: 193

## Peak Period Parking Demand per Seat

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|--------------|----------------|------------------------|-------------------------|------------------------------------------|
| 0.38         | 0.26 - 0.73    | 0.32 / 0.56            | ***                     | 0.14 ( 37% )                             |

## Data Plot and Equation



# Land Use: 437 Bowling Alley

## Description

A bowling alley is a recreational facility that includes bowling lanes. A small lounge, restaurant and/or snack bar, video games, and billiard tables may also be available.

## Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at five study sites.

| Hour Beginning  | Percent of Weekday Peak Parking Demand |
|-----------------|----------------------------------------|
| 12:00–4:00 a.m. | —                                      |
| 5:00 a.m.       | —                                      |
| 6:00 a.m.       | —                                      |
| 7:00 a.m.       | —                                      |
| 8:00 a.m.       | —                                      |
| 9:00 a.m.       | —                                      |
| 10:00 a.m.      | —                                      |
| 11:00 a.m.      | —                                      |
| 12:00 p.m.      | —                                      |
| 1:00 p.m.       | —                                      |
| 2:00 p.m.       | —                                      |
| 3:00 p.m.       | —                                      |
| 4:00 p.m.       | —                                      |
| 5:00 p.m.       | 45                                     |
| 6:00 p.m.       | 87                                     |
| 7:00 p.m.       | 99                                     |
| 8:00 p.m.       | 100                                    |
| 9:00 p.m.       | 82                                     |
| 10:00 p.m.      | —                                      |
| 11:00 p.m.      | —                                      |

## **Additional Data**

Factors such as the extent of ancillary activities (for example, billiards, lounge) and transitions between activities (when one bowling league had not yet ended and the next was about to begin) may have affected the reported parking demand.

The average parking supply ratio for the four study sites with parking supply information is 5.6 spaces per lane. The average peak parking occupancy at these four sites is 56 percent.

The sites were surveyed in the 1990s in Oregon.

## **Source Number**

275



# Bowling Alley (437)

## Peak Period Parking Demand vs: Lanes

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

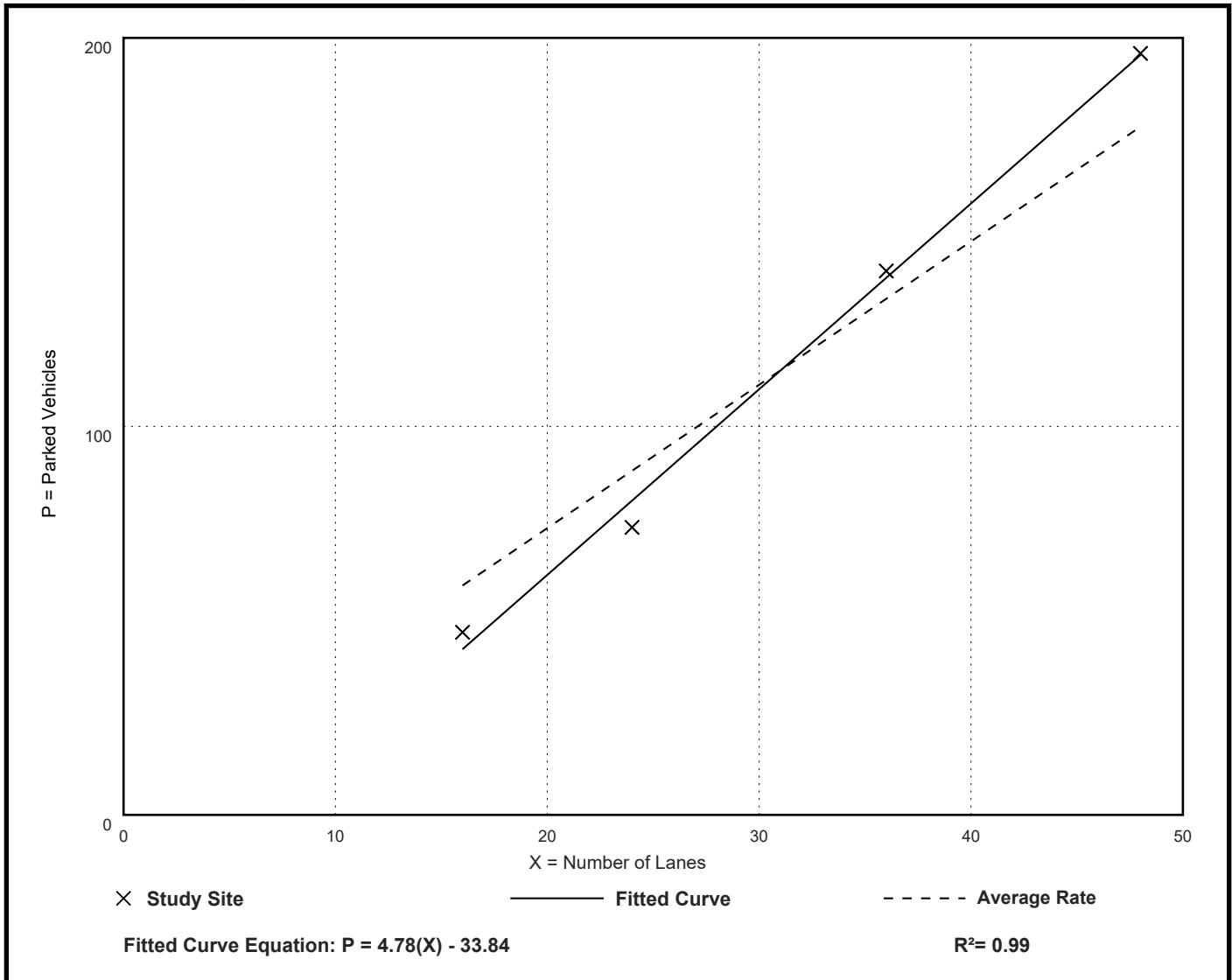
Number of Studies: 4

Avg. Num. of Lanes: 31

## Peak Period Parking Demand per Lane

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|--------------|----------------|------------------------|-------------------------|------------------------------------------|
| 3.69         | 2.94 - 4.08    | 3.03 / 4.08            | ***                     | 0.54 ( 15% )                             |

## Data Plot and Equation



# Bowling Alley (437)

## Peak Period Parking Demand vs: Lanes

On a: Weekday (Monday - Friday)

Setting/Location: Dense Multi-Use Urban

Number of Studies: 1

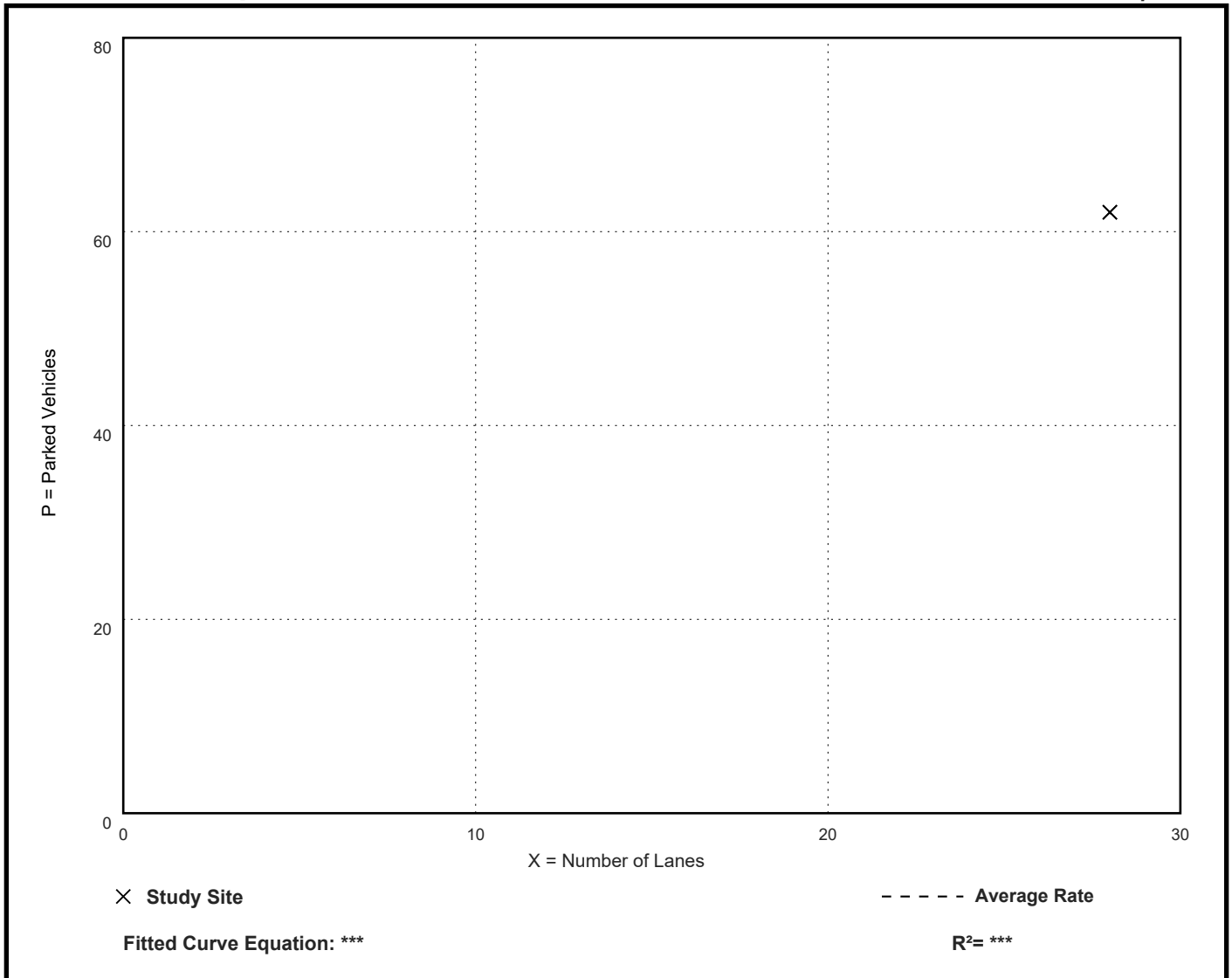
Avg. Num. of Lanes: 28

## Peak Period Parking Demand per Lane

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|--------------|----------------|------------------------|-------------------------|------------------------------------------|
| 2.21         | 2.21 - 2.21    | *** / ***              | ***                     | *** ( *** )                              |

## Data Plot and Equation

Caution – Small Sample Size



# Land Use: 932

## High-Turnover (Sit-Down) Restaurant

---

### Description

This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal.

Some facilities offer carry-out for a small proportion of its customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.

Fast casual restaurant (Land Use 930), fine dining restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

### Additional Data

***Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.***

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Texas, Vermont, and Wisconsin.

### Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 939, 944, 961, 962, 977, 1048



# High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: Seats  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Seats: 148

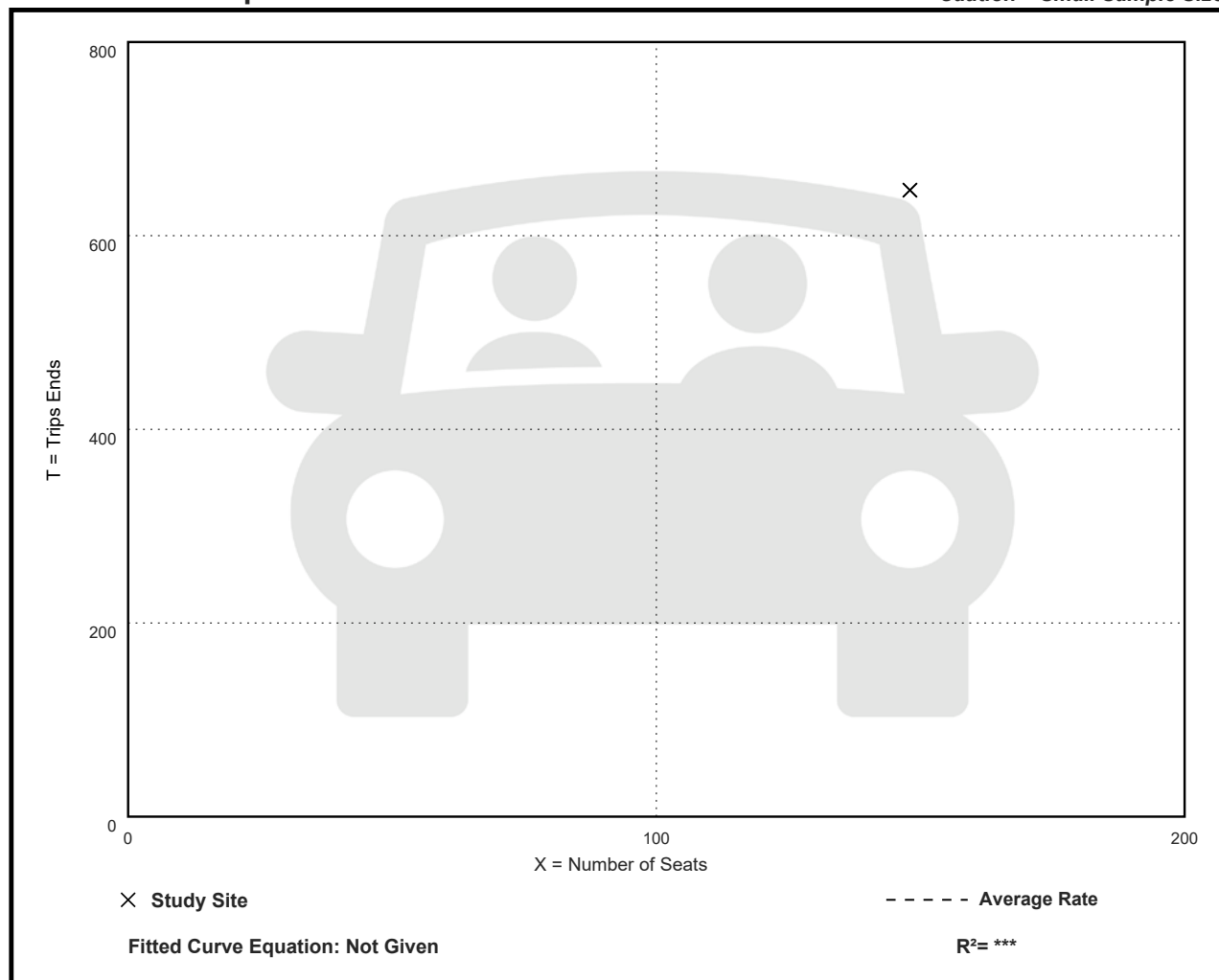
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.37         | 4.37 - 4.37    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# High-Turnover (Sit-Down) Restaurant (932)

## Vehicle Trip Ends vs: Seats

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

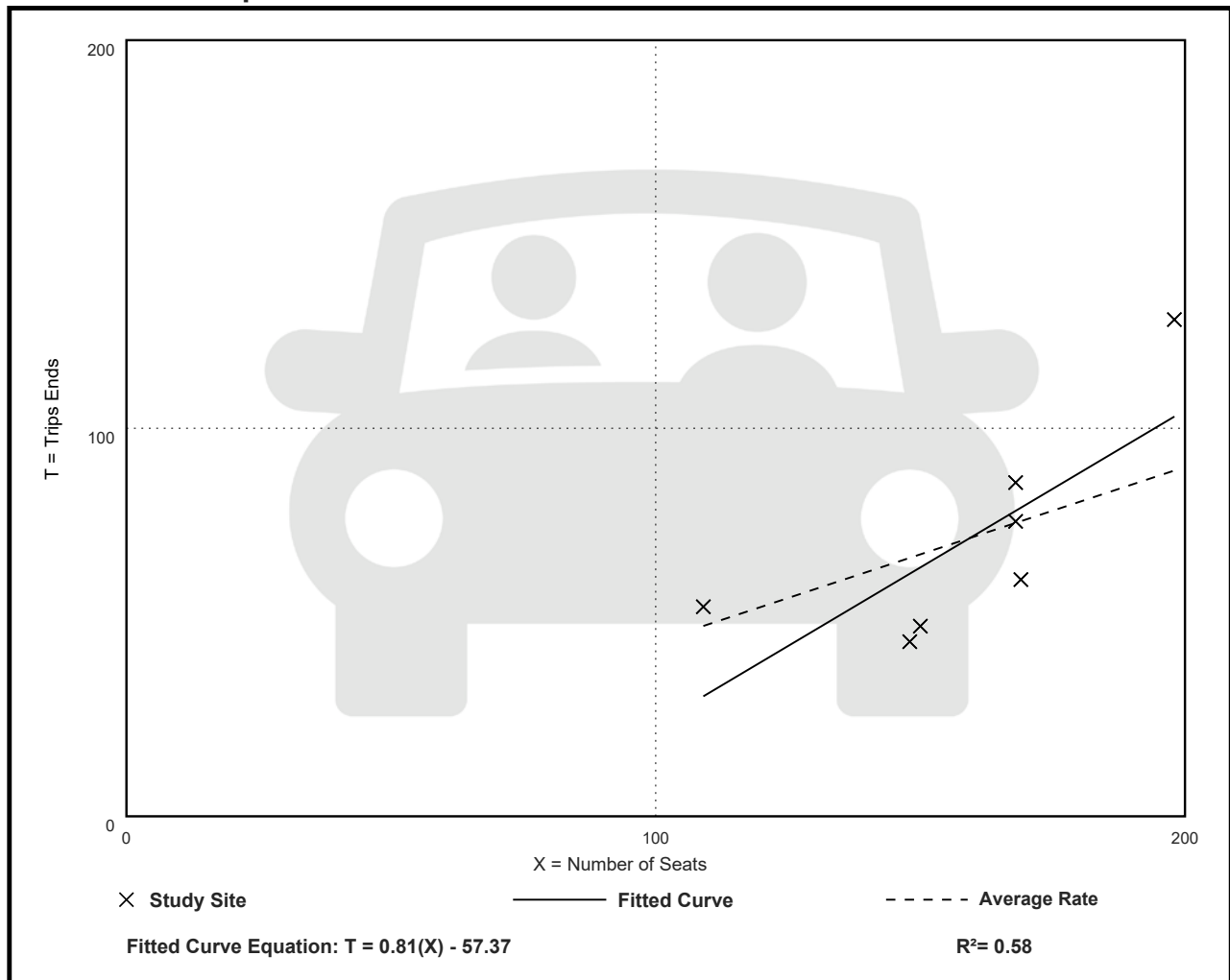
Avg. Num. of Seats: 159

Directional Distribution: 52% entering, 48% exiting

## Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.45         | 0.30 - 0.65    | 0.13               |

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

## Vehicle Trip Ends vs: Seats

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

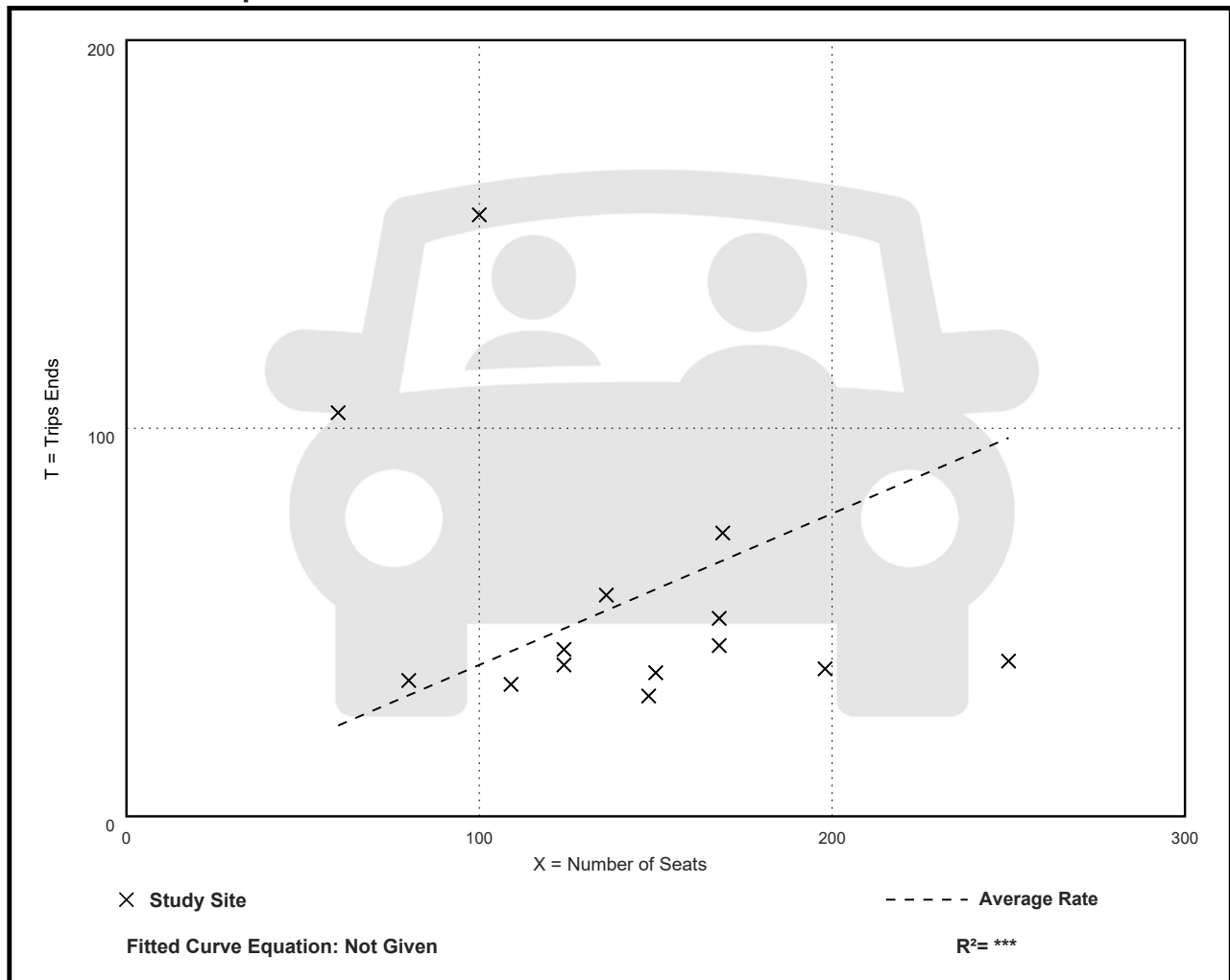
Avg. Num. of Seats: 142

Directional Distribution: 57% entering, 43% exiting

## Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.39         | 0.16 - 1.73    | 0.39               |

## Data Plot and Equation





# High-Turnover (Sit-Down) Restaurant (932)

## Vehicle Trip Ends vs: Seats

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

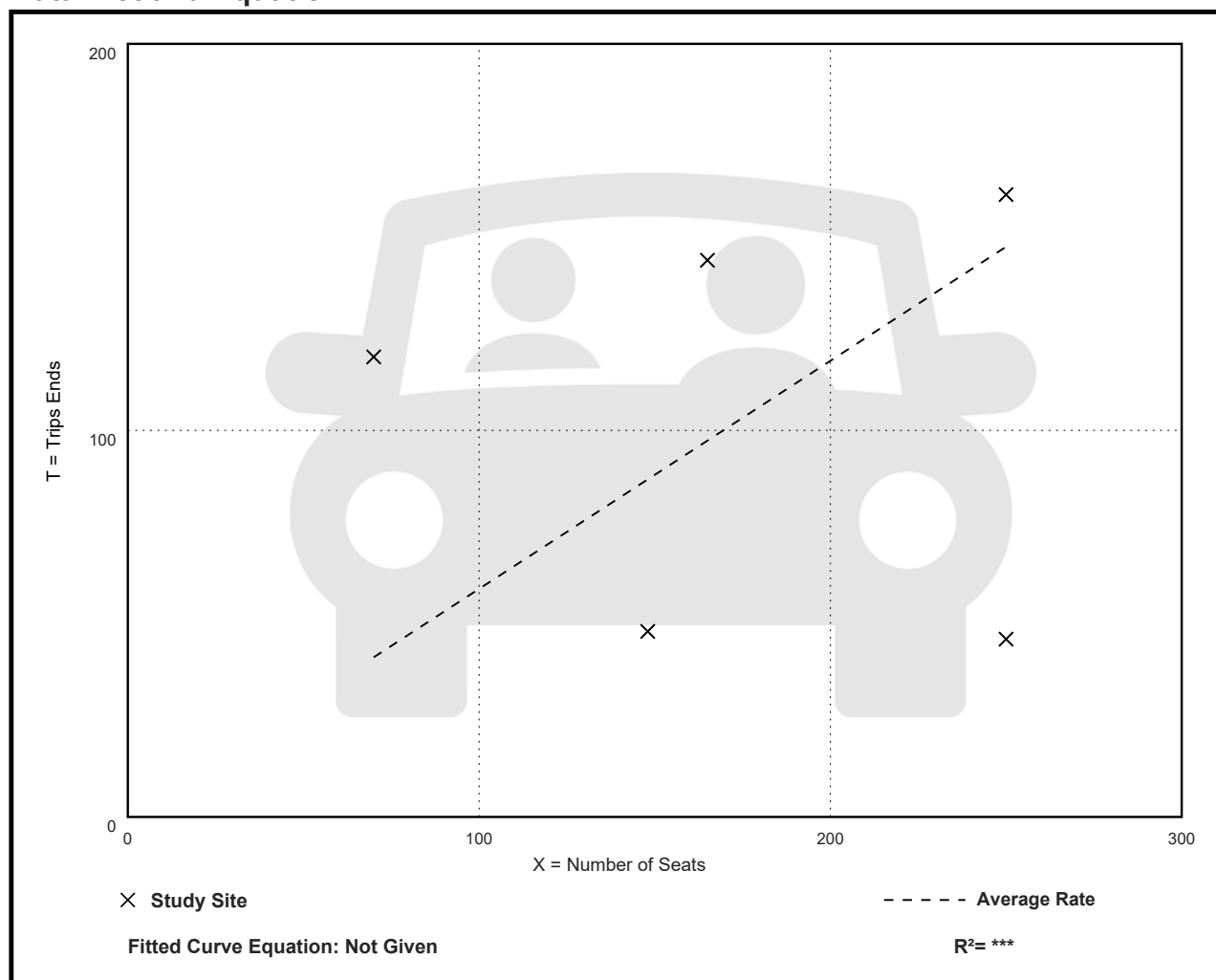
Avg. Num. of Seats: 177

Directional Distribution: 60% entering, 40% exiting

## Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.59         | 0.18 - 1.70    | 0.46               |

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

## Vehicle Trip Ends vs: Seats

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 10

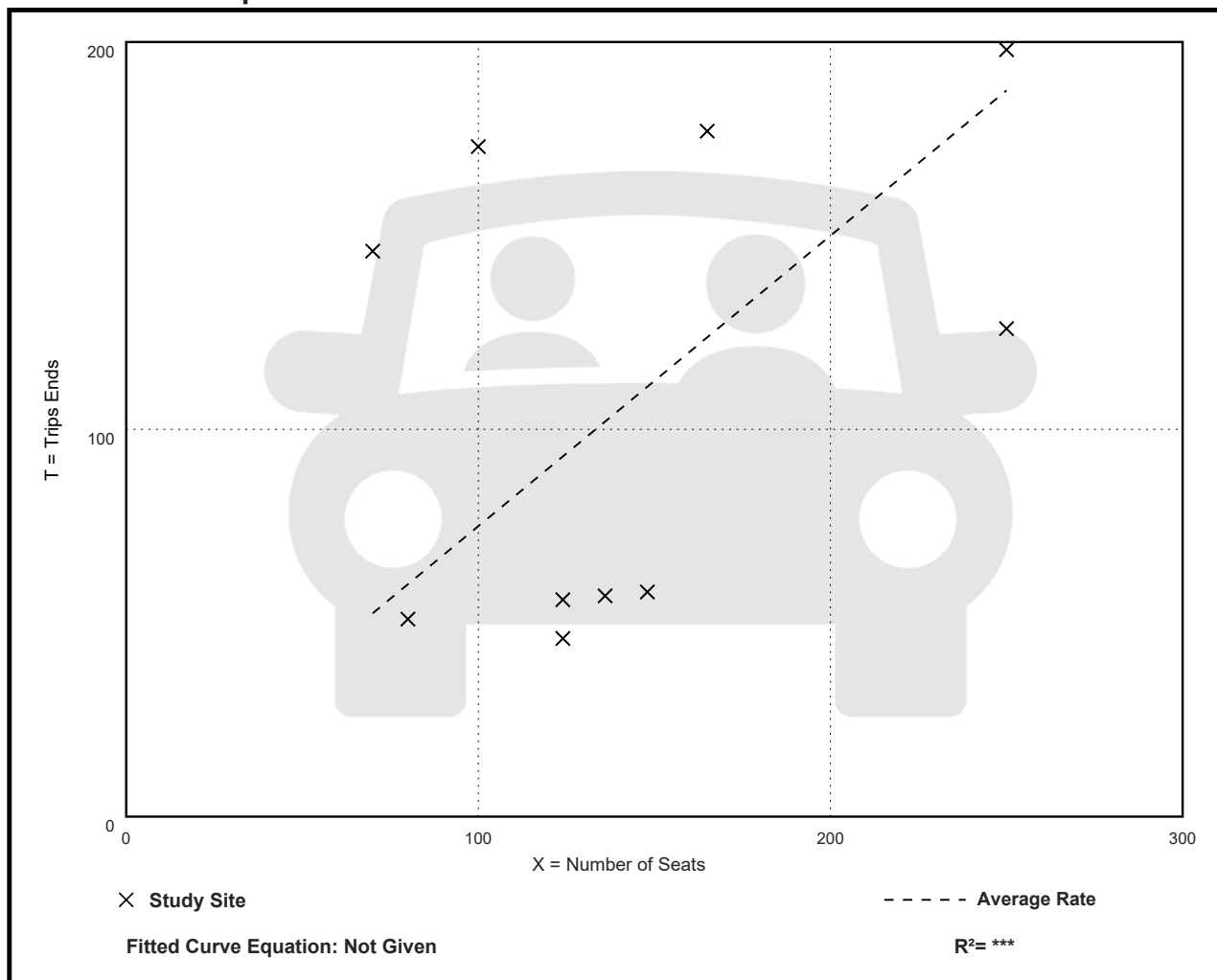
Avg. Num. of Seats: 145

Directional Distribution: 52% entering, 48% exiting

## Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.75         | 0.37 - 2.09    | 0.49               |

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: Seats  
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Seats: 148

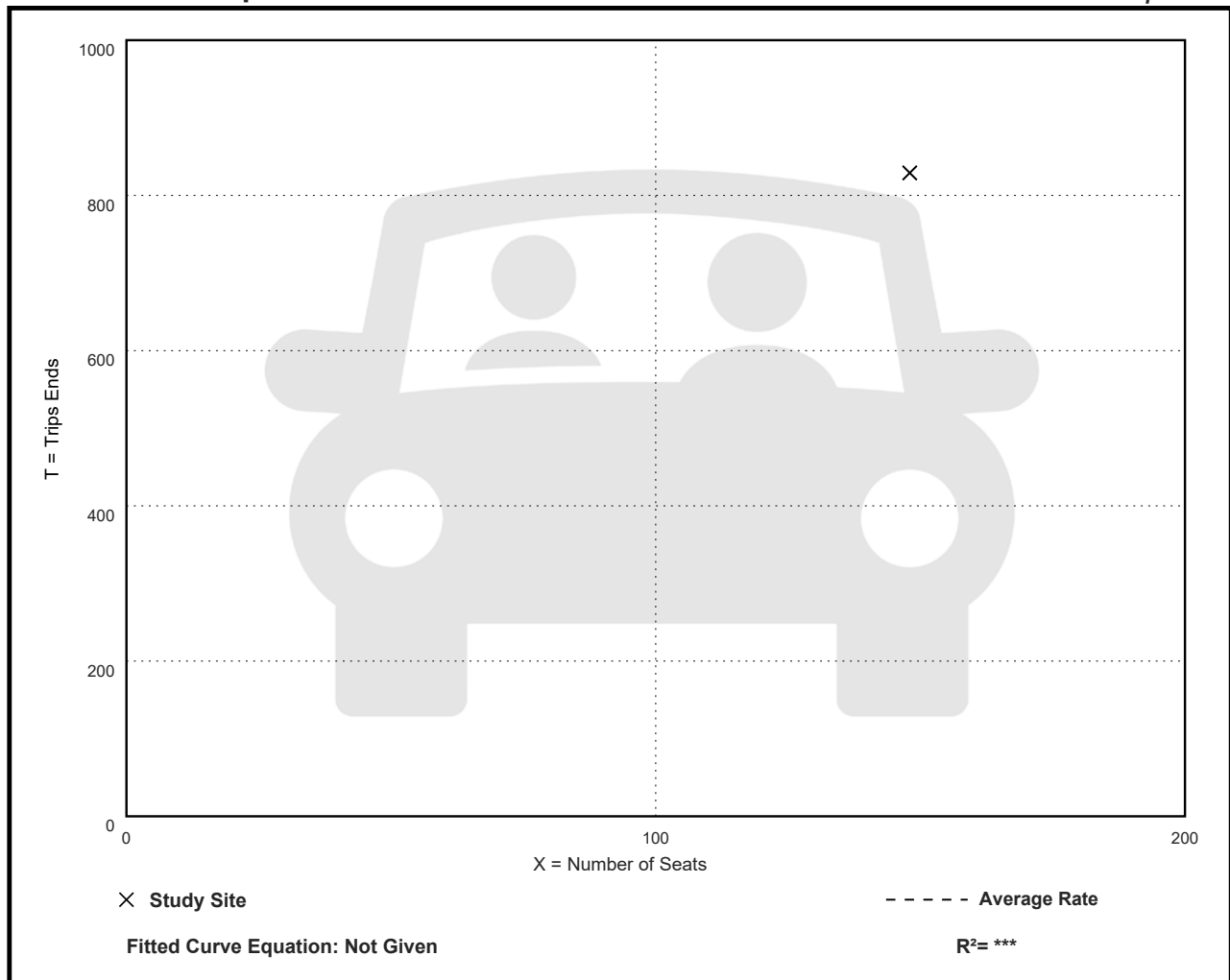
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 5.60         | 5.60 - 5.60    | ***                |

## Data Plot and Equation

Caution – Small Sample Size





# High-Turnover (Sit-Down) Restaurant (932)

## Vehicle Trip Ends vs: Seats

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 8

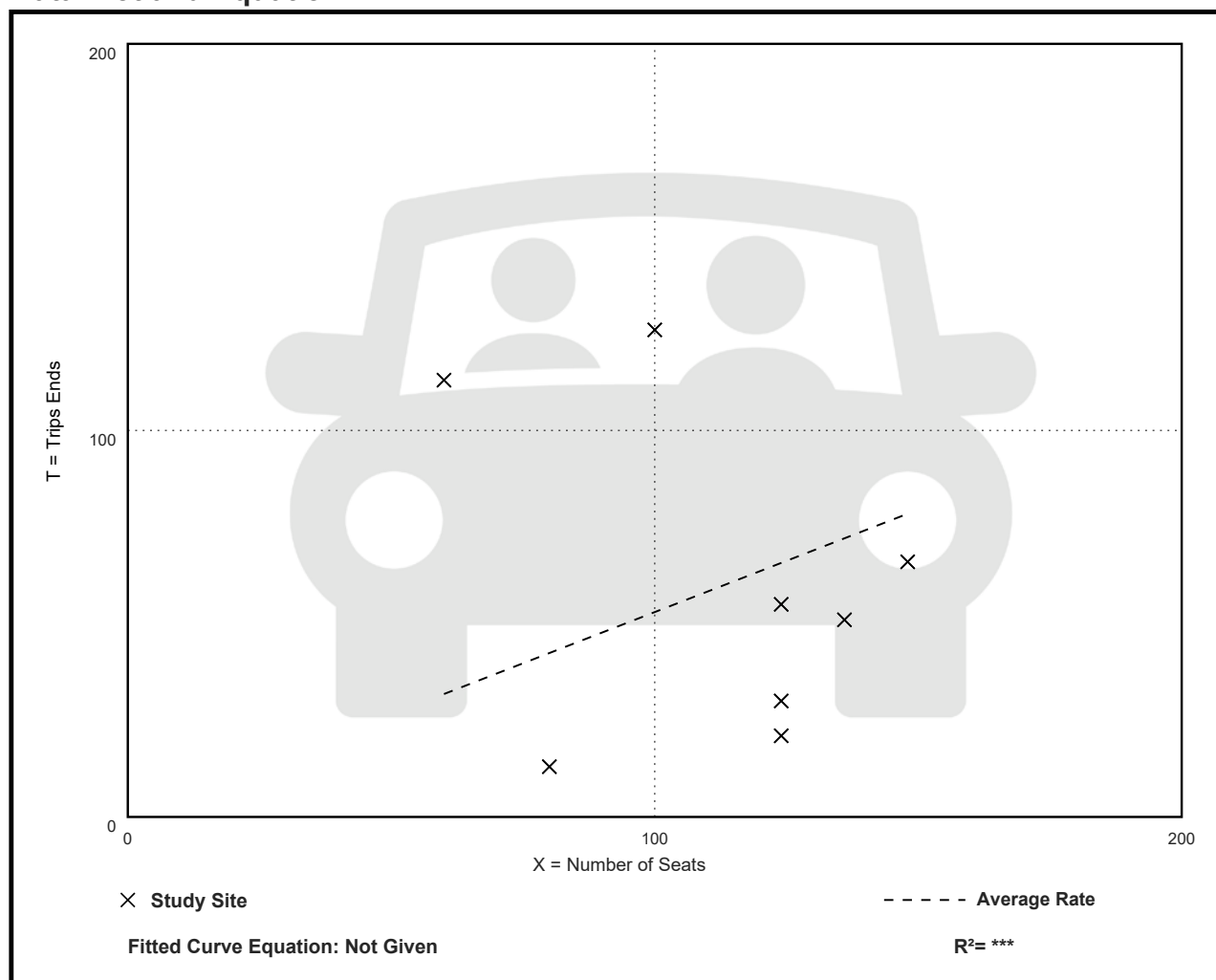
Avg. Num. of Seats: 112

Directional Distribution: 53% entering, 47% exiting

## Vehicle Trip Generation per Seat

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.53         | 0.16 - 1.88    | 0.51               |

## Data Plot and Equation



# Land Use: 437

## Bowling Alley

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### **Description**

A bowling alley is a recreational facility that includes bowling lanes. A small lounge, restaurant and/or snack bar, video games, and pool tables may also be available.

### **Additional Data**

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Connecticut, Florida, and Texas.

### **Source Numbers**

400, 721, 945

# Bowling Alley (437)

## Vehicle Trip Ends vs: Bowling Lanes

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Bowling Lanes: 40

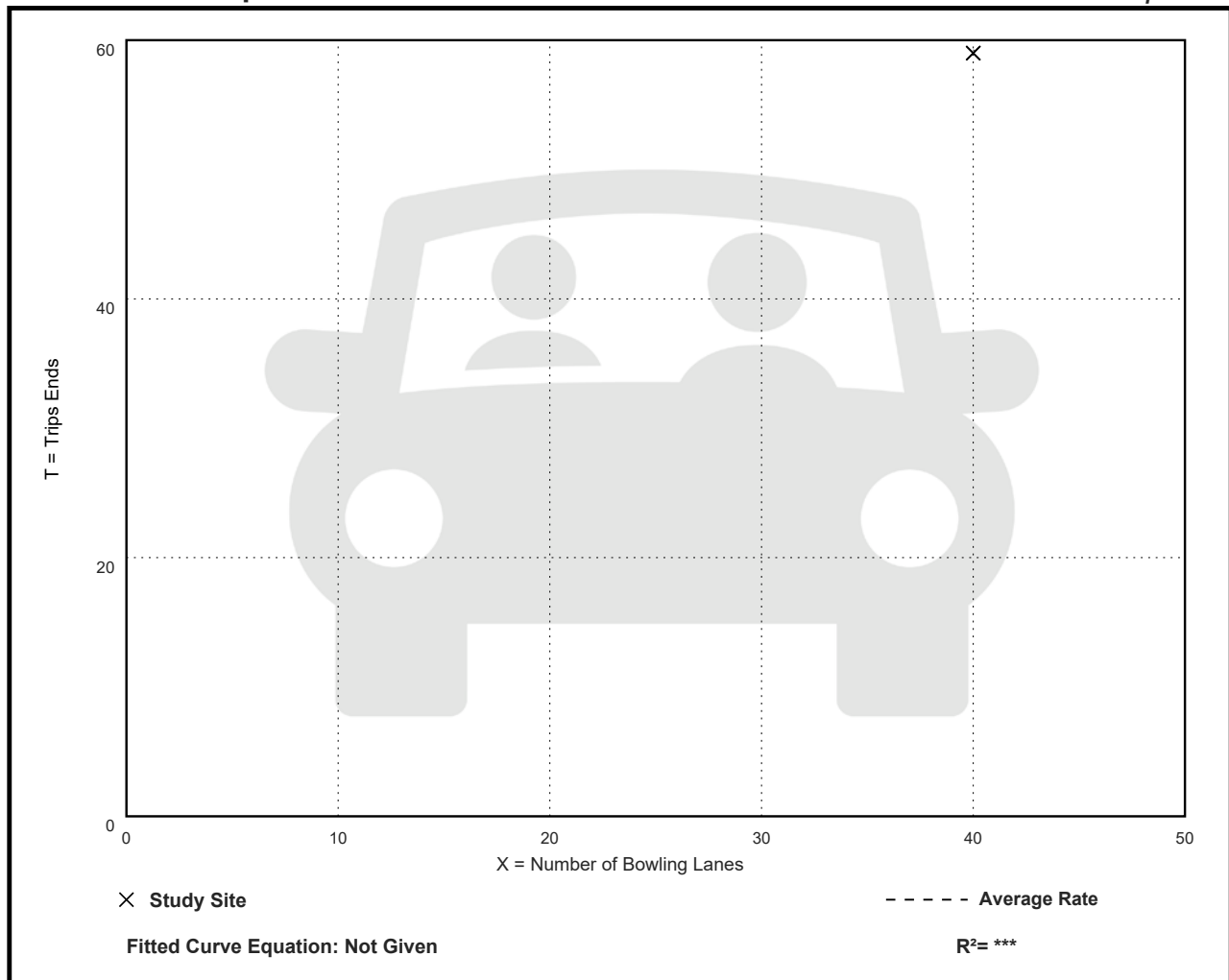
Directional Distribution: 95% entering, 5% exiting

## Vehicle Trip Generation per Bowling Lane

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.48         | 1.48 - 1.48    | ***                |

## Data Plot and Equation

Caution – Small Sample Size





# Bowling Alley (437)

## Vehicle Trip Ends vs: Bowling Lanes

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

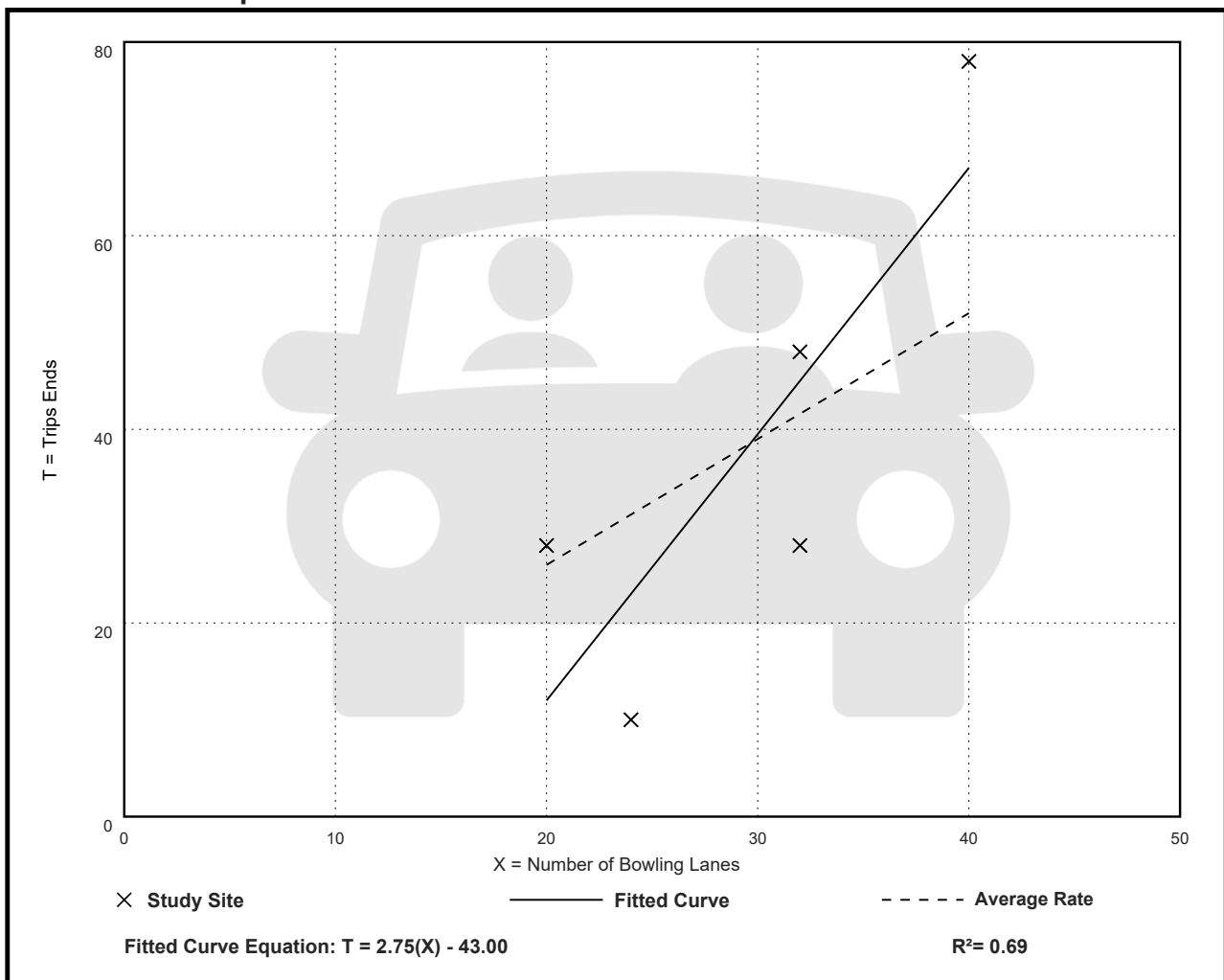
Avg. Num. of Bowling Lanes: 30

Directional Distribution: 65% entering, 35% exiting

## Vehicle Trip Generation per Bowling Lane

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.30         | 0.42 - 1.95    | 0.60               |

## Data Plot and Equation



# Bowling Alley (437)

## Vehicle Trip Ends vs: Bowling Lanes

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Bowling Lanes: 32

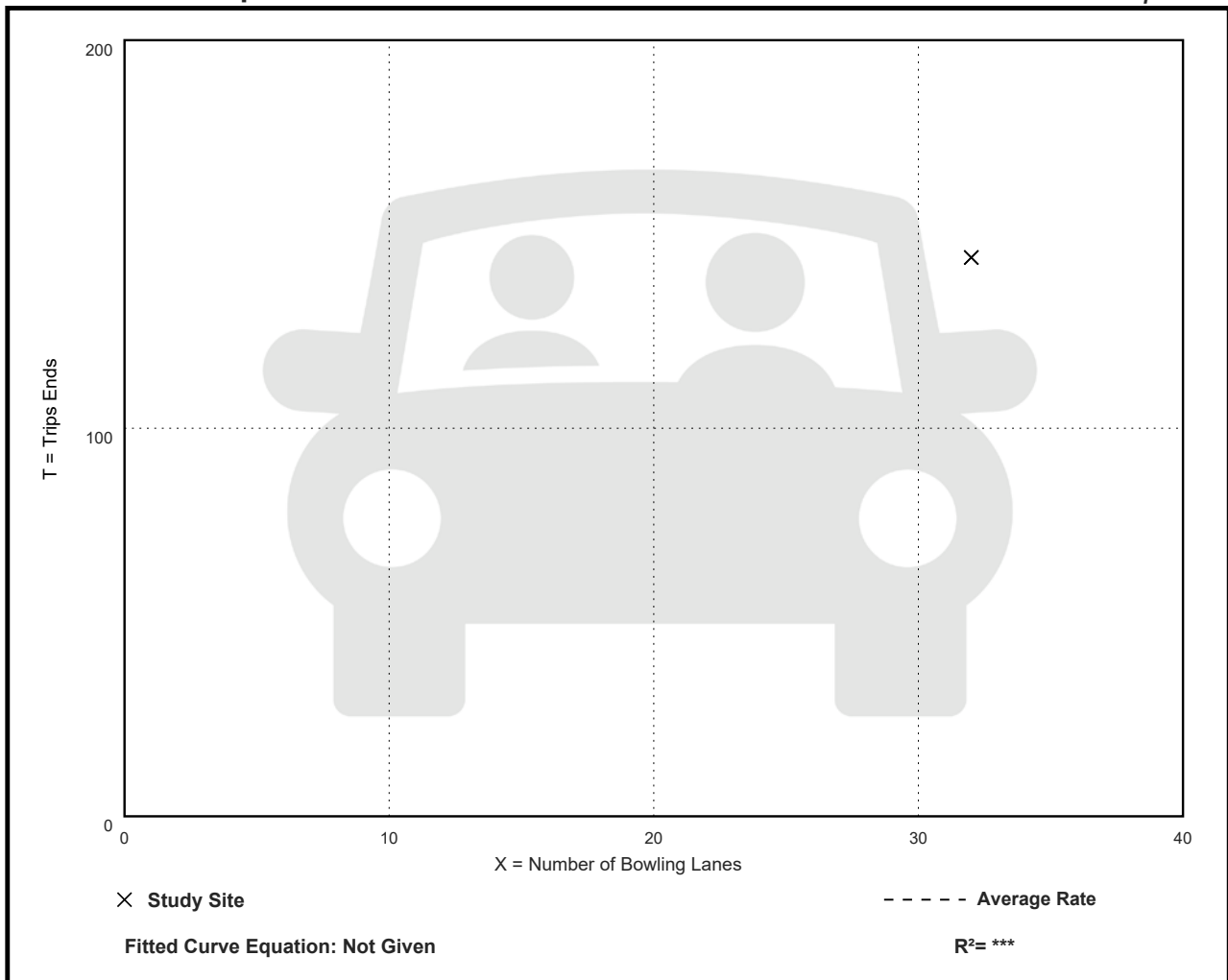
Directional Distribution: 83% entering, 17% exiting

## Vehicle Trip Generation per Bowling Lane

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.50         | 4.50 - 4.50    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Bowling Alley (437)

## Vehicle Trip Ends vs: Bowling Lanes

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Bowling Lanes: 32

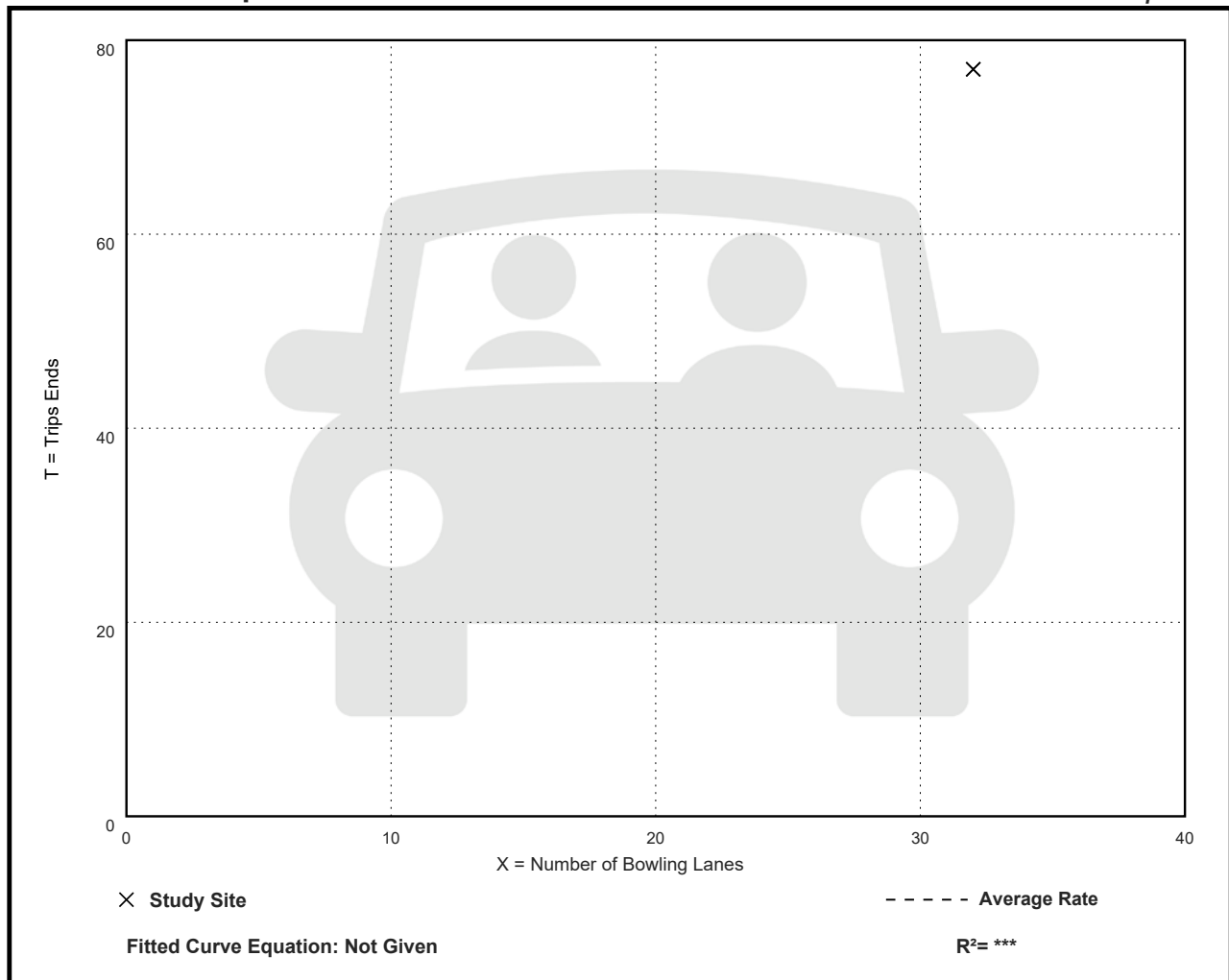
Directional Distribution: 39% entering, 61% exiting

## Vehicle Trip Generation per Bowling Lane

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.41         | 2.41 - 2.41    | ***                |

## Data Plot and Equation

Caution – Small Sample Size





# Bowling Alley (437)

## Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 73

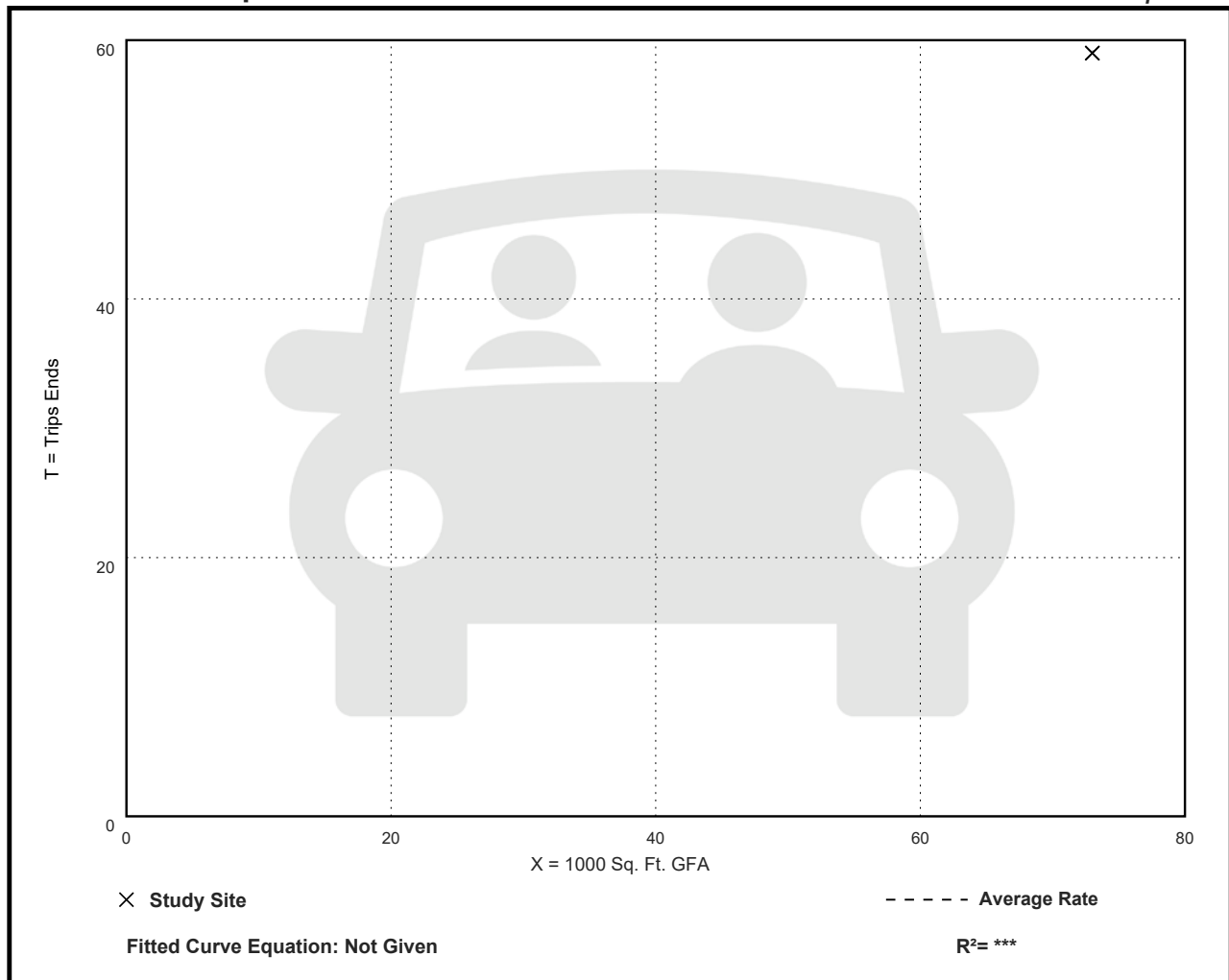
Directional Distribution: 95% entering, 5% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.81         | 0.81 - 0.81    | ***                |

## Data Plot and Equation

Caution – Small Sample Size



# Bowling Alley (437)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

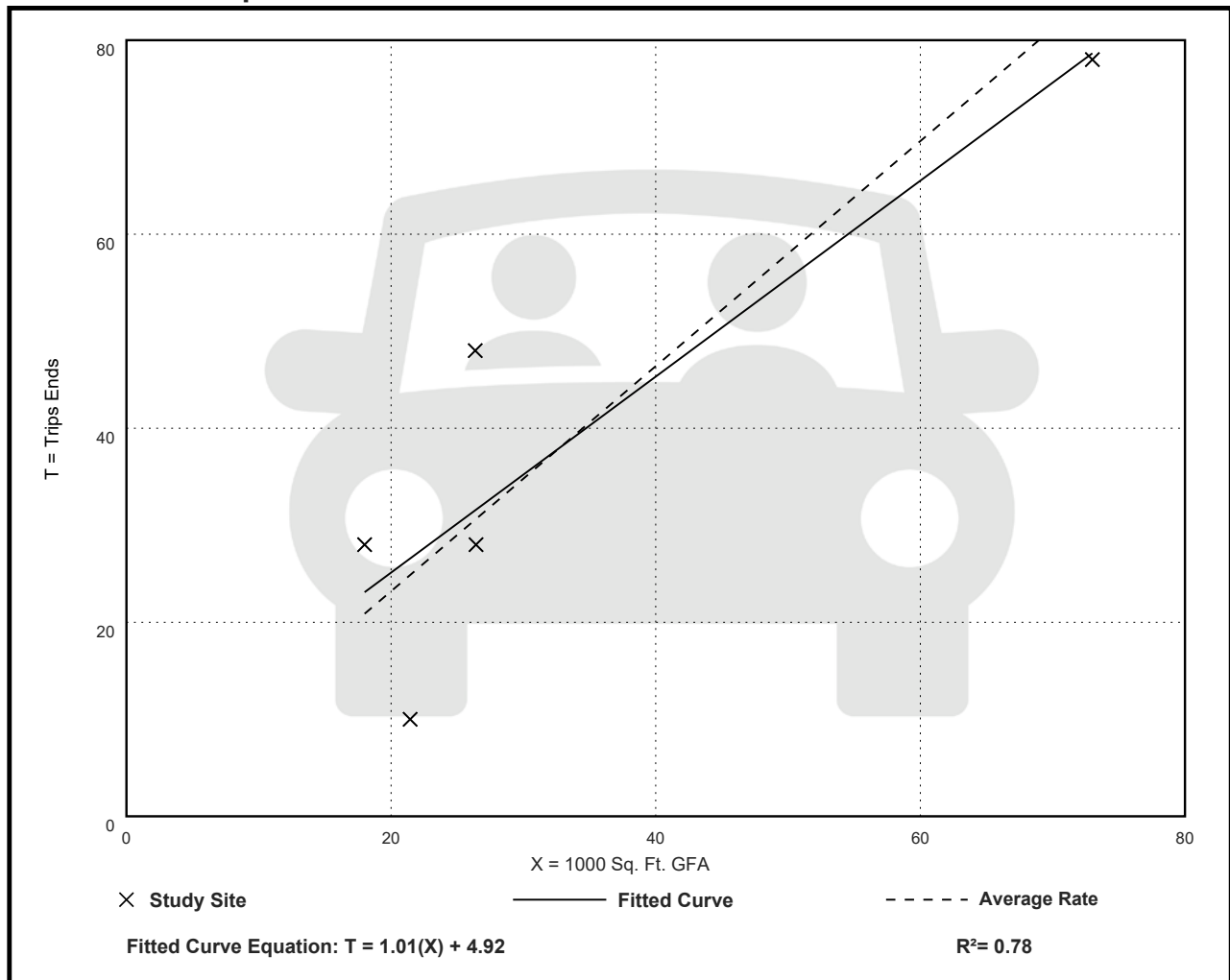
Avg. 1000 Sq. Ft. GFA: 33

Directional Distribution: 65% entering, 35% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.16         | 0.47 - 1.82    | 0.44               |

## Data Plot and Equation



# Land Use: 975

## Drinking Place

---

### Description

A drinking place contains a bar, where alcoholic beverages and food are sold, and possibly some type of entertainment, such as music, television screens, video games, or pool tables. Establishments that specialize in serving food but also have bars are not included in this land use.

### Additional Data

All data for this land use were collected on Mondays through Thursdays.

The sites were surveyed in the 1980s, the 1990s, and the 2010s in Colorado, Florida, Oregon, Pennsylvania, and South Dakota.

### Source Numbers

291, 358, 583, 1020, 1053

# Drinking Place (975)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 12

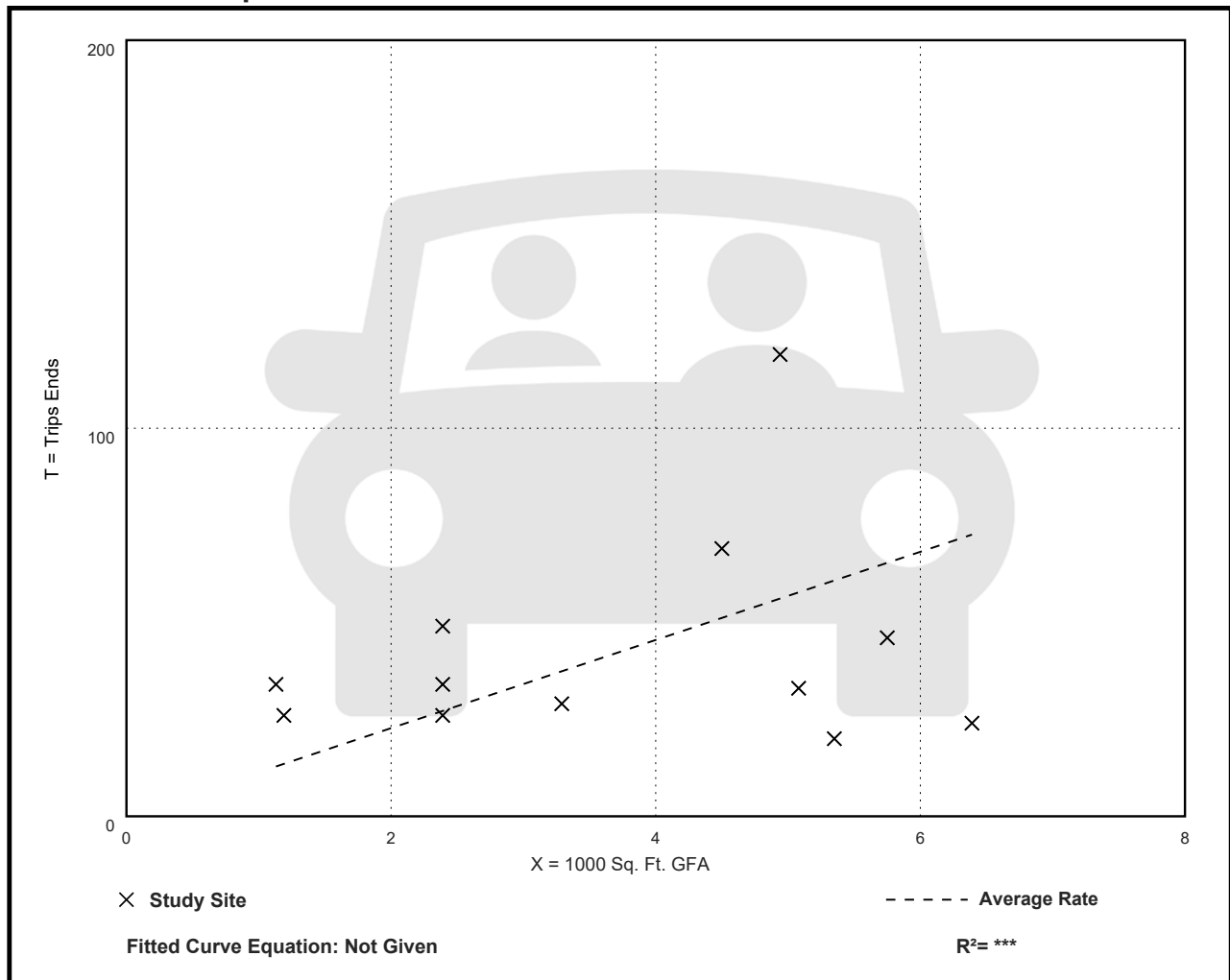
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 66% entering, 34% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 11.36        | 3.74 - 30.09   | 7.81               |

## Data Plot and Equation





# Drinking Place (975)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 8

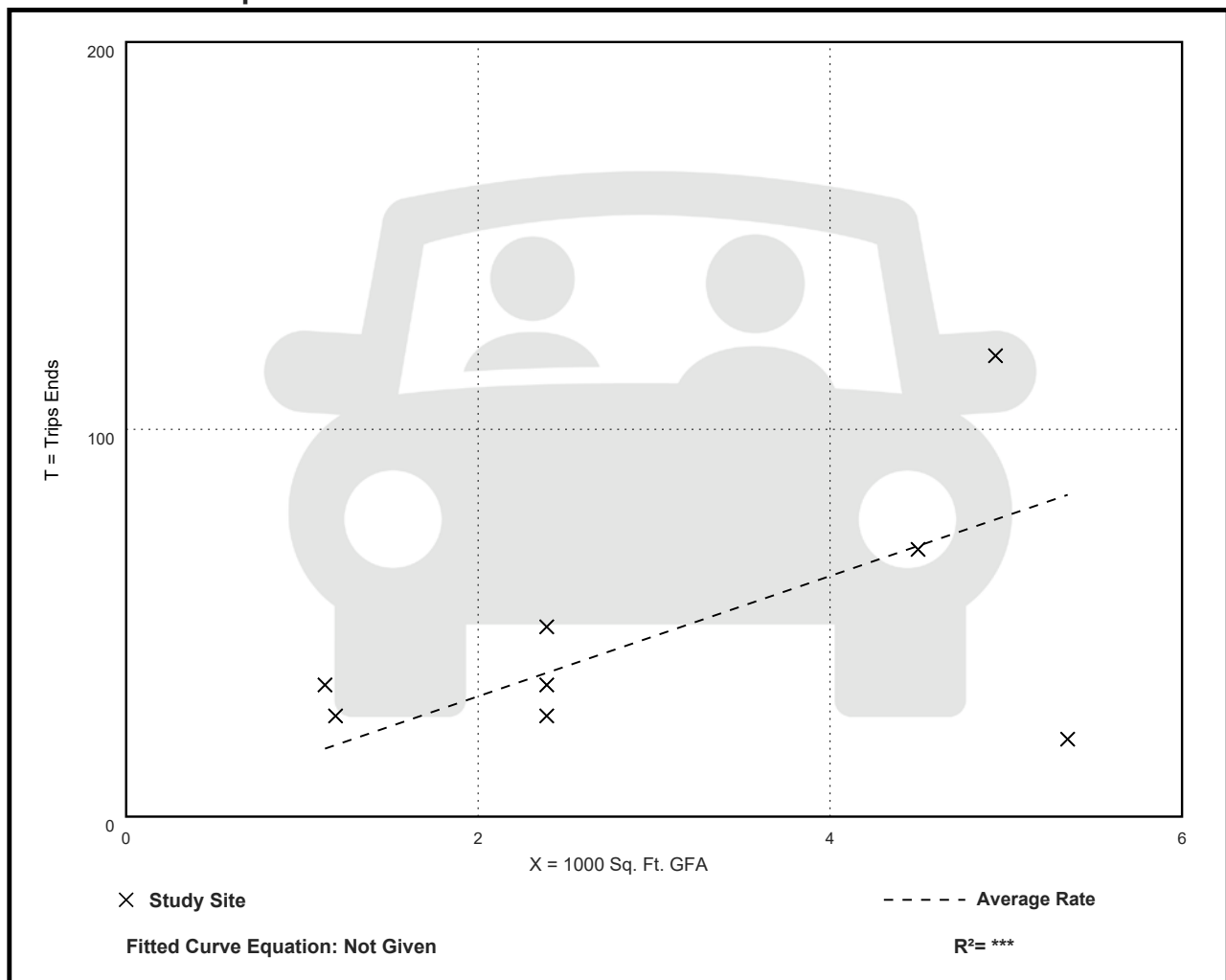
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 68% entering, 32% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 15.53        | 3.74 - 30.09   | 8.42               |

## Data Plot and Equation



# Drinking Place (975)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

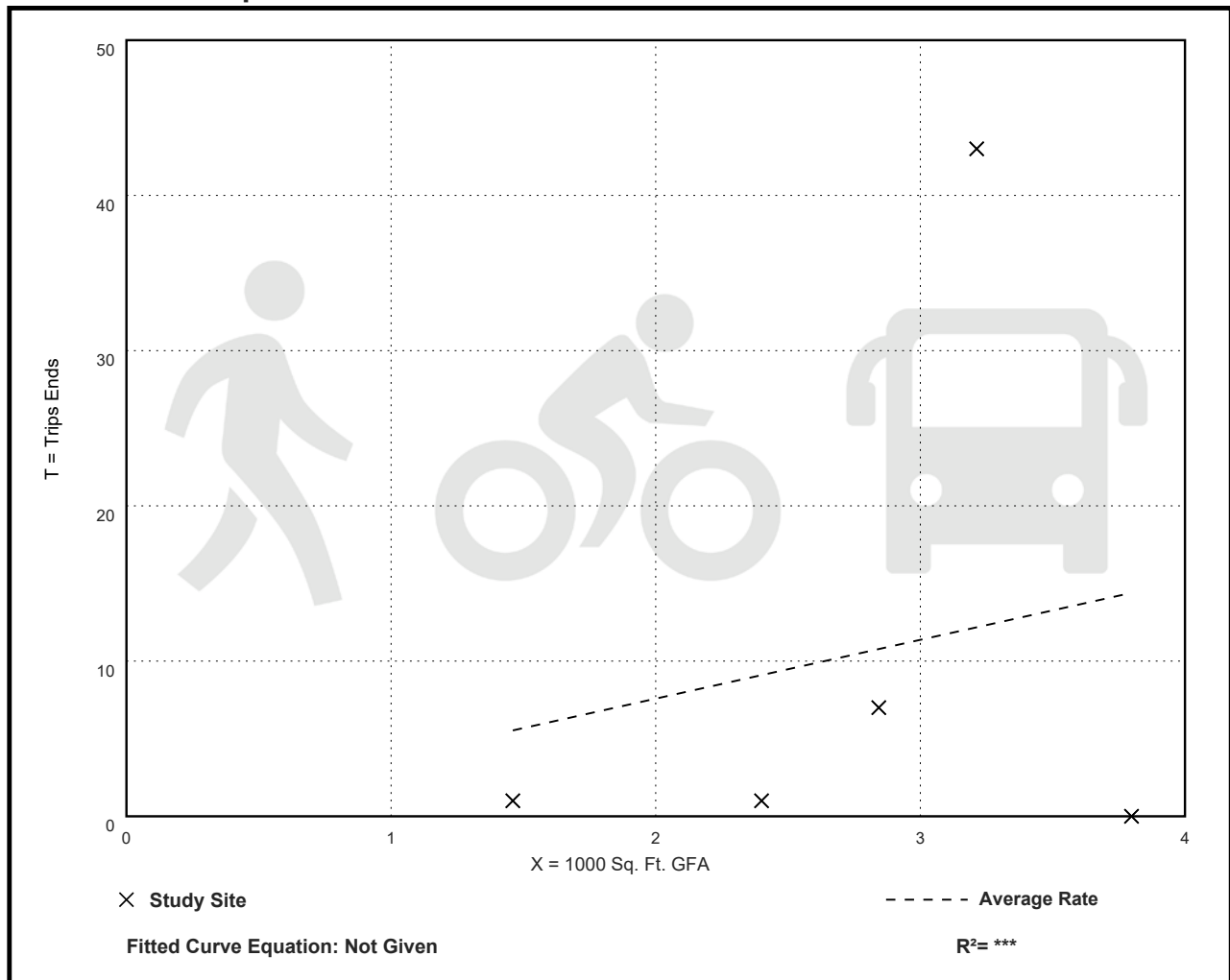
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 65% entering, 35% exiting

## Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 3.79         | 0.00 - 13.38   | 6.01               |

## Data Plot and Equation



# Drinking Place (975)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,  
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

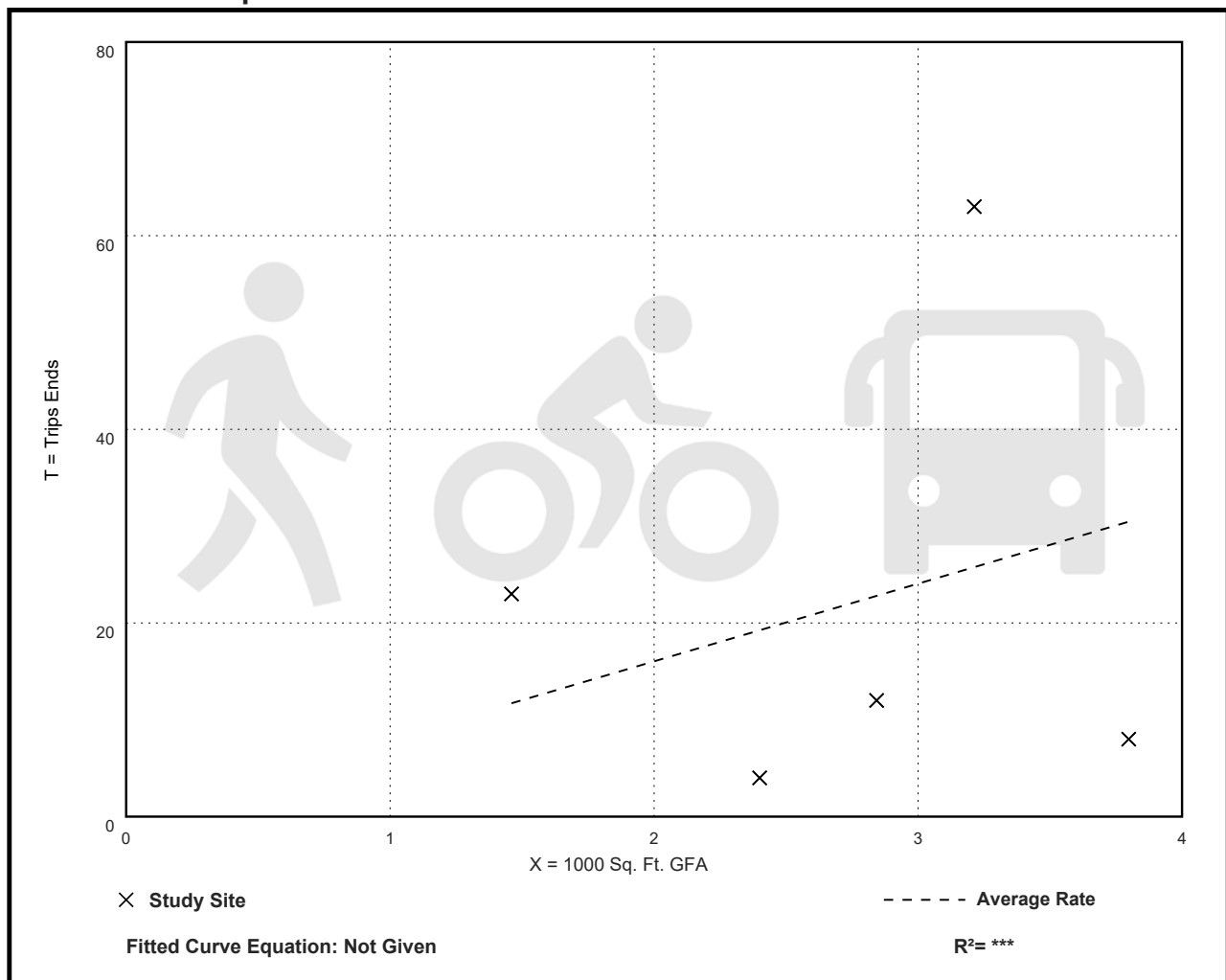
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 47% entering, 53% exiting

## Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 8.02         | 1.67 - 19.61   | 8.48               |

## Data Plot and Equation



# Drinking Place (975)

Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

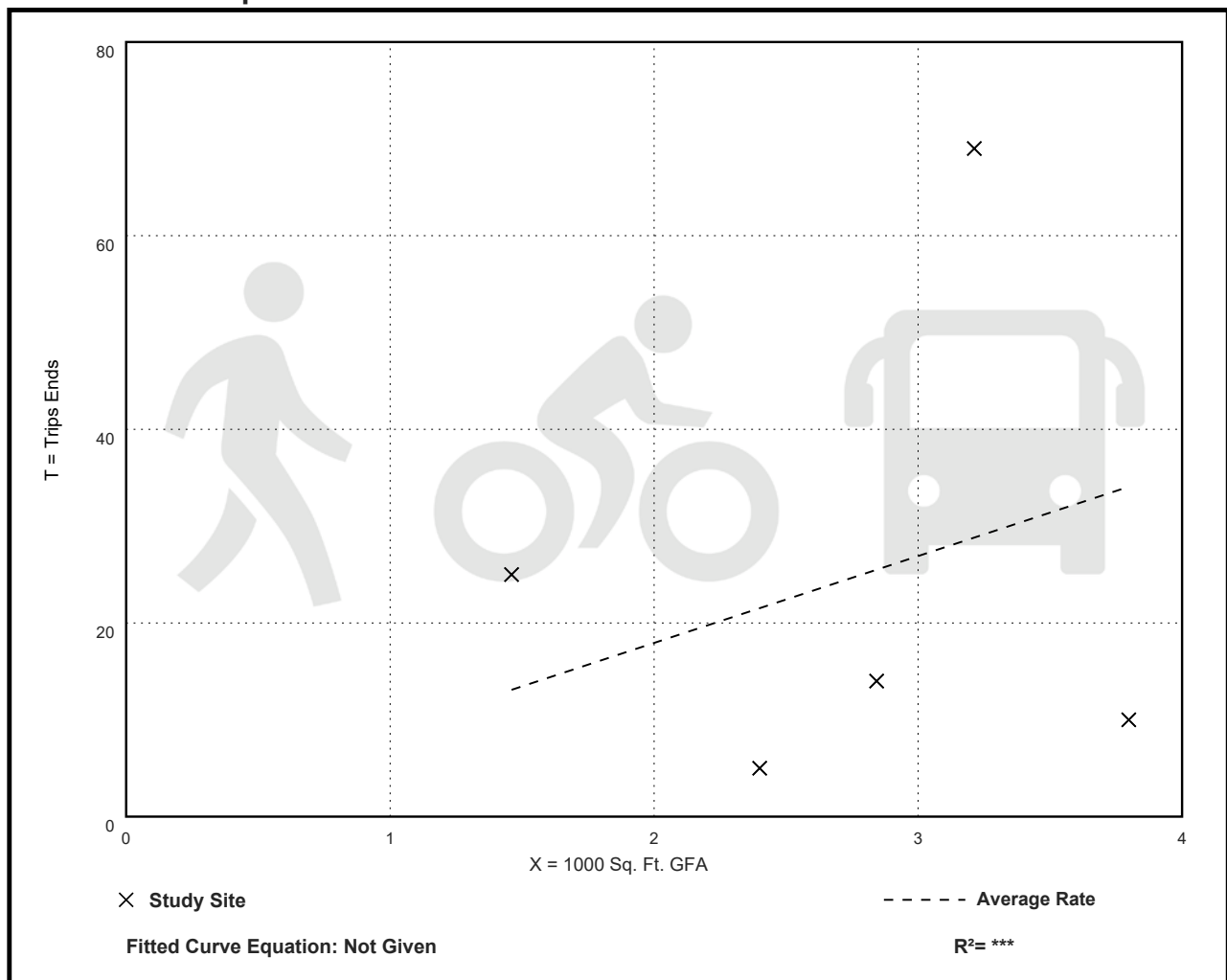
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 54% entering, 46% exiting

## Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 8.97         | 2.08 - 21.48   | 9.12               |

## Data Plot and Equation





parking spaces and 854 parking deck spaces). Parking Area C is located north of Sears and Dick's Sporting Goods and includes 1,359 surface parking spaces.

### Existing Parking Zoning Requirements

The current zoning code requires that the mall provide 4,545 parking spaces. The breakdown of parking requirements based on Chapter 490-701 of the Salem Zoning Code is found in Table 1.

| <b>TABLE 1<br/>SALEM ZONING CODE –PARKING REQUIREMENTS</b> |                                |                            |                        |
|------------------------------------------------------------|--------------------------------|----------------------------|------------------------|
| <b>Use</b>                                                 | <b>Parking Demand Variable</b> | <b>Parking Requirement</b> | <b>Spaces Required</b> |
| First Floor Retail GFA                                     | 606,600 SF                     | 1 space / 200 SF GFA       | <b>3,033</b>           |
| Upper Floor Retail GFA                                     | 604,878 SF                     | 1 space / 400 SF GFA       | <b>1,512</b>           |
| <b>Total</b>                                               |                                |                            | <b>4,545</b>           |

## **3.0 EXISTING PARKING DEMAND**

Parking data was collected during the peak holiday shopping season of 2016 and in January 2017 in order to determine existing parking demand under various scenarios. Langan met with the town of Salem and its peer reviewer to develop the methodology of this study. Parking counts were conducted in half-hour intervals on Black Friday, November 25, 2016 from 7:00 a.m. to 4:00 p.m., on Saturday, December 10, 2016 from 9:00 a.m. to 3:00 p.m., and on Saturday, January 14, 2017 from 10:00 a.m. to 4:00 p.m. These were the anticipated peak shopping times for these dates. See Appendix B for detailed parking count spreadsheets.

Parking demand ratio is defined as the actual number of parked vehicles per 1,000 square-feet of gross floor area (GFA). Based on the existing parking observed, a peak parking demand ratio of 3.82 was observed on Black Friday, 3.12 was observed on Saturday, December 10 and 2.04 was observed on Saturday, January 14. Table 2 summarizes the existing peak parking demands for the entire mall.

| <b>TABLE 2<br/>EXISTING PARKING DEMANDS FOR ENTIRE MALL</b> |                                          |                         |                                              |                                           |
|-------------------------------------------------------------|------------------------------------------|-------------------------|----------------------------------------------|-------------------------------------------|
| <b>Peak Period</b>                                          | <b>Maximum Number of Occupied Spaces</b> | <b>Parking Provided</b> | <b>Percentage of Occupied Parking Spaces</b> | <b>Observed Peak Parking Demand Ratio</b> |
| Friday, November 25, 2016 @ 1:30 P.M.                       | 4,623                                    | 4,682 <sup>1</sup>      | <b>98.87</b>                                 | <b>3.82</b>                               |
| Saturday, December 10, 2016 @ 2:30 P.M.                     | 3,781                                    | 4,740                   | <b>79.8%</b>                                 | <b>3.12</b>                               |
| Saturday, January 14, 2017 @ 2:30 P.M.                      | 2,472                                    | 4,740                   | <b>52.2%</b>                                 | <b>2.04</b>                               |

<sup>1</sup> Available parking reduced by the 58 spaces blocked off by the Sears Auto Center on Black Friday

| TABLE 1<br>ANTICIPATED AVERAGE PARKING DEMAND - SALEM NH LYONS |                                  |                                      |                                             |                                      |                                  |                                      |                                  |
|----------------------------------------------------------------|----------------------------------|--------------------------------------|---------------------------------------------|--------------------------------------|----------------------------------|--------------------------------------|----------------------------------|
| USE                                                            | LAND<br>USE<br>CODE <sup>1</sup> | WEEKDAY (MON - THURS)                |                                             | FRIDAY                               |                                  | SATURDAY                             |                                  |
|                                                                |                                  | Average<br>Parking Rate <sup>2</sup> | Anticipated<br>Average<br>Parking<br>Demand | Average<br>Parking Rate <sup>2</sup> | Anticipated<br>Parking<br>Demand | Average<br>Parking Rate <sup>2</sup> | Anticipated<br>Parking<br>Demand |
| Loretta's Last Call<br>(5,343 SF)                              | 932                              | 8.97 spaces/KSF                      | 48                                          | 14.27 spaces/KSF                     | 76                               | 11.53 spaces/KSF                     | 62                               |
| Game On!<br>(143 Seats)                                        | 932                              | 0.28 spaces/seat                     | 40                                          | 0.47 spaces/seat                     | 67                               | 0.38 spaces/seat                     | 54                               |
| <b>Total Average Parking<br/>Demand</b>                        |                                  | <b>0.28 spaces/seat</b>              | <b>88</b>                                   | <b>0.47 spaces/seat</b>              | <b>143</b>                       | <b>0.38 spaces/seat</b>              | <b>116</b>                       |

<sup>1</sup> Land Use Codes based on ITE Parking Generation Manual 6th Edition

<sup>2</sup> Parking rates based on ITE Parking Generation Manual 6th Edition: Land Use Code 932: High-Turnover (Sit-Down) Restaurant

| TABLE 2<br>ANTICIPATED PEAK (85TH PERCENTILE) PARKING DEMAND - SALEM NH LYONS |                                  |                                   |                                       |                                   |                                       |                                   |                                       |
|-------------------------------------------------------------------------------|----------------------------------|-----------------------------------|---------------------------------------|-----------------------------------|---------------------------------------|-----------------------------------|---------------------------------------|
| USE                                                                           | LAND<br>USE<br>CODE <sup>1</sup> | WEEKDAY (MON - THURS)             |                                       | FRIDAY                            |                                       | SATURDAY                          |                                       |
|                                                                               |                                  | Peak Parking<br>Rate <sup>2</sup> | Anticipated<br>Peak Parking<br>Demand | Peak Parking<br>Rate <sup>2</sup> | Anticipated<br>Peak Parking<br>Demand | Peak Parking<br>Rate <sup>2</sup> | Anticipated<br>Peak Parking<br>Demand |
| Loretta's Last Call<br>(5,343 SF)                                             | 932                              | 13.44 spaces/KSF                  | 72                                    | 20.24 spaces/KSF                  | 108                                   | 16.37 spaces/KSF                  | 87                                    |
| Game On!<br>(143 Seats)                                                       | 932                              | 0.48 spaces/seat                  | 69                                    | 0.79 spaces/seat                  | 113                                   | 0.56 spaces/seat                  | 80                                    |
| <b>Total Average Parking<br/>Demand</b>                                       |                                  | <b>0.28 spaces/seat</b>           | <b>141</b>                            | <b>0.47 spaces/seat</b>           | <b>221</b>                            | <b>0.38 spaces/seat</b>           | <b>167</b>                            |

<sup>1</sup> Land Use Codes based on ITE Parking Generation Manual 6th Edition

<sup>2</sup> Parking rates based on ITE Parking Generation Manual 6th Edition: Land Use Code 932: High-Turnover (Sit-Down) Restaurant

| <b>TABLE 3</b><br><b>ANTICIPATED TRIP GENERATION - SALEM NH LYONS</b> |                               |              |            |            |                        |               |            |            |                         |
|-----------------------------------------------------------------------|-------------------------------|--------------|------------|------------|------------------------|---------------|------------|------------|-------------------------|
| USE                                                                   | LAND USE<br>CODE <sup>1</sup> | PM PEAK HOUR |            |            | WEEKDAY<br>DAILY TOTAL | SAT PEAK HOUR |            |            | SATURDAY<br>DAILY TOTAL |
|                                                                       |                               | ENTER        | EXIT       | TOTAL      |                        | ENTER         | EXIT       | TOTAL      |                         |
| Loretta's Last Call (5,343 SF)                                        | 932                           | 28           | 23         | 51         | 572                    | 30            | 30         | 60         | 654                     |
| Game On! (143 Seats)                                                  | 932                           | 32           | 24         | 56         | 625                    | 40            | 36         | 76         | 801                     |
| <b>Total New Trips</b>                                                |                               | <b>60</b>    | <b>47</b>  | <b>107</b> | <b>1197</b>            | <b>70</b>     | <b>66</b>  | <b>136</b> | <b>1455</b>             |
| Previously Approved Restaurant/Retail (19,600 SF)                     | -                             | 94           | 64         | 158        | 2022                   | 121           | 106        | 227        | 2508                    |
| <b>Net Change in Trips</b>                                            |                               | <b>-34</b>   | <b>-17</b> | <b>-51</b> | <b>-825</b>            | <b>-51</b>    | <b>-40</b> | <b>-91</b> | <b>-1053</b>            |

<sup>1</sup> Land Use Codes based on ITE Trip Generation Manual 11th Edition

<sup>2</sup> Volume based on ITE Trip Generation Manual 11th Edition: Land Use Code 932: High-Turnover (Sit-Down) Restaurant

<sup>3</sup> Volume based on report titled "Traffic Impact Study - Redevelopment/Expansion of the Mall at Rockingham Park" by Langan dated June 2017.

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100 Cambridge Street, Suite 1310 Boston, MA 02114 T: 617.824.9100 F: 617.824.9101

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**To:** Jacob LaFontaine – Salem Planning Director

**From:** Richard Schlichting

**Date:** December 29, 2025

**Re:** Conditional Use Permit Request - Signage  
Lyons Group Restaurant at The Mall at Rockingham Park  
Salem, New Hampshire  
Langan Project No.: 151064501

---

In support of Lyons Group Restaurant request for a conditional use permit, Langan Engineering & Environmental Services, Inc. in conjunction with Salem NIM, LLC has prepared the following discussion of the conditional use permit criteria.

Lyons Group Restaurant seeks a Conditional Use Permit pursuant to Article VII, Section 490-702(D)(2), the business is allowed one wall sign not exceeding 16 square feet in size. The requested Conditional Use Permit requests eighteen signs surrounding the building.

On the West side of the building is the Game On main entrance. There are the following five signs.

Sign 1 is a 32 ft wide, 20 ft tall sign. It is a painted wall graphic and colored Red: #BA212A and Blue #183E6F. There is one of these signs on this side of the building and it is the only one on the building itself.

Sign 2 is the wording "DINE" DRINK PLAY" and WIN", all 1 ft 8 in. tall and 2 ft, 4 ft 3 in. and 2 ft wide, respectfully. It is an inner lit acrylic colored Red: #BA212A. There is one of these signs on this side of the building and it is the only one on the building itself.

Sign 3 is a 3 ft wide, 13 ft 2 in. tall, 1 ft wide sign. It is a lighted blade, inner lit acrylic and colored Red: #BA212A, Blue #183E6F, and White. It sits perpendicular to the building and has Game On's name and logo. There is one of these signs on this side of the building and it is the only one on the building itself.

Sign 12 is a 12 ft wide, 8 in. tall sign. It is an inner lit acrylic and colored Red: #BA212A. It sits on windows of the building and reads "Home of the Goat Fan". There are two of these signs on this side of the building and it is the only two on the building itself.



# MEMO

On the South side of the building is the Loretta's main entrance. There are the following four signs.

Sign 6 is a 14 ft 8 in. wide, 5 ft 6 in. tall sign. It is an LED inner lit sign and colored Pink: #D0679 and Maroon #5F100A. The sign is "Loretta's Last Call" logo. There is one of these signs on this side of the building and it is one of two on the building.

Sign 7 is a 14 ft 8 in. wide, 5 ft 6 in. tall sign. It is a back lit mounted decor and colored Brown: #593419. This sign is a Loretta's Star. There is one of these signs on this side of the building and it is one of three on the building.

Sign 8 is a 12 ft 11 in. wide, 22 ft 3 in. tall sign. It is a painted guitar graphic with LED strip lights on guitar strings and colored Red: #EE1816, Yellow: #E3DA8D, Green: #84B99A, Purple: #C84BC9, and Orange #D5673D. There is one of these signs on this side of the building and it is the only one on the building itself.

Sign 9 is a 3 ft 7 in. wide, 6 ft tall sign. It is an LED lit marquee sign colored Red: #FE030F. There is one of these signs on this side of the building and it is the only one on the building itself.

On the East side of the building is part of the Loretta's seating area. There are the following four signs.

The first sign is second Sign 6.

The second and third sign is Sign 7.

The final sign is Sign 5. Sign 5 is a 15 ft 11.5 in. wide, 7 ft 7 in. tall sign. It is an inner lit acrylic sign and colored Red: #BA212A and Blue #183E6F. The sign says Game On and has the logo. There is one of these signs on this side of the building and it is the only one on the building itself.

On the North side of the building is the back of the building. There are the following five signs.

Sign 4 is a 9 ft wide, 6 ft 5 in. tall sign. It is an inner lit sign and colored Pink: #D0679 and Maroon #5F100A. The sign is "Loretta's Last Call, Live Music" logo. There is one of these signs on this side of the building and it is the only one on the building itself.

Sign 10 is a 4 ft wide, 11 ft tall sign. It is a wall mounted fabric blade sign, perpendicular to the building. They will be a variety of colors. There are four of these signs on this side of the building and they are the only ones on the building.

(a) The modification complies with the purposes of the sign regulations noted in Subsection A.

**Response: The Town of Salem zoning regulations Subsection A of 490-702 "Signs", states the purpose of the section is "to regulate the erection of signs for the purpose of providing information and advertising in an orderly, effective and safe manner. Restrictions on type, location and size of signs protect the public from hazardous and distracting displays and create an attractive environment which is conducive to business, industry, and tourism".**

**The conditional use permit request pertains to the installation of additional building-mounted signage on all four sides of the structure. These signs are intended to improve business identification for customers approaching from multiple directions. Because the building is situated within a plaza and bordered by a ring road, it is visible from all angles. Therefore, each sign is strategically positioned to address a specific viewing corridor and ensure that drivers can identify the business safely and in advance.**

(b) The applicant's particular situation justifies a modification to the requirements.

**Response: Given the layout of the building and entrance to the mall and plaza, this modification is justifiable. It is imperative for both the success of the business as well as the pedestrian and vehicular safety that customers can easily identified their location and take direct routes to their destination.**

(c) The site is suitable for the proposed modification.

**Response: Given the layout of the plaza, this request to include additional wall signs is a suitable modification. The signage is proposed to face the proposed ring road and the adjacent surface parking. This will help vehicular and pedestrian traffic throughout the area.**

(d) There will be no adverse impact on neighboring properties.

**Response: This additional sign is proposed on a building façade that faces an internal parking area and other similar commercial uses. Because the sign is located within the site and oriented internally and towards a ring road, it will not create any adverse impacts on neighboring properties.**

(e) There will be no adverse impact on traffic or pedestrian safety.

**Response: The proposed signage informs motorists and pedestrians of the main business of the building. The sign will not be hazardous to traffic or pedestrian safety.**

(f) The aesthetic character of the site and the surrounding area will not be adversely affected.

**Response: The proposed sign will be consistent with the typical signage associated with this type of use and will align with the existing architectural style and character of the surrounding area.**

# MEMO

- (g) The modification will be consistent with the spirit and intent of this chapter and the Master Plan.

**Response: The proposed sign serves the Master Plan's goal of minimizing traffic impact on Salem streets and neighborhoods by clearly directing motorists directly to the proposed field.**

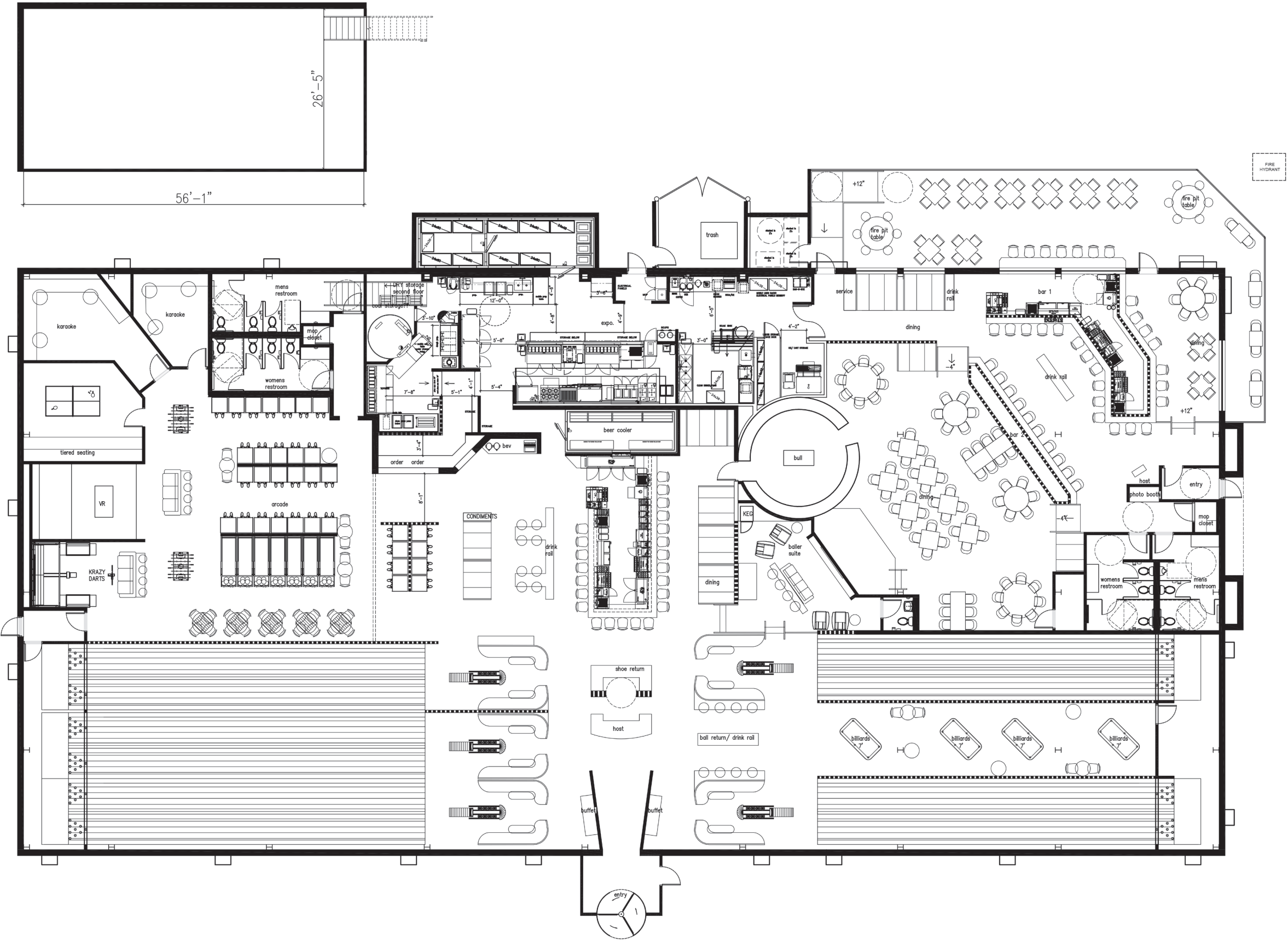
It is the opinion of the applicant and the project team that application meets all seven criteria necessary to be considered for a conditional use permit. We look forward to discussing this application with you at the next Planning Board hearing.

\\langan.com\data\bos\data5\151064501\project\_data\discipline\site\_civil\permit\_apps\site\_plan\_submission\parts\lyons\_group\_conditional use permit request - signage.docx

**GAME ON! / LORETTA'S LAST CALL**  
**EXTERIOR SIGNAGE PACKAGE**  
**12.22.2025**



# FLOOR PLAN



## GAME ON! COUNTS

DINING BAR SEATS: 36  
DINING ARCADE SEATS: 26  
BAR SEATS: 31  
PRIVATE SUITE: 10 +/-

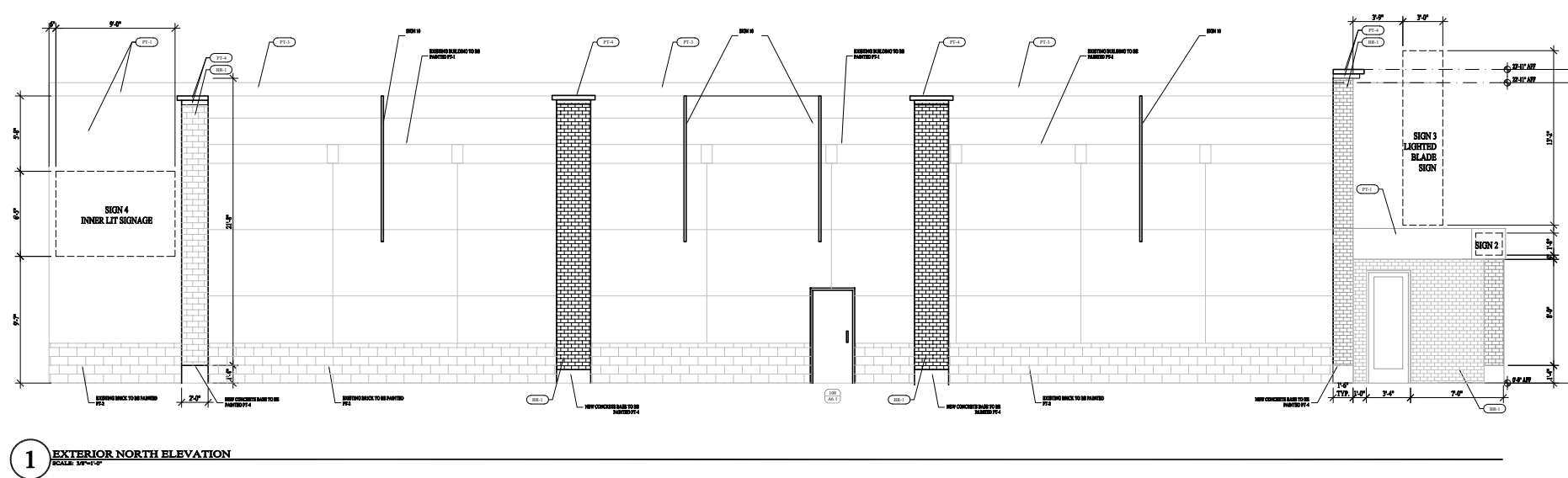
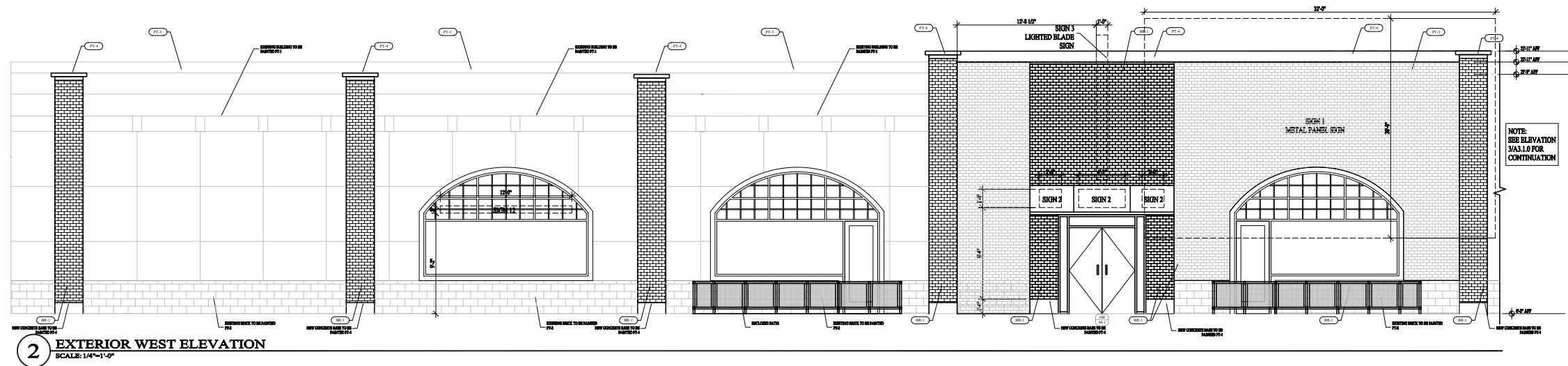
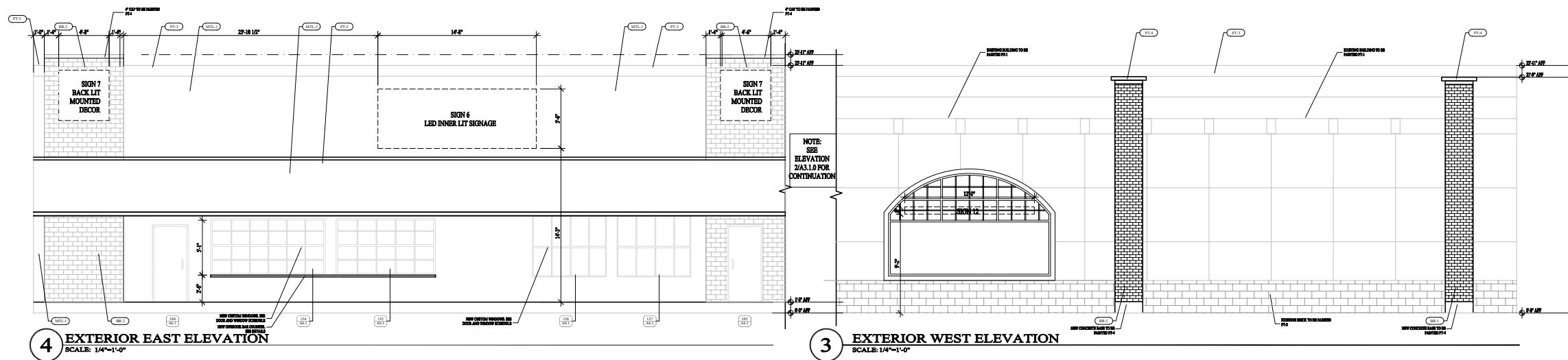
BOWLING LANES: 10 LANES  
INTERIOR SF: 12,556 +/-  
KITCHEN SF: 1,895 +/-  
OUTSIDE COOLER STORAGE: 332 +/-  
**UPSTAIRS STORAGE SF: 1464 +/-**  
**OVERALL SF: 16,247 +/-**

## LORETTA'S LAST CALL COUNTS

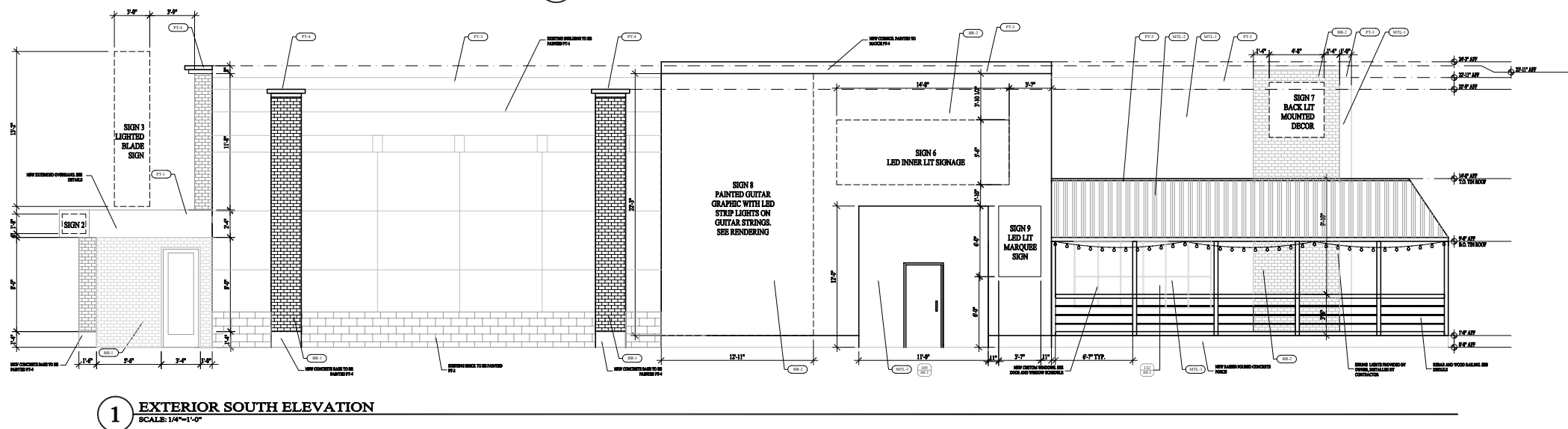
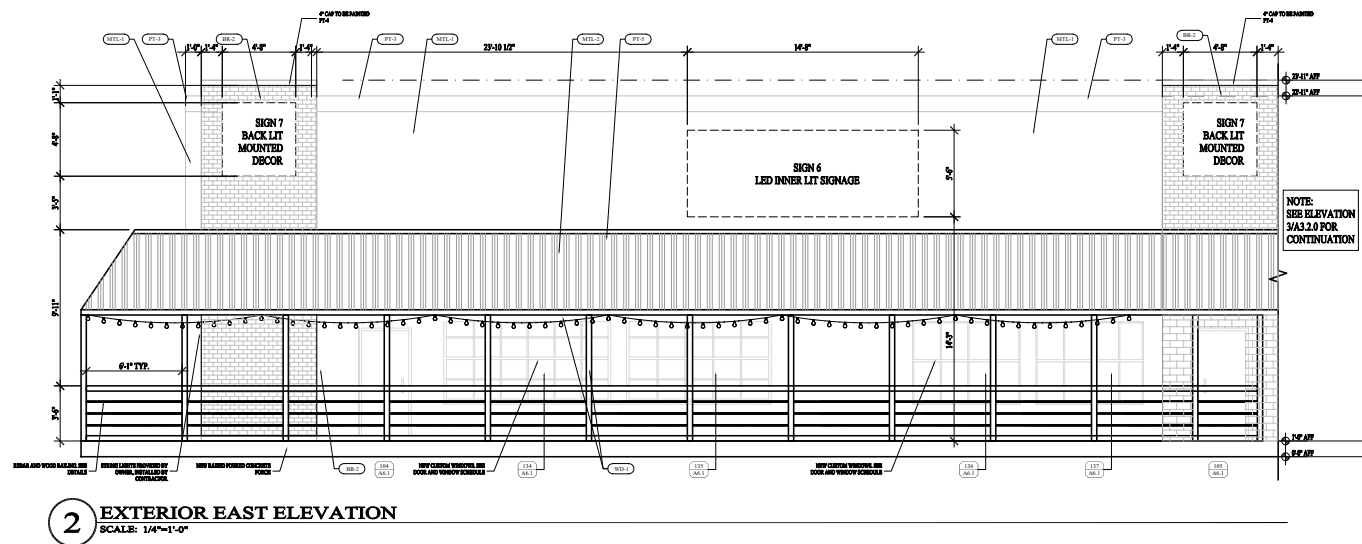
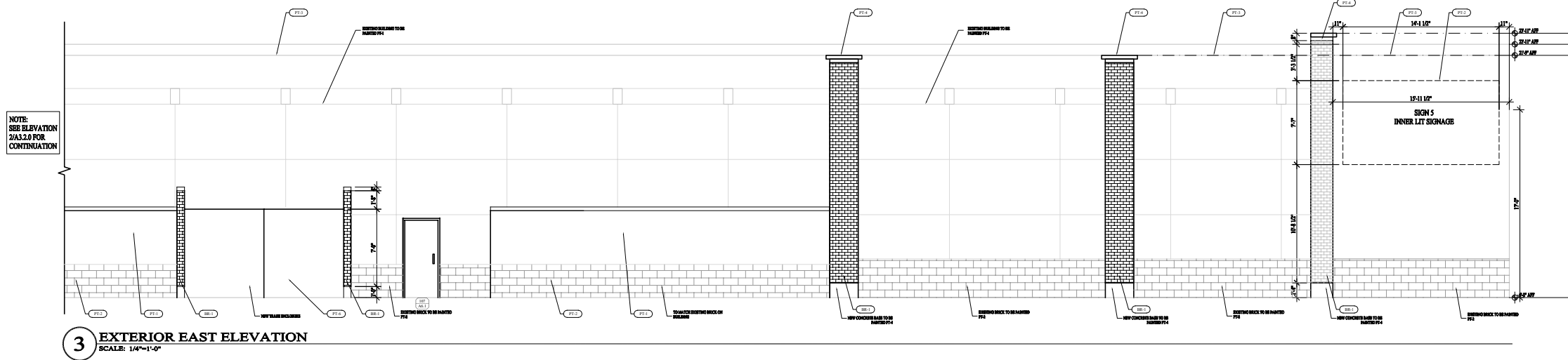
DINING SEATS: 104  
BAR 1 SEATS: 21  
BAR 2 SEATS: 10  
PATIO SEATS: 52  
PATIO BAR: 7

INTERIOR SF: 4045 +/-  
DANCE FLOOR SF: 1184 TOTAL  
LINE DANCING SF: 818  
**EXTERIOR PATIO SF: 1298 +/-**  
**OVERALL SF: 5343 +/-**

## EXTERIOR ELEVATIONS

[illegible]

EXTERIOR ELEVATIONS





DESIGN FIRM:  
Gravity Architecture & Design, LLC  
733 W Smith Street  
Second Floor  
Orlando, Florida 32804

ARCHITECT:  
Raymond R. Schaefer

License #: 001.015384  
Phone #: 407.832.0949

GAME ON  
LORETTA'S LAST  
CALL  
77 ROCKINGHAM PARK BLVD  
SALEM, HN 03079

| RECORD | DATE       |
|--------|------------|
| 0      | 08/11/2025 |

DATE  
08/11/2025

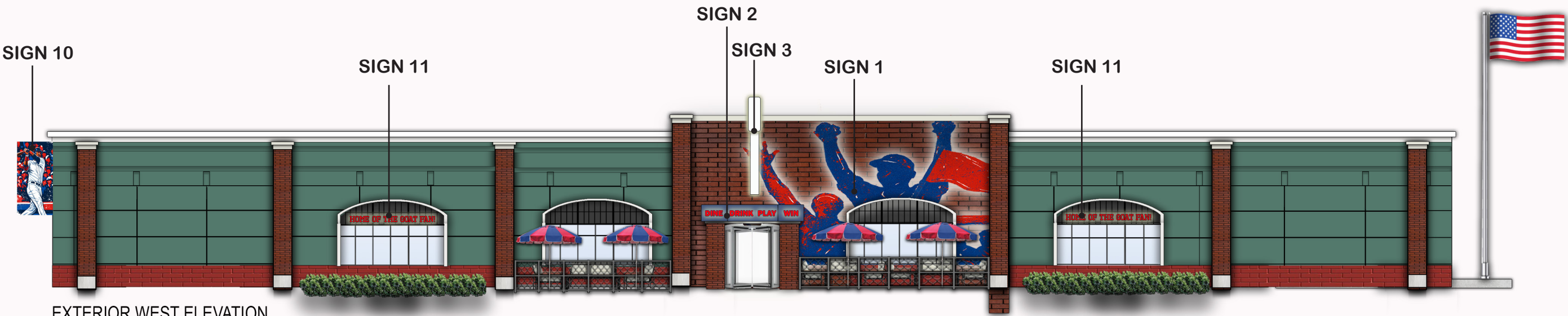
SCALE  
AS INDICATED

Exterior  
Elevations

A3.2.0  
Drawing No.



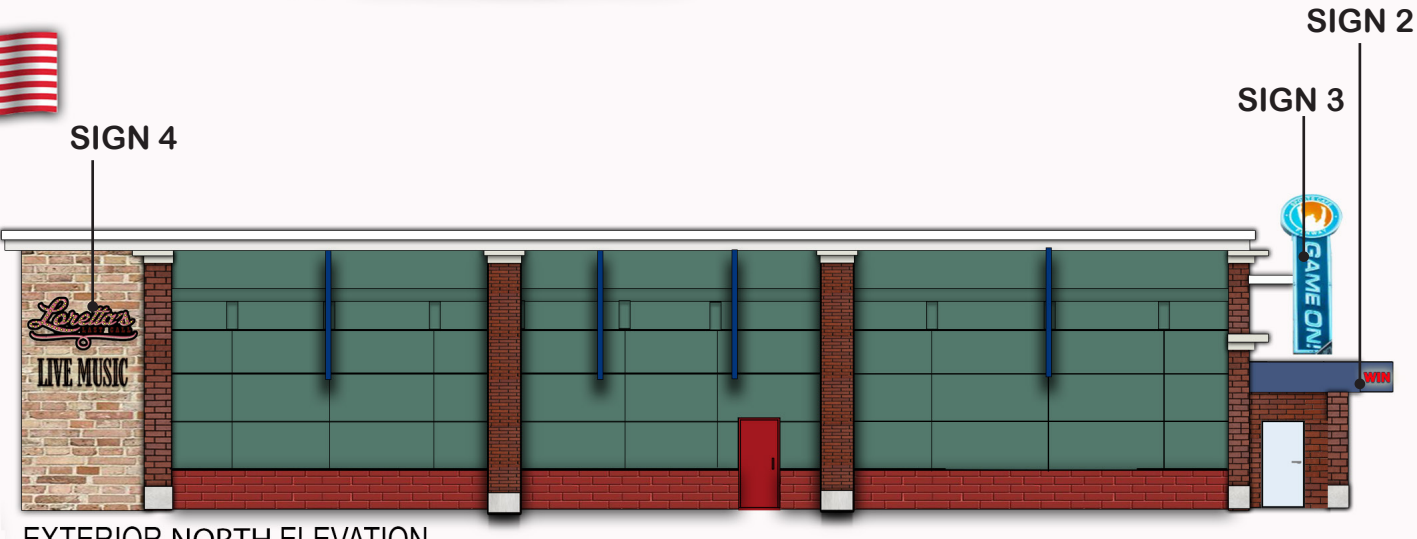
# COLORED EXTERIOR ELEVATIONS



EXTERIOR WEST ELEVATION



EXTERIOR SOUTH ELEVATION



EXTERIOR NORTH ELEVATION



EXTERIOR EAST ELEVATION



# SIGNAGE INFORMATION

SIGN1:



RED: #BA212A R: 186 G:33 B:42

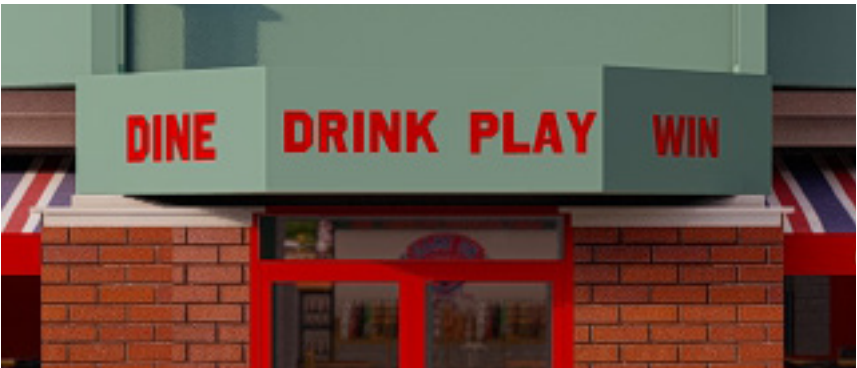


BLUE: #183E6F R: 24 G:62 B:111

MATERIAL: PAINTED WALL GRAPHIC

APPROXIMATE ROUGH DIMENSION:  
15'-11 1/2"W X 17'-0"H

SIGN 2:



RED: #BA212A R: 186 G:33 B:42

MATERIAL: INNER LIT ACRYLIC

APPROXIMATE ROUGH DIMENSION:  
2'-0" W X 1'-8" H

SIGN 3:



RED: #BA212A R: 186 G:33 B:42



BLUE: #183E6F R: 24 G:62 B:111



WHITE: R: 255 G:255 B:255

MATERIAL: INNER LIT ACRYLIC

APPROXIMATE ROUGH DIMENSION:  
1'-0"W X 13'-0"H

SIGN 4:



PINK: #D06779 R: 205 G:106 B:124



MAROON: #5F100A R: 95 G:16 B:10

MATERIAL: REVERSE CHANNEL WITH LED  
BULBS AND INNER LIT ACRYLIC

APPROXIMATE ROUGH DIMENSION:  
9'-0"W X 6'-5"H

# SIGNAGE INFORMATION

SIGN 5:



- RED: #BA212A R: 186 G:33 B:42
- BLUE: #183E6F R: 24 G:62 B:111

MATERIAL: INNER LIT ACRYLIC

APPROXIMATE ROUGH DIMENSION:  
14'-1" W X 7'-7" H

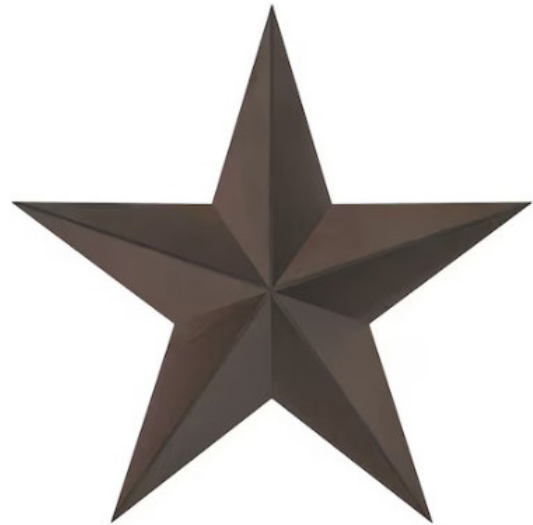
SIGN 6



- PINK: #D06779 R: 205 G:106 B:124
- MAROON: #5F100A R: 95 G:16 B:10

MATERIAL: REVERSE CHANNEL WITH LED BUBS  
APPROXIMATE ROUGH DIMENSION:  
14'-8"W X 5'-0" H

SIGN 7:



- BROWN: #593419 R: 89 G:52 B:26
- MATERIAL: BACKLIT ALUMINUM STAR  
APPROXIMATE ROUGH DIMENSION:  
4'-8" W X 4'-8" H

SIGN 8:



- RED: #EE1816 R: 238 G:24 B:22
- YELLOW: #E3DA8D R: 227 G:218 B:141
- GREEN: #84B99A R: 132 G:185 B:154
- PURPLE: #C84BC9 R: 200 G:75 B:201
- ORANGE: #D5673D R: 213 G:103 B:61

MATERIAL: CMYK LED STRIPS. COLORS TO MATCH DESIGN INTENT IMAGE.  
APPROXIMATE ROUGH DIMENSION:  
12'-11"W X 22'-3"H



# SIGNAGE INFORMATION

**SIGN 9:**

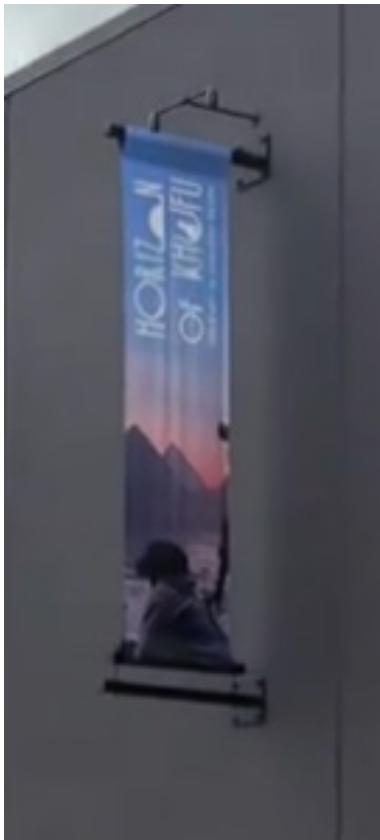


RED: #FE030F R: 254 G:3 B:15

MATERIAL: LED LIGHT BULBS MOUNTED ON ALUMINUM SIGN

APPROXIMATE ROUGH DIMENSION:  
3'-7"W X 6'-0"H

**SIGN 10:**



MATERIAL: WALL MOUNTED BLADE SIGN FARBIC

APPROXIMATE ROUGH DIMENSION:  
4'-0"W X 11'-0" H

# SIGNAGE INFORMATION

SIGN 11:



RED: #BA212A R: 186 G:33 B:42

MATERIAL: INNER LIT ACRYLIC

APPROXIMATE ROUGH DIMENSION:  
12’-0” W X 8” H





Gravity Architecture & Design, LLC

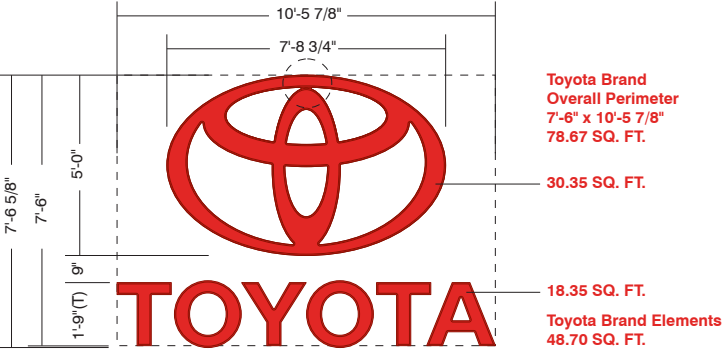
ENVISION \* ESTABLISH \* ENGAGE

Material/Color Call-outs Salem, NH:

All Colors / Materials to match Fenway Park base colors as well as existing Loretta's brand colors where applicable.

|       |                                                                                      |
|-------|--------------------------------------------------------------------------------------|
| MTL-1 | Loretta's Accent Corrugated Metal Panel. Paint Dark Brown and seal/match brand color |
| MTL-2 | Aged Corrugated Metal Roof. MTL-5 base with art directed aging in field and seal     |
| MTL-5 | Raw Corrugated Metal sheeting. Clear Coat for metal show-thru and seal               |
| BR-1  | Face Brick/Thin Brick. Match Fenway Park Brick Medium Red/Brown                      |
| BR-2  | Face Brick/Thin Brick. Match Loretta's Fenway Interior Brick/light brown             |
| PT-1  | Green Paint – Match Fenway Park standard. Main body of building is existing EIFS     |
| PT-2  | Paint CMU @ trash enclosure to match BR-1                                            |
| PT-3  | White Paint on Metal Cap                                                             |
| PT-4  | White/Gray paint to match concrete color on metal cornice cap. Verify in Field       |
| PT-5  | Dark Brown metal trim. Match WD-1                                                    |
| PT-6  | Green paint to match PT-1 on metal fencing and slats at trash enclosure              |
| WD-1  | Wood Stain/Rustic Oak. Match Loretta's Fenway interior trim                          |

OPTION 5



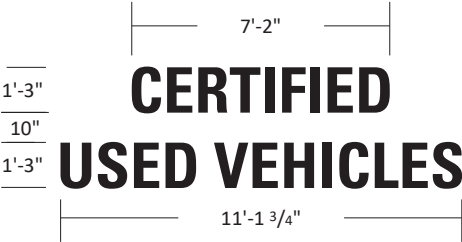
SL60

Illuminated Logo & Letters

- panned & embossed clamshell trim
- lexan polycarbonate: Bayer Red D99
- aluminum coil pre-painted red
- 3M 3635-20B block out vinyl applied second surface
- illuminated with red LED
- electrical hook-up supplied by others



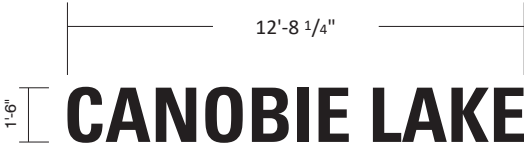
inside view  
block-out vinyl area



SI-15

Illuminated Channel Letters

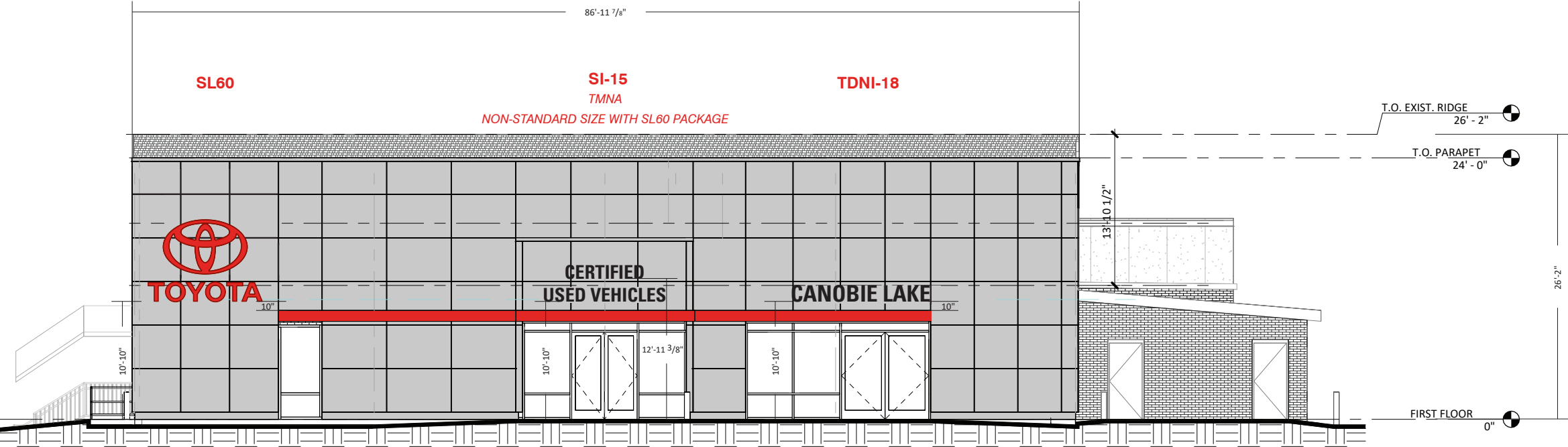
- aluminum cabinets black
- f-trim retainers black
- 3/16" white pigmented acrylic faces #2447
- 3M 3635-222 black perforated vinyl applied first surface
- illuminated with white LED
- electrical hook-up supplied by others



TDNI-18

Illuminated Channel Letters

- aluminum cabinets black
- f-trim retainers black
- 3/16" white pigmented acrylic faces #2447
- 3M 3635-222 black perforated vinyl applied first surface
- illuminated with white LED
- electrical hook-up supplied by others



WEST ELEVATION

DocuSigned by:

DAVID ROSENBERG

D776C4A76AA4436

DAVID ROSENBERG

DocuSign ID

LM2-63992

28041

Canobie Lake Toyota  
412 S. Broadway  
Salem, NH

Sign Item

Date: 21-JAN-2025  
Scale: 3/16"=1'-0"  
Contact: L.Milligan  
Designer: C.Sabatino

Revision Note

Information Required  
for Production

Customer Approval

Signature

MM/DD/YYYY

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It is the Customer's responsibility to ensure that the sign installation location is suitable to accept and support the installation of the signs being ordered. Notify Pattison ID immediately if further details are required.

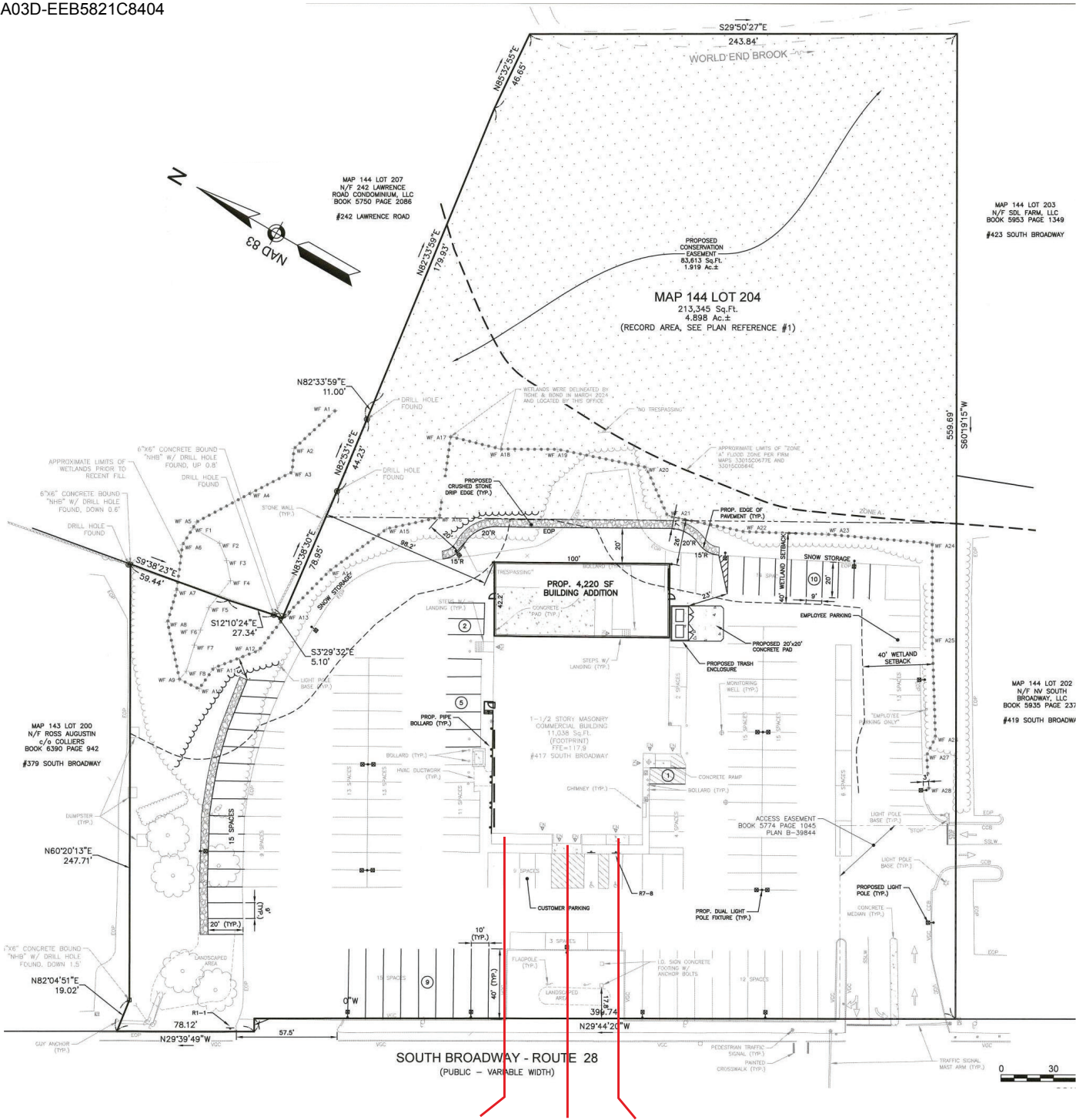
Pattison



1.866.635.1110  
pattisonid.com

DocuSigned by:  
**DAVID ROSENBERG**  
D776C4A76AA4436  
DAVID ROSENBERG

3/24/2025



SL60 SI TDNI-18

Project ID  
LM2-63992

28041  
Canobie Lake Toyota  
412 S. Broadway  
Salem, NH  
Sign Item

Date: 21-JAN-2025  
Scale: N.T.S.  
Contact: L.Milligan  
Designer: C.Sabatino

Revision Note

Information Required  
for Production

Customer Approval

Signature

MM/DD/YYYY

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It is the Customer's responsibility to ensure that the sign installation location is suitable to accept and support the installation of the signs being ordered. Notify Pattison ID immediately if further details are required.



1.866.635.1110  
pattisonid.com



ATTN: Jacob LaFontaine, Planning Director  
Town of Salem Community Development Department – Planning Division  
33 Geremonty Drive  
Salem, NH 03079

RE: Conditional Use Permit Application for 417 South Broadway

Dear Mr. LaFontaine:

On behalf of the Applicant, Canobie Lake Toyota, we respectfully request a Conditional Use Permit pursuant to §490-702(H) in the Town of Salem Zoning Ordinance. The Applicant's project site is identified on Salem Tax Map 144, Lot 204, and is located in the Commercial/Industrial District, Subdistrict C (CI-C).

In support of the proposed sign package, the Applicant would like to request a Conditional Use Permit for the following purposes.

***1. The modification complies with the purposes of the sign regulations noted in Zoning Ordinance.***

*Section 490-702(D)(2)(b)(1) and the 490 Attachment 3 – Table of Permitted Signs* allows the Applicant only one wall sign per business with a maximum allowable area of 100 s.f.

The Applicant proposes the installation of a three wall signage package with a combined total area of 134.85 s.f. This proposal is consistent with modern automotive dealerships, and includes: a brand identifying channel letter with pan face Toyota logo (78.67 s.f.); a building entrance channel letter set that reads, "Certified Used Vehicles" (37.15 s.f.) and a dealer name channel letter set that reads, "Canobie Lake" (19.03 s.f.).

These proposed wall signs comply with the maximum allowable area of 100 s.f. as noted in the aforementioned bylaws.

***2. The applicant's particular situation justifies a modification to the requirements.***

A literal interpretation of the Town of Salem's signage bylaws incurs a financial hardship for the Applicant. The allowable quantity and wall signage does not support an establishment of this magnitude. Additionally, the Applicant requires a constant replenishment of high-ticket inventory. Adequate signage is needed to compete within the automotive industry.



***3. The site is suitable for the proposed modification.***

The side of the building of which these wall signs are to be mounted is 2276.5 s.f. in area. With the proposed signs only covering 4.2% of this wall, they are appropriately scaled and suitable for a building of this size.

***4. There will be no adverse impact on neighboring properties.***

This corridor of South Broadway (Route 28) is commercially well-developed. Adjacent businesses will not be impacted adversely from the addition of our Applicant's signage.

***5. There will be no adverse impact on traffic or pedestrian safety.***

The Applicant's building has an estimated setback of 100 feet from South Broadway. The proposed signs adequately identify the car dealership and provide necessary direction for customers. The existing traffic light located at the entrance to South Broadway provides adequate ingress and egress for the Applicant. There will be no foreseeable adverse impacts on traffic or pedestrian safety.

***6. The aesthetic character of the site and the surrounding area will not be adversely affected.***

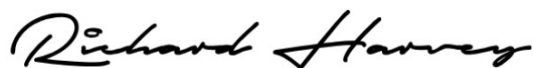
The proposed signage has been tastefully designed to preserve the site's natural aesthetics. The conservative colors and professional fonts are compliant with the Toyota brand and compliment the building's overall character. There are no foreseeable adverse affects to the surrounding area.

***7. The modification will be consistent with the spirit and intent of the Zoning Ordinance and the Master Plan.***

The proposed wall signage allows for a modest identification of the Applicant's car dealership with respect to the size and setback of their building. It is the spirit and intent of the Zoning Ordinance to facilitate appropriate advertisement without adverse impact on the surrounding area. This proposal meets these requirements.

If you need any additional information, or have any questions, please feel free to reach out to our Project Manager, Michael Harvey at 629-333-1313. Thank you in advance for your assistance!

Sincerely,

A handwritten signature in black ink that reads "Richard Harvey". The signature is written in a cursive, flowing style.

Richard A. Harvey, President  
Harvey Signs, Inc.

October 20, 2025

Salem Planning Board  
33 Geremonty Drive  
Salem, NH 03079

SUBJECT: Site Plan Application & Conditional Use Permit Request  
44 Pelham Road  
Map 96, Lot 7775

Dear Members of the Salem Planning Board,

**Greenman-Pedersen, Inc. (GPI)**, on behalf of the owner, Suraj Realty LLC, is pleased to submit this Amended Site Plan application along with supporting materials relating to the property located at 44 Pelham Road. The project was previously approved by the Planning Board on September 26, 2023.

The purpose of this proposal is to update the previously approved phasing plan. The originally approved phasing plan included the existing building as part of Phase 1. The owners would like to occupy the building prior to completion of Phase 1 so the updated Phasing Plan breaks up Phase 1 into Phase 1A and Phase 1B. The new Phase 1A includes construction of the first 250' of driveway in order for the large tractor trailers to access the existing building. Phase 1A also includes the installation of drainage infrastructure within this area. Phase 1B includes the remainder of the site, including the rest of the driveway, the upper trailer storage area, and the underground stormwater systems.

We have filed an application with the Zoning Board of Adjustment for the proposed use of the existing building. The previously approved plans indicated the building would be a combination of office space and warehouse space. A variance was previously granted for this use in September 2022. The updated plan shows the building will be a combination of dry ice manufacturing, trailer maintenance, and office space.

The owner is also proposing to construct a 50-ton CO2 tank adjacent to the existing building for their proposed dry ice manufacturing use. The tank will be located on a concrete pad. We are also hereby requesting a Conditional Use Permit from the Salem Planning Board to allow construction of the concrete pad within 28 feet of a wetland where 40 feet is required by the Salem Zoning Ordinance, Sections 490-706.E(4).

This request is formatted in accordance with the provisions of the Salem Zoning Ordinance, section 490-706.I. The required criteria are printed below in **bold text**. Our response is printed beneath the criteria:

***a. The modification complies with the purposes and intent of this section noted in Subsection A.***

The requested modification complies with the purpose and intent of Section 490-706.A as follows:

1. This proposed work will not result in any changes to the natural wetland and will not result in increased flooding.
  2. This proposal will not result in any damage to water supplies and existing aquifers and aquifer recharge areas.
  3. Site construction practices will prevent pollution of surface water or groundwater during construction and a Stormwater Operations and Maintenance Manual has been prepared to protect those same resources over the long term.
  4. The encroachment into the 40' buffer by a portion of the new concrete pad will not destroy or significantly change the ability of the wetland to provide filtration of the water flowing to the existing drainage network.
  5. This proposal will not create any expense for the Town, nor will it adversely impact the Town's ability to provide or maintain essential services and utilities.
  6. This proposal will not result in any damage to other structures or properties.
  7. The proposed placement of the concrete pad will have no impact on wildlife habitats, ecological balances, and ecological values. Minimal cutting of trees within the wetland buffer is proposed, which will maintain the integrity of the wetlands, ecological balances, and ecological values.
  8. There will be no additional encroachment into the natural wetland buffer with the proposed concrete pad.
-

9. No unique or unusual natural areas exist, and no rare or endangered species of flora or fauna have been observed in the area.
10. As mentioned above, there will be no additional encroachment into the natural wetland buffer with the proposed concrete pad.
11. The use on this lot already exists and the proposed concrete pad will have no adverse effects to the adjacent wetlands.

**b. *There is no feasible alternative to the modification with less impact to the wetland or buffer.***

The concrete pad and tank need to be located as shown on the plan due to internal venting location.

**c. *The detrimental impact to wetlands and buffers is minimized.***

There will be no impact to the wetlands and minimal impact to the buffer. An existing stone wall separates the proposed concrete pad from the resource area and wetland buffer.

**d. *There will be no adverse impact on neighboring properties.***

The concrete pad is located along the side of the building, away from any neighboring properties.

**e. *The applicant provides the Planning Board and Conservation Commission findings of a certified wetland scientist approved by the Planning Board or its agent at the applicant's expense.***

The wetlands were delineated by Gove Environmental Services in July 2022 and located by this office.

**f. *The applicant provides the Planning Board and Conservation Commission with a wetland mitigation plan which meets the following: a minimum gain of two square feet of on-site wetland replication for each square foot of wetland lost, except for prime wetlands where a gain of five square feet of on-site wetland replication shall be provided for each square foot of wetland lost. In the case of streets, roads, accessways, and utility crossings, such mitigation shall only be required if 3,000 square feet or more of wetland is impacted. The wetland replication plan must be prepared by a certified wetland scientist and detail the construction methodology, planting plan and monitoring protocol. For impacts to wetland setbacks and buffers, mitigation measures shall be incorporated to minimize wetland degradation such as, but not limited to, buffer plantings, removal of existing pavement, and increased buffers elsewhere on the site.***

No direct wetland impacts are proposed. An existing stone wall separates the proposed concrete pad from the resource area and wetland buffer. Buffer plantings have been added to the area surrounding the proposed concrete pad.

**g. *A recommendation from the Conservation Commission is submitted.***

This request has been presented to the Salem Conservation Commission for their review and recommendation.

**h. *The applicant has received all necessary state and federal permits prior to the issuance of the conditional use permit.***

We don't anticipate that any required state or federal permits will be required.

We thank you in advance for your consideration of this request. If you have any questions or need additional information, please feel free to contact me at 603-766-5238 or by email at [cyork@gpinet.com](mailto:cyork@gpinet.com).

Sincerely,

**GREENMAN-PEDERSEN, INC.**



Christopher M. York, P.E.  
Project Manager



# PROPOSED SITE DEVELOPMENT PLANS

for  
SALEM PROPERTY MAP 96 - LOT 7775  
44 PELHAM ROAD  
SALEM, NEW HAMPSHIRE

Prepared for:  
**SURAJ REALTY**  
345 RIVER ROAD  
ANDOVER, MA 01810

## SALEM PLANNING BOARD

ON SEPTEMBER 26, 2023 THE SALEM PLANNING BOARD VOTED TO APPROVE THIS SITE PLAN SUBJECT TO THE FOLLOWING CONDITIONS:

PRIOR TO BUILDING PERMIT FOR PHASE 1:

- SUBMIT ENGINEERING APPROVAL;
- PAY FOR OUTSIDE INSPECTIONS PER DIRECTION OF ENGINEERING DIVISION;
- SUBMIT STATE PERMITS (AOT, WETLANDS BUREAU);

PRIOR TO OCCUPANCY:

- PAY ROAD (\$12,360) AND PUBLIC SAFETY (\$10,095) IMPACT FEES;
- PROVIDE CERTIFIED AS-BUILT SITE PLAN;
- CONSTRUCT ALL SITE IMPROVEMENTS (BUILDING, LOCATION, DIMENSIONS, AND SETBACKS, SITE GRADING, UTILITIES, ROAD WORK, DRAINAGE, LANDSCAPING, LIGHTING, PARKING SPACES, SIGNAGE, WETLAND/FLOODPLAIN MITIGATION AREAS) IN ACCORDANCE WITH APPROVED PLAN;

OTHER:

- NOTE VARIANCE, WAIVER, AND CONDITIONAL USE PERMIT FOR WETLAND IMPACT ON PLAN;
- RECEIVE PLANNING BOARD APPROVAL OF SIGN DETAIL PRIOR TO ISSUANCE OF SIGN PERMIT;
- RECEIVE PLANNING BOARD APPROVAL FOR ELEVATIONS PRIOR TO BUILDING PERMIT FOR PHASE 2 (WAREHOUSE STORAGE BUILDING);
- TRUCK TRAFFIC SHALL BE RESTRICTED TO EASTERLY DRIVE;
- VEGETATION, LANDSCAPING AND SIGNAGE SHALL KEPT LOW TO THE GROUND OR SETBACK SUFFICIENTLY FROM PELLHAM ROAD TO ENSURE ADEQUATE SIGHT DISTANCE;
- ALL REPRESENTATIONS MADE BY APPLICANT OR AGENTS AND ALL NOTES ON PLANS ARE INCORPORATED AS PART OF APPROVAL.

## STATE PERMITS

| TYPE                         | PERMIT NUMBER | APPROVED |
|------------------------------|---------------|----------|
| NHDES STANDARD DREDGE & FILL | 2023-01045    | 10/10/23 |
| NHDES ALTERATION OF TERRAIN  | AoT-2494      | 12/1/23  |

|   |                                       |     |          |
|---|---------------------------------------|-----|----------|
| 9 | REVISE SHEETS 6, 8-11, 13-16, TT PLAN | CMY | 10/20/25 |
| 8 | REVISE SHEETS 10, 12, & 22            | CMY | 5/30/25  |
| 7 | REVISE SHEETS 1-2, 8-14, 17-18, 22-24 | CMY | 4/15/25  |
| 6 | REVISE SHEET 23                       | CMY | 11/29/23 |
| 5 | REVISE SHEETS 2, 10, 12-13, 21, 23-24 | CMY | 10/23/23 |
| 4 | REVISE SHEETS 10-14, 18, 21, 23 & 24  | CMY | 10/3/23  |
| 3 | REVISE SHEETS 6, 8, 10, 13 & 15       | NID | 9/5/23   |

| NO.       | DESCRIPTION | BY | DATE |
|-----------|-------------|----|------|
| REVISIONS |             |    |      |

## TITLE SHEET

SALEM PROPERTY MAP 96 - LOT 7775  
PROPERTY ADDRESS - 44 PELHAM ROAD

PREPARED FOR:

**SURAJ REALTY**  
345 RIVER ROAD  
ANDOVER, MA 01810

**GPI**

Engineering  
Design  
Planning  
Construction Management

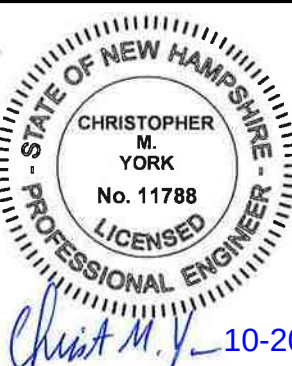
603.893.0720

GPINET.COM

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

NOT TO SCALE

DATE: APRIL 3, 2023



OWNER OF RECORD  
YOUNG LAND HOLDINGS, LLC.  
36 PELHAM RD, SALEM, NH  
BOOK 6069 PAGE 1819

SALEM PLANNING BOARD  
APPROVAL

ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)

| DESIGNED BY: | DRAWN/CHECKED | DWG. NAME   | PROJECT No. | SHEET No. |
|--------------|---------------|-------------|-------------|-----------|
| NID          | CCC/DRJ       | 2200130_CVR | NEX-2200130 | 1 OF 25   |

## PLEASE REPORT OBSERVATIONS OF

### RARE TURTLES

The NH Fish & Game Department is requesting observations of the following turtle species

Turtles may be attracted to disturbed ground during nesting season (May 15th – June 30th)

Turtles are most active from April 15th - October 15th



#### Blanding's turtle (State Endangered)

Large, dark/black domed shell with lighter speckles.  
Distinct yellow throat/chin.  
Aquatic but often moves on land.



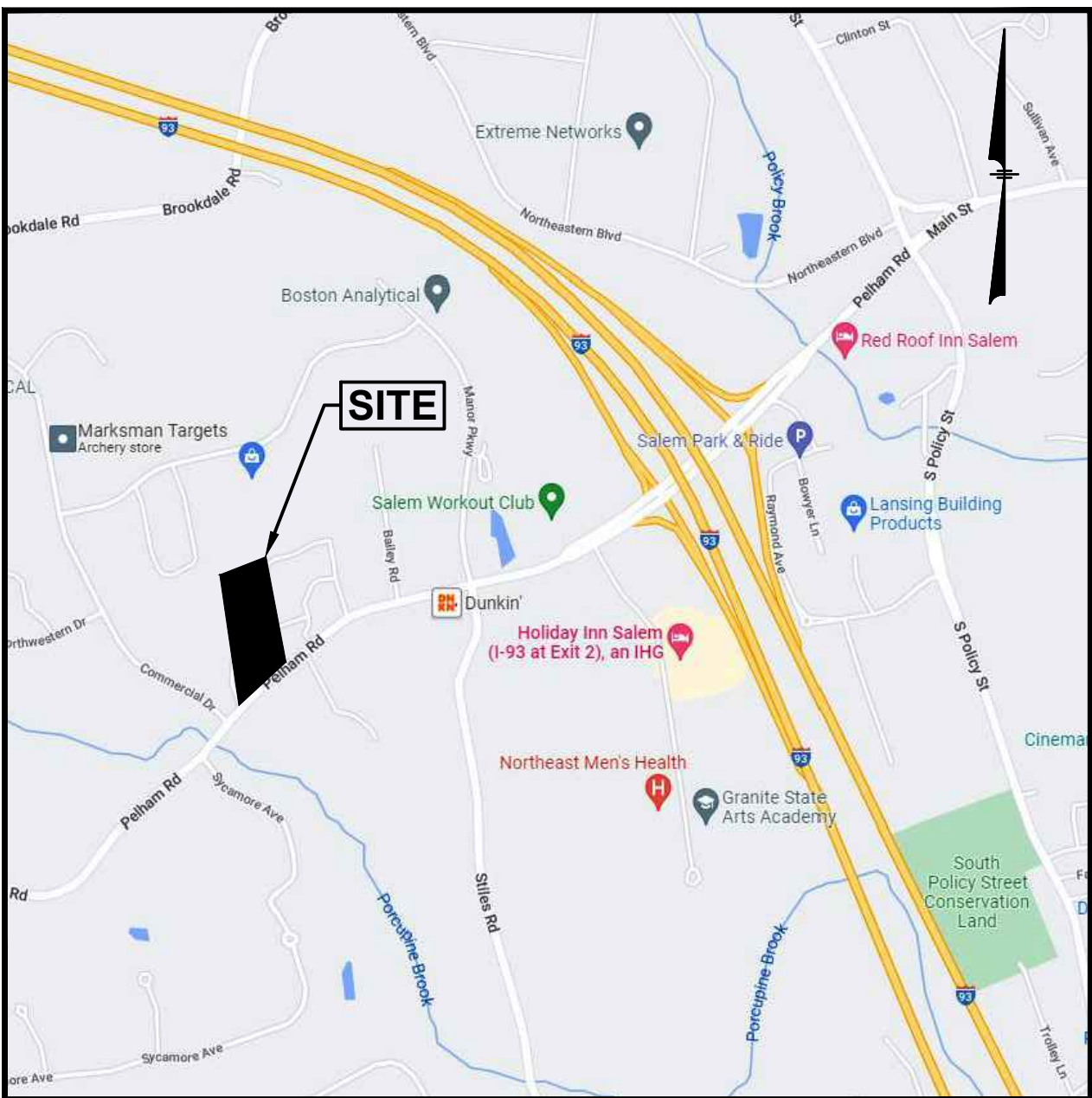
#### Spotted turtle (State Threatened)

Small, mostly aquatic with black or dark brown with yellow spots.  
Fairly flat shell compared to Blanding's turtle.  
Spots vary in color and number.

Fig 1401.03 (a) No person shall take or possess a spotted turtle (*Clemmys guttata*)...Blanding's turtle (*Emydoidea blandingii*)...or any egg or part thereof.

Report sightings immediately to NHFG Wildlife Division at 603-271-2461 (M-F 8-4) or to NHFG Wildlife Biologist Melissa Winters 603-479-1129 (cell) anytime.

Please report promptly, noting specific location and date – Photographs strongly encouraged



## LOCATION MAP

(NOT TO SCALE)

## INDEX TO DRAWINGS

- TITLE SHEET
- GENERAL NOTES
- EXISTING CONDITIONS PLAN
- SOIL SURVEY
- PHASE PLAN
- DEMOLITION PLAN
- PHASE 1 SITE & UTILITY PLAN
- PHASE 1 GRADING & DRAINAGE PLAN
- DRIVEWAY PROFILE & DRAINAGE SCHEDULE
- PHASE 1 EROSION & SEDIMENT CONTROL PLAN
- PHASE 1 LANDSCAPE PLAN
- PHASE 2 SITE & UTILITY PLAN
- PHASE 2 GRADING, DRAINAGE & EROSION CONTROL PLAN
- PHASE 2 LANDSCAPE PLAN
- DETAIL SHEET
- SIGHT DISTANCE PLAN & PROFILE
- 1 OF 1. TRUCK TURN PLAN
- 1 OF 2. LIGHTING PLAN (LO-157585A)
- 2 OF 2. LIGHTING PLAN (LO-157585B)



F:\Projects\NEX-2200130 - Salem, NH - Suraj Realty\CAD Files\2200130\_DET.dwg NOTES 4/15/25 3:46pm cnyrk

SITE NOTES:

- 1) EXISTING BOUNDARY AND PLANIMETRIC INFORMATION AS SHOWN IS THE RESULT OF AN ACTUAL FIELD SURVEY BY THIS OFFICE.
- 2) TAX MAP 96 LOT 7775
- 3) ZONING DISTRICT: RURAL DISTRICT AND INDUSTRIAL DISTRICT
- 4) LOT AREA = 419.350 Sq.Ft.  
= 9.92 Ac.±
- 5) EXISTING USE: 6,000 SF STORAGE BARN USED FOR "PRIVATE USE"
- PROPOSED USE: EXISTING STORAGE BARN TO REMAIN AND CHANGE USE TO 2,500 SF OFFICE USE AND 3,500 SF WAREHOUSE/STORAGE USE. A 20,000 SF WAREHOUSE/STORAGE BUILDING TO BE CONSTRUCTED AND PAVED OUTDOOR STORAGE AREAS.
- 5) ALL BUILDINGS AND SITE CONSTRUCTION SHALL COMPLY WITH THE RULES AND REGULATIONS OF THE AMERICANS WITH DISABILITIES ACT (ADA) OF 1990, AS AMENDED.
- 6) THE LOCATIONS OF EXISTING SUBSURFACE UTILITIES SHOWN ON THIS PLAN WERE COMPILED FROM AVAILABLE RECORD DRAWINGS AND ARE NOT WARRANTED TO BE CORRECT. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING SUBSURFACE UTILITIES PRIOR TO PERFORMING ANY WORK.
- 7) WRITTEN DIMENSIONS ON THIS PLAN TAKE PRECEDENCE OVER SCALED DIMENSIONS. THE CONTRACTOR SHALL USE CAUTION WHEN SCALING REPRODUCED PLANS. IN THE EVENT OF A CONFLICT BETWEEN THIS PLAN SET AND ANY OTHER DRAWINGS AND/OR SPECIFICATIONS, THE ENGINEER SHALL BE NOTIFIED BY THE CONTRACTOR.
- 8) THE CONTRACTOR SHALL CALL AND COORDINATE WITH DIGSAFE 811 PRIOR TO ANY EXCAVATION.
- 9) ALL CONSTRUCTION SHALL CONFORM TO THE APPLICABLE REGULATIONS AND STANDARDS OF THE TOWN OF SALEM AND THE STATE OF NEW HAMPSHIRE.
- 10) THE SURVEY TRACT IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA (100 YEAR FLOOD) PER FLOOD INSURANCE RATE MAP NUMBER 33015C0545E, WITH AN EFFECTIVE DATE OF MARCH 17, 2005.
- 11) ALL CONSTRUCTION SHALL CONFORM TO THESE PLANS AND THE STANDARD CONSTRUCTION DRAWINGS AS SUPPLIED BY THE DEVELOPER.
- 12) ANY PROPOSED SIGNS WILL REQUIRE A PERMIT PRIOR TO INSTALLATION.
- 13) PROPOSED SNOW STORAGE AREAS ARE LOCATED AS SHOWN. ANY EXCESS SNOW TO BE TRUCKED OFF-SITE.
- 14) THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION AND FOR CONDITIONS AT THE SITE. THESE PLANS, PREPARED BY GREENMAN-PEDERSEN, INC., DO NOT EXTEND TO OR INCLUDE SYSTEMS PERTAINING TO THE SAFETY OF THE CONSTRUCTION CONTRACTOR OR THEIR EMPLOYEES, AGENTS OR REPRESENTATIVES IN THE PERFORMANCE OF THEIR WORK. THE SEAL OF THE SURVEYOR AND/OR ENGINEER AS INCLUDED IN THE PLAN SET DOES NOT EXTEND TO ANY SUCH SAFETY SYSTEMS THAT MAY NOW OR HEREAFTER BE INCORPORATED INTO THESE PLANS. THE CONSTRUCTION CONTRACTOR SHALL PREPARE AND/OR OBTAIN THE APPROPRIATE SAFETY SYSTEMS WHICH MAY BE REQUIRED BY THE U.S. OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND/OR LOCAL REGULATIONS.
- 15) AN EXISTING STORAGE BARN AND DRIVEWAY WERE ALLOWED BY VARIANCE GRANTED ON JUNE 7, 2011 FOR PRIVATE USE ONLY. A VARIANCE WAS GRANTED ON SEPTEMBER 6, 2022 BY THE ZONING BOARD OF ADJUSTMENT FROM ARTICLE 490 SECTION 302.5 TO PERMIT THE EXISTING BARN AND THE PROPOSED DRIVEWAY TO BE USED FOR A COMMERCIAL/INDUSTRIAL USE WITHIN THE RURAL DISTRICT.
- 16) A CONDITIONAL USE PERMIT WAS GRANTED FROM THE PLANNING BOARD PER ARTICLE 490 SECTION 706.1 TO ALLOW A 4,880 SF WETLAND IMPACT AND WORK WITHIN THE WETLAND BUFFERS.
- 17) A VARIANCE WAS GRANTED FROM THE ZONING BOARD OF ADJUSTMENT ON SEPTEMBER 6, 2022 TO PERMIT A PROPOSED COMMERCIAL DRIVEWAY AND AN EXISTING STORAGE BARN AND DRIVEWAY ALLOWED BY VARIANCE GRANTED ON JUNE 7, 2011 FOR PRIVATE USE ONLY, TO BE USED FOR COMMERCIAL WAREHOUSE/STORAGE PURPOSES, A NON-PERMITTED USE IN THE RURAL DISTRICT.
- 18) REFER TO SUBSURFACE SEWAGE DISPOSAL SYSTEM PLANS FOR PHASE 2 SEPTIC SYSTEM CONNECTION.
- 19) IN PHASE 2, ALL ROOF TOP MECHANICAL UNITS SHALL BE SCREENED.

GRADING & DRAINAGE NOTES:

- 1) ALL SITE DRAINAGE PIPE SHALL BE CORRUGATED HIGH-DENSITY POLYETHYLENE PIPE WITH STANDARD JOINTS, DUAL-WALL, SMOOTH INTERIOR, AS MANUFACTURED BY ADS, INC., OR APPROVED EQUAL, UNLESS OTHERWISE NOTED ON PLAN. THE UNDERGROUND DETENTION SYSTEM SHALL HAVE WATER TIGHT (WT) JOINTS MEETING ASTM D3212 SPECIFICATIONS.
- 2) ALL ROOF AND CANOPY DRAIN PIPE SHALL BE 6" PVC (SDR-35), EXCEPT WITHIN 10' OF A BUILDING FOUNDATION WHERE CAST IRON PIPE SHALL BE USED. MIN. SLOPE=1%.
- 3) ELEVATIONS ARE BASED ON NGVD29 DATUM.
- 4) ALL PROPOSED ELEVATIONS AS SHOWN ARE BOTTOM OF CURB ELEVATIONS, UNLESS OTHERWISE NOTED.
- 5) ANY UTILITY FIELD ADJUSTMENTS SHALL BE APPROVED BY THE ENGINEER OF RECORD AND COORDINATED WITH THE APPROPRIATE LOCAL UTILITY COMPANY.
- 6) THE LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL VERIFY EXACT LOCATION PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER OF ANY DISCREPANCIES. CONSTRUCTION SHALL COME FROM AT THE LOWEST INVERT (POINT OF CONNECTION) AND PROGRESS UP GRADIENT. PROPOSED INTERFACE POINTS (CROSSINGS) WITH EXISTING UNDERGROUND INSTALLATIONS SHALL BE FIELD VERIFIED BY TEST PIT PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- 7) ALL CONSTRUCTION SHALL CONFORM TO MUNICIPAL SERVICES AND ALL APPLICABLE STATE AND FEDERAL STANDARDS.
- 8) THE CONTRACTOR SHALL CALL AND COORDINATE WITH DIG-SAFE (DIAL 811) PRIOR TO COMMENCING ANY EXCAVATION.
- 9) THIS SITE WILL REQUIRE A USEPA NPDES PERMIT FOR STORMWATER DISCHARGE FOR THE SITE CONSTRUCTION SINCE THE DISTURBANCE EXCEEDS ONE ACRE (ACTUAL DISTURBANCE = 320,000 SF±). THE CONSTRUCTION SITE OPERATOR SHALL DEVELOP AND IMPLEMENT A CONSTRUCTION STORM WATER POLLUTION PREVENTION PLAN (SWPPP), WHICH SHALL REMAIN ON SITE AND MADE ACCESSIBLE TO THE PUBLIC. A COMPLETED NOTICE OF TERMINATION (NOT) SHALL BE SUBMITTED TO NPDES PERMITTING AUTHORITY WITHIN 30 DAYS AFTER EITHER OF THE FOLLOWING CONDITIONS HAVE BEEN MET: FINAL STABILIZATION HAS BEEN ACHIEVED ON ALL PORTION OF THE SITE FOR WHICH THE PERMITTEE IS RESPONSIBLE; OR ANOTHER OPERATOR/PERMITTEE HAS ASSUMED CONTROL OVER ALL AREAS OF THE SITE THAT HAVE NOT BEEN FINALLY STABILIZED.
- 10) ANY UTILITIES TO BE TAKEN OUT OF SERVICE SHALL BE DISCONNECTED AS DIRECTED BY UTILITY COMPANY AND LOCAL MUNICIPAL SERVICES.
- 11) ALL TRAFFIC CONTROL AND TEMPORARY CONSTRUCTION SIGNAGE ARRANGEMENTS, ACCEPTABLE TO NHDOT AND THE TOWN MUNICIPAL SERVICES, SHALL BE EMPLOYED DURING OPERATIONS WITHIN THE PUBLIC RIGHT-OF-WAY.
- 12) ALL ADA ACCESSIBLE WALKWAYS CANNOT EXCEED 5% RUNNING SLOPE AND 2% CROSS SLOPE. RAMPS CANNOT EXCEED 8.33% RUNNING SLOPE AND 2% CROSS SLOPE, AND ACCESSIBLE PARKING STALLS AND ACCESS AISLES CANNOT EXCEED 2% SLOPE IN ANY DIRECTION. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES.
- 13) SEE SITE & UTILITY PLAN FOR DETAILED UTILITY LAYOUT.
- 14) ALL PROPOSED CATCH BASINS SHALL HAVE 4" SUMPS AND OUTLETS EQUIPPED WITH "ELIMINATOR" OIL HOODS OR APPROVED EQUAL.
- 15) ALL PIPE DATA IS CALCULATED TO CENTER OF STRUCTURE, TYP.
- 16) CONTRACTOR SHALL REFER TO THE OPERATION & MAINTENANCE (O&M) MANUAL FOR STORMWATER MANAGEMENT SYSTEMS & SITE MAINTENANCE DURING AND AFTER CONSTRUCTION.
- 17) CONTRACTOR SHALL INSTALL RISER STRUCTURES AT EACH CORNER OF UNDERGROUND DETENTION SYSTEMS AND CLEANOUTS AT EACH END OF EACH ROW TO PROVIDE ACCESS POINTS FOR CLEANING AND MAINTENANCE.  
- TOTAL RISERS PROPOSED = 8  
- TOTAL CLEANOUTS PROPOSED = 36

UTILITY NOTES:

- 1) ALL SANITARY SEWER PIPE SHALL BE PVC (SDR-35), UNLESS OTHERWISE NOTED.
- 2) ALL WATER PIPE SHALL BE COPPER (TYPE K), UNLESS OTHERWISE NOTED.
- 3) ANY UTILITY FIELD ADJUSTMENTS SHALL BE APPROVED BY THE ENGINEER OF RECORD AND COORDINATED WITH THE APPROPRIATE LOCAL UTILITY COMPANY.
- 4) THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE ONLY. THE CONTRACTOR IS TO VERIFY EXACT LOCATION PRIOR TO CONSTRUCTION. THE CONTRACTOR IS TO NOTIFY THE DESIGN ENGINEER OF ANY DISCREPANCIES.
- 5) ALL CONSTRUCTION SHALL CONFORM TO MUNICIPAL SERVICES AND ALL APPLICABLE STATE AND FEDERAL STANDARDS.
- 6) THE CONTRACTOR SHALL CALL AND COORDINATE WITH DIGSAFE 811 PRIOR TO ANY EXCAVATION.
- 7) ALL WATER AND SEWER CONSTRUCTION SHALL CONFORM TO SALEM MUNICIPAL SERVICES SPECIFICATIONS.
- 8) THIS SITE IS SERVED BY MUNICIPAL WATER AND PRIVATE SEPTIC SYSTEM.
- 9) ALL ELECTRIC, TELEPHONE AND CABLE TV LINES ARE TO BE UNDERGROUND AND INSTALLED IN CONFORMANCE WITH APPLICABLE UTILITY CO. SPECIFICATIONS.
- 10) ANY UTILITIES TO BE TAKEN OUT OF SERVICE SHALL BE DISCONNECTED AS DIRECTED BY UTILITY COMPANY AND LOCAL MUNICIPAL SERVICES.
- 11) SEE GRADING & DRAINAGE PLAN FOR DETAILED DRAINAGE INFORMATION.
- 12) REFER TO DETAIL SHEETS FOR ALL UTILITY AND DRAINAGE STRUCTURE DETAILS AND ADDITIONAL INFORMATION.
- 13) REFER TO SEPTIC SYSTEM PLANS FOR THE PROPOSED SEPTIC CONNECTION FOR THE 20,000 SF WAREHOUSE PROPOSED IN PHASE 2.

SALEM FIRE DEPARTMENT NOTES:

- 1) EACH BUILDING SHALL BE PROVIDED THROUGHOUT WITH AN AUTOMATIC FIRE ALARM SYSTEM DESIGNED AND INSTALLED IN ACCORDANCE WITH SALEM FIRE DEPARTMENT REGULATIONS.
- 2) THE PROPOSED BUILDING SHALL BE PROVIDED THROUGHOUT WITH AN APPROVED AUTOMATIC SPRINKLER SYSTEM DESIGNED AND INSTALLED IN ACCORDANCE WITH SALEM FIRE DEPARTMENT RULES AND REGULATIONS.
- 3) ALL SITE AND CONSTRUCTION PLANS MAY BE REVIEWED BY A THIRD PARTY CONSULTANT OF THE TOWNS CHOOSING. ALL COST ASSOCIATED WITH THIRD PARTY REVIEWS AND INSPECTION SHALL BE PAID BY THE DEVELOPER.
- 4) FIRE HYDRANT AND REQUIRED FLOW REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE INTERNATIONAL FIRE CODE 2015 EDITION AND SALEM WATER DEPARTMENT REGULATIONS. FLOW CALCULATIONS AND BUILDING CONSTRUCTION CLASSIFICATION SHALL BE INCLUDED WITH THE SITE PLAN.
- 5) PLANS FOR CONSTRUCTION OF BUILDINGS AND FIRE PROTECTION SYSTEMS SHALL BE SUBMITTED TO THE SALEM FIRE DEPARTMENT AND RELEASED FOR CONSTRUCTION PRIOR TO STARTING WORK. ALL CONTRACTORS INSTALLING FIRE PROTECTION SYSTEMS SHALL HOLD A CERTIFICATE OF FITNESS FROM THE SALEM FIRE DEPARTMENT.
- 6) ALL UNDERGROUND WATER MAINS SERVING SPRINKLER OR STANDPIPE SYSTEM SHALL BE FLUSHED IN ACCORDANCE WITH NFPA 24 AND SHALL BE WITNESSED BY SALEM FIRE DEPARTMENT PERSONNEL.

SALEM MUNICIPAL SERVICES DEPARTMENT NOTES:

- 1) REQUIRED METERING AND BACKFLOW PREVENTION DEVICES WILL BE INSTALLED ON WATER SERVICES. THESE DEVICES WILL BE LOCATED AT THE POINT SERVICE LINES ENTER THE BUILDING. SERVICE LINES ARE NOT ALLOWED TO RUN THROUGH THE BUILDING, UNDER FLOORS, OVERHEAD OR OTHERWISE.
- 2) ALL EXISTING WATER AND SEWER SERVICES FOR BUILDINGS TO BE RAZED MUST BE CUT AND CAPPED PRIOR TO A RAZE PERMIT BEING ISSUED.

NEW HAMPSHIRE FISH AND GAME RECOMMENDED PERMIT CONDITIONS:

- 1) BLANDING'S TURTLE (STATE ENDANGERED) AND SPOTTED TURTLE (STATE THREATENED) OCCUR WITHIN THE VICINITY OF THE PROJECT AREA. ALL OPERATORS AND PERSONNEL WORKING ON OR ENTERING THE SITE SHALL BE MADE AWARE OF THE POTENTIAL PRESENCE OF THESE SPECIES AND SHALL BE PROVIDED FLYERS THAT HELP TO IDENTIFY THESE SPECIES, ALONG WITH NHFG CONTACT INFORMATION. SEE PLAN SHEET 1.
- 2) RARE SPECIES INFORMATION (E.G. IDENTIFICATION, OBSERVATION AND REPORTING OF OBSERVATIONS, WHEN TO CONTACT NHFG IMMEDIATELY AND NHFG CONTACT INFORMATION) SHALL BE COMMUNICATED DURING MORNING TAILGATE MEETINGS PRIOR TO WORK COMMENCEMENT.
- 3) TURTLES MAY BE ATTRACTED TO DISTURBED GROUND DURING NESTING SEASON. TURTLE NESTING SEASON OCCURS APPROXIMATELY MAY 15TH - JUNE 30TH. ALL TURTLE SPECIES NESTS ARE PROTECTED BY NH LAWS. IF A NEST IS OBSERVED OR SUSPECTED, OPERATORS SHALL CONTACT MELISSA WINTERS (603-479-1129) OR JOSH MCGOVEY (978-578-0802) AT NHFG IMMEDIATELY FOR FURTHER CONSULTATION. THE NEST OR SUSPECTED NEST SHALL BE MARKED (SURROUNDING ROPED OFF OR COME BUFFER DEPLOYED) AND AVOIDED; THIS SHALL BE COMMUNICATED TO ALL PERSONNEL ONSITE. SITE ACTIVITIES SHALL NOT OCCUR IN THE AREA SURROUNDING THE NEST OR SUSPECTED NEST UNTIL FURTHER GUIDANCE IS PROVIDED BY NHFG.
- 4) ALL MANUFACTURED EROSION AND SEDIMENT CONTROL PRODUCTS, WITH THE EXCEPTION OF TURF REINFORCEMENT MATS, UTILIZED FOR, BUT NOT LIMITED TO, SLOPE PROTECTION, RUNOFF DIVERSION, SLOPE INTERRUPTION, PERIMETER CONTROL, INLET PROTECTION, CHECK DAMS, AND SEDIMENT TRAPS SHALL NOT CONTAIN PLASTIC, OR MULTIFILAMENT OR MONOFILAMENT POLYPROPYLENE NETTINGS OR MESH WITH AN OPENING SIZE OF GREATER THAN 1/8 INCHES. SEE PLAN SHEET 21.
- 5) ALL OBSERVATIONS OF THREATENED OR ENDANGERED SPECIES ON THE PROJECT SITE SHALL BE REPORTED IMMEDIATELY TO THE NHFG NONGAME AND ENDANGERED WILDLIFE ENVIRONMENTAL REVIEW PROGRAM BY PHONE AT 603-271-2461 AND BY EMAIL AT [NHFGREVIEW@WILDLIFE.NH.GOV](mailto:NHFGREVIEW@WILDLIFE.NH.GOV) WITH THE EMAIL SUBJECT LINE CONTAINING THE NH# DATACHECK TOOL RESULTS LETTER ASSIGNED NUMBER, THE PROJECT NAME, AND THE TERM WILDLIFE SPECIES OBSERVATION.
- 6) PHOTOGRAPHS OF THE OBSERVED SPECIES AND NEARBY ELEMENTS OF HABITAT OR AREAS OF LAND DISTURBANCE SHALL BE PROVIDED TO NHFG IN DIGITAL FORMAT AT THE ABOVE EMAIL ADDRESS FOR VERIFICATION, AS FEASIBLE.
- 7) IN THE EVENT A THREATENED OR ENDANGERED SPECIES IS OBSERVED ON THE PROJECT SITE DURING THE TERM OF THE PERMIT, THE SPECIES SHALL NOT BE DISTURBED, HANDLED, OR HARMED IN ANY WAY PRIOR TO CONSULTATION WITH NHFG AND IMPLEMENTATION OF CORRECTIVE ACTIONS RECOMMENDED BY NHFG.  
a) SITE OPERATORS SHALL BE ALLOWED TO RELOCATE WILDLIFE ENCOUNTERED IF DISCOVERED SHALL BE RELOCATED IN CLOSE PROXIMITY TO THE CAPTURE LOCATION BUT OUTSIDE OF THE WORK ZONE AND IN THE DIRECTION THE INDIVIDUAL WAS HEADING. NHFG SHALL BE CONTACTED IMMEDIATELY IF THIS ACTION OCCURS.  
b) THE NHFG, INCLUDING ITS EMPLOYEES AND AUTHORIZED AGENTS, SHALL HAVE ACCESS TO THE PROPERTY DURING THE TERM OF THE PERMIT.

EROSION CONTROL NOTES:

- 1) THE EROSION CONTROL PROCEDURES SHALL CONFORM TO THE NH STORMWATER MANUAL, VOLUME 3, EROSION & SEDIMENT CONTROLS DURING CONSTRUCTION, DECEMBER 2008, OR LATEST EDITION.
- 2) DURING CONSTRUCTION AND THEREAFTER, EROSION CONTROL MEASURES ARE TO BE IMPLEMENTED AS NOTED. THE SMALLEST PRACTICAL AREA OF LAND SHOULD BE EXPOSED AT ANY ONE TIME DURING DEVELOPMENT. WHEN LAND IS EXPOSED DURING DEVELOPMENT, THE EXPOSURE SHOULD BE KEPT TO THE SHORTEST PRACTICAL PERIOD OF TIME AS APPROVED BY THE ENGINEER. LAND SHOULD NOT BE LEFT EXPOSED DURING THE WINTER MONTHS.
- 3) LIMIT OF MAXIMUM AREA OF EXPOSED SOIL AT ANY ONE TIME TO LESS THAN 5 ACRES. THE EXPOSED AREA THAT IS BEING ACTIVELY WORKED DURING WINTER IS TO BE LESS THAN 3 ACRES DURING THE WINTER SEASON.
- 4) ALL PERMANENT STORM WATER STRUCTURES SHALL BE STABILIZED PRIOR TO DIRECTING FLOW INTO THEM. AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:  
A) BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED.  
B) A MINIMUM OF 85 PERCENT VEGETATED GROWTH HAS BEEN ESTABLISHED.  
C) A MINIMUM OF 85 INCHES OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIP-RAP HAS BEEN INSTALLED.  
D) OR, EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.
- 5) SEDIMENT CONTROL FENCE SHALL BE INSTALLED AND MAINTAINED DURING AND AFTER DEVELOPMENT TO REMOVE SEDIMENT FROM RUNOFF WATER AND FROM LAND UNDERGOING DEVELOPMENT. WHERE POSSIBLE, NATURAL DRAINAGE WAYS SHOULD BE UTILIZED AND LEFT OPEN TO REMOVE EXCESS SURFACE WATER. SEDIMENT CONTROL FENCE TO BE MAINTAINED AND CLEANED UNTIL ALL SLOPES HAVE A HEALTHY STAND OF GRASS.
- 6) ALL DISTURBED AREAS AND SIDE SLOPES WHICH ARE FINISHED GRADED, WITH NO FURTHER CONSTRUCTION TO TAKE PLACE, SHALL BE LOAMED AND SEEDED WITHIN 72 HOURS AFTER FINAL GRADING. A MINIMUM OF 4" OF LOAM SHALL BE INSTALLED WITH NOT LESS THAN ONE POUND OF SEED PER 50 SQUARE YARDS OF AREA. THE SEED MIX SHALL BE AS DESIGNATED BELOW.
- 7) ANY DISTURBED AREAS WHICH ARE TO BE LEFT TEMPORARILY, AND WHICH WILL BE REGRADED LATER DURING CONSTRUCTION SHALL BE MACHINE HAY MULCHED AND SEEDED WITH RYE GRASS TO PREVENT EROSION. THE MAXIMUM LENGTH OF TIME FOR THE EXPOSURE OF DISTURBED SOILS SHALL BE 45 DAYS. HAY OR STRAW MULCH SHALL BE APPLIED TO ALL FRESHLY SEEDED AREAS AT THE RATE OF 2 TONS PER ACRE. BALES SHALL BE UNSPOOLED, AIR DRIED, AND FREE FROM WEED, SEEDS AND ANY COARSE MATERIAL.
- 8) DURING GRADING OPERATIONS INSTALL SEDIMENT CONTROL FENCE ALONG TOE OF SLOPE OF FILL AREAS WHERE SHOWN. BARRIERS ARE TO BE MAINTAINED UNTIL DISTURBED AREAS ARE PAVED OR GRASSED.
- 9) THE FILL MATERIAL SHALL BE OF APPROVED SOIL TYPE FREE FROM STUMPS, ROOTS, WOOD, ETC. TO BE PLACED IN 12" LIFTS OR AS SPECIFIED. BULLDOZERS, TRUCKS, TRACTORS, OR ROLLERS MAY BE USED FOR COMPACTION BY ROUTING THE EQUIPMENT TO ALL AREAS OR EACH LAYER.

TEMPORARY EROSION CONTROL MEASURES:

- 1) THE SMALLEST PRACTICAL AREA OF LAND SHALL BE EXPOSED AT ANY ONE TIME.
- 2) SEDIMENT CONTROL FENCE SHALL BE INSTALLED AS REQUIRED. FENCE IS TO BE MAINTAINED AND CLEANED UNTIL ALL SLOPES HAVE A HEALTHY STAND OF GRASS.
- 3) BAILED HAY AND MULCH SHALL BE MOWINGS OF ACCEPTABLE HERBACEOUS GROWTH, FREE FROM NOXIOUS WEEDS OR WOODY STEMS, AND SHALL BE DRY. NO SALT HAY SHALL BE USED.
- 4) FILL MATERIAL SHALL BE FREE FROM STUMPS, WOOD, ROOTS, ETC.
- 5) STOCKPILED MATERIALS SHALL BE PLACED ONLY IN AREAS SHOWN ON THE PLANS. STOCKPILES SHALL BE PROTECTED BY SEDIMENT CONTROL FENCING AND SEEDED TO PREVENT EROSION. THESE MEASURES SHALL REMAIN UNTIL ALL MATERIAL HAS BEEN PLACED OR DISPOSED OFF SITE.
- 6) TEMPORARY WATER DIVERSION (SWALES, BASINS, ETC) MUST BE USED AS NECESSARY UNTIL AREAS ARE STABILIZED.
- 7) ALL DISTURBED AREAS SHALL BE LOAMED AND SEEDED. A MINIMUM OF 4 INCHES OF LOAM SHALL BE INSTALLED WITH NOT LESS THAN ONE POUND OF SEED PER 50 SQUARE YARDS OF AREA.
- 8) SEED MIX SHALL BE EQUAL PARTS OF RED FESCUE (CREEPING), KENTUCKY BLUE GRASS, REDTOP, PERENNIAL RYEGRASS.
- 9) AFTER ALL DISTURBED AREAS HAVE BEEN STABILIZED, THE TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED.
- 10) PAVED ROADWAYS MUST BE KEPT CLEAN AT ALL TIMES.
- 11) ALL CATCH BASIN INLETS WILL BE PROTECTED WITH INLET PROTECTION.
- 12) ALL STORM DRAINAGE OUTLETS WILL BE STABILIZED AND CLEANED AS REQUIRED, BEFORE THE DISCHARGE POINTS BECOME OPERATIONAL.
- 13) ALL DEWATERING OPERATIONS MUST DISCHARGE DIRECTLY INTO A SEDIMENT FILTER AREA.
- 14) TO PREVENT TRACKING OF SEDIMENT ONTO THE EXISTING ROADS, ALL CONSTRUCTION TRAFFIC CAN ONLY EXIT THE SITE OVER THE GRAVEL CONSTRUCTION EXITS SHOWN ON THIS PLAN.

WINTER STABILIZATION NOTES:

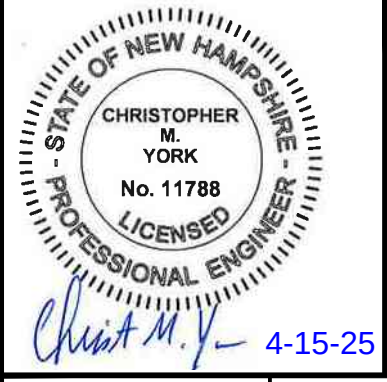
- MAINTENANCE REQUIREMENTS:**  
MAINTENANCE MEASURES SHOULD CONTINUE AS NEEDED THROUGHOUT CONSTRUCTION, INCLUDING THE OVER-WINTER PERIOD. AFTER EACH RAINFALL, SNOWSTORM, OR PERIOD OF THAWING AND RUNOFF, THE SITE CONTRACTOR SHOULD CONDUCT AN INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED TO INSURE THEIR CONTINUING FUNCTION.  
FOR ANY AREA STABILIZED BY TEMPORARY OR PERMANENT SEEDING PRIOR TO THE ONSET OF THE WINTER SEASON, THE CONTRACTOR SHOULD CONDUCT AN INSPECTION IN THE SPRING TO ASCERTAIN THE CONDITION OF VEGETATION COVER, AND REPAIR ANY DAMAGE AREAS OR BARE SPOTS AND RESEED AS REQUIRED TO ACHIEVE AN ESTABLISHED VEGETATIVE COVER (AT LEAST 85% OF AREA VEGETATED WITH HEALTHY, VIGOROUS GROWTH).  
SPECIFICATIONS:  
TO ADEQUATELY PROTECT WATER QUALITY DURING COLD WEATHER AND DURING SPRING RUNOFF, THE FOLLOWING STABILIZATION TECHNIQUES SHOULD BE EMPLOYED DURING THE PERIOD FROM OCTOBER 15TH THROUGH MAY 15TH.  
1) THE AREA OF EXPOSED, UNSTABILIZED SOIL SHOULD BE LIMITED TO ONE ACRE AND SHOULD BE PROTECTED AGAINST EROSION BY THE METHODS DESCRIBED IN THIS SECTION PRIOR TO ANY THAW OR SPRING MELT EVENT. SUBJECT TO APPLICABLE REGULATIONS, THE ALLOWABLE AREA OF EXPOSED SOIL MAY BE INCREASED IF ACTIVITIES ARE CONDUCTED ACCORDING TO A WINTER CONSTRUCTION PLAN, DEVELOPED BY A PROFESSIONAL ENGINEER LICENSED TO PRACTICE IN THE STATE OF NEW HAMPSHIRE OR A CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL AS CERTIFIED BY THE CSPESC COUNCIL OF ENVIROCERT INTERNATIONAL, INC.  
2) STABILIZATION AS FOLLOWS SHOULD BE COMPLETED WITHIN A DAY OF ESTABLISHING THE GRADE THAT IS FINAL OR THAT OTHERWISE WILL EXIST FOR MORE THAN 5 DAYS:  
A. ALL PROPOSED VEGETATED AREAS HAVING A SLOPE OF LESS THAN 15% WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHOULD BE SEEDED AND COVERED WITH 3 TO 4 TONS OF HAY OR STRAW MULCH PER ACRE SECURED WITH ANCHORED NETTING, OR 2 INCHES OF EROSION CONTROL MIX (SEE DESCRIPTION OF EROSION CONTROL MIX BERMS FOR MATERIAL SPECIFICATION).  
B. ALL PROPOSED VEGETATED AREAS HAVING A SLOPE OF GREATER THAN 15% WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHOULD BE SEEDED AND COVERED WITH A PROPERLY INSTALLED AND ANCHORED EROSION CONTROL BLANKET OR WITH A MINIMUM 4 INCH THICKNESS OF EROSION CONTROL MIX, UNLESS OTHERWISE SPECIFIED BY THE MANUFACTURER. NOTE THAT COMPOST BLANKETS SHOULD NOT EXCEED 2 INCHES IN THICKNESS OR THEY MAY OVERHEAT.  
3) ALL STONE-COVERED SLOPES MUST BE CONSTRUCTED AND STABILIZED BY OCTOBER 15.  
4) INSTALLATION OF ANCHORED HAY MULCH OR EROSION CONTROL MIX SHOULD NOT OCCUR OVER SNOW OF GREATER THAN ONE INCH IN DEPTH.  
5) ALL MULCH APPLIED DURING WINTER SHOULD BE ANCHORED (E.G., BY NETTING, TRACKING, WOOD CELLULOSE FIBER).  
6) STOCKPILES OF SOIL MATERIALS SHOULD BE MULCHED FOR OVER WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR WITH A FOUR-INCH LAYER OF EROSION CONTROL MIX. MULCHING SHOULD BE DONE WITHIN 24 HOURS OF STOCKING, AND RE-ESTABLISHED PRIOR TO ANY RAINFALL OR SNOWFALL. NO SOIL STOCKPILE SHOULD BE PLACED (EVEN COVERED WITH MULCH) WITHIN 100 FEET FROM ANY WETLAND OR OTHER WATER RESOURCE AREA.  
7) FROZEN MATERIALS, (E.G., FROST LAYER THAT IS REMOVED DURING WINTER CONSTRUCTION), SHOULD BE STOCKPILED SEPARATELY AND IN A LOCATION THAT IS AWAY FROM ANY AREA NEEDING TO BE PROTECTED. STOCKPILES OF FROZEN MATERIAL CAN MELT IN THE SPRING AND BECOME UNWORKABLE AND DIFFICULT TO TRANSPORT DUE TO THE HIGH MOISTURE CONTENT IN THE SOIL.  
8) INSTALLATION OF EROSION CONTROL BLANKETS SHOULD NOT OCCUR OVER SNOW OF GREATER THAN ONE INCH IN DEPTH OR ON FROZEN GROUND.  
9) ALL GRASS-LINED DITCHES AND CHANNELS SHOULD BE CONSTRUCTED AND STABILIZED BY SEPTEMBER 1. ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHOULD BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS, AS DETERMINED BY A QUALIFIED PROFESSIONAL ENGINEER OR A CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL AS CERTIFIED BY THE CSPESC COUNCIL OF ENVIROCERT INTERNATIONAL, INC. IF A STONE LINING IS NECESSARY, THE CONTRACTOR MAY NEED TO RE-GRADE THE DITCH AS REQUIRED TO PROVIDE ADEQUATE CROSS-SECTION AFTER ALLOWING FOR PLACEMENT OF THE STONE.  
10) ALL STONE-LINED DITCHES AND CHANNELS MUST BE CONSTRUCTED AND STABILIZED BY OCTOBER 15.  
11) AFTER OCTOBER 15, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED GRAVEL PER NHDOT ITEM 304.  
12) SEDIMENT BARRIERS THAT ARE INSTALLED DURING FROZEN CONDITIONS SHOULD CONSIST OF EROSION CONTROL MIX BERMS, OR CONTINUOUS CONTAINED BERMS, SILT FENCES AND HAY BALES SHOULD NOT BE INSTALLED WHEN FROZEN CONDITIONS PREVENT PROPER EMBEDMENT OF THESE BARRIERS.

CONSTRUCTION SEQUENCE:

- 1) SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY ON-SITE CONSTRUCTION AS SHOWN. ADDITIONAL TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED AS SOON AS PRACTICAL.
- 2) CONSTRUCT TEMPORARY STABILIZED CONSTRUCTION ENTRANCE AS SHOWN ON THE PLANS.
- 3) REMOVE AND STOCKPILE SOIL AS REQUIRED. STOCKPILE SHALL BE SURROUNDED WITH SEDIMENT CONTROL FENCING TO PREVENT EROSION.
- 4) INSTALL DRAINAGE INFRASTRUCTURE.
- 5) CONSTRUCT DRIVEWAYS. INSTALL UNDERGROUND UTILITIES AND PERFORM SITE GRADING.
- 6) BEGIN TEMPORARY AND PERMANENT SEEDING AND MULCHING. ALL CUT AND FILL SLOPES SHALL BE SEEDED OR MULCHED IMMEDIATELY AFTER THEIR CONSTRUCTION.
- 7) DAILY, OR AS REQUIRED, CONSTRUCT, INSPECT, AND IF NECESSARY, RECONSTRUCT TEMPORARY BERMS, DRAINS, DITCHES, SEDIMENT CONTROL FENCES, HAYBALES AND SEDIMENT TRAPS INCLUDING MULCHING AND SEEDING. AT A MINIMUM, INSPECT EROSION CONTROLS WEEKLY AND AFTER EVERY 1/2" OF RAINFALL.
- 8) BEGIN EXCAVATION FOR AND CONSTRUCTION OF BUILDINGS.
- 9) FINISH PAVING ALL DRIVES AND PARKING AREAS. CLEAN ALL DRAINAGE STRUCTURES.
- 10) COMPLETE PERMANENT SEEDING AND LANDSCAPING.
- 11) AFTER GRASS HAS BEEN FULLY GERMINATED IN ALL SEEDED AREAS, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.
- 12) THE CONTRACTOR AND DEVELOPER MUST MANAGE THE PROJECT TO MEET THE REQUIREMENTS AND INTENT OF RSA 430:53 AND CHAPTER AGR 3800 RELATIVE TO INVASIVE SPECIES.

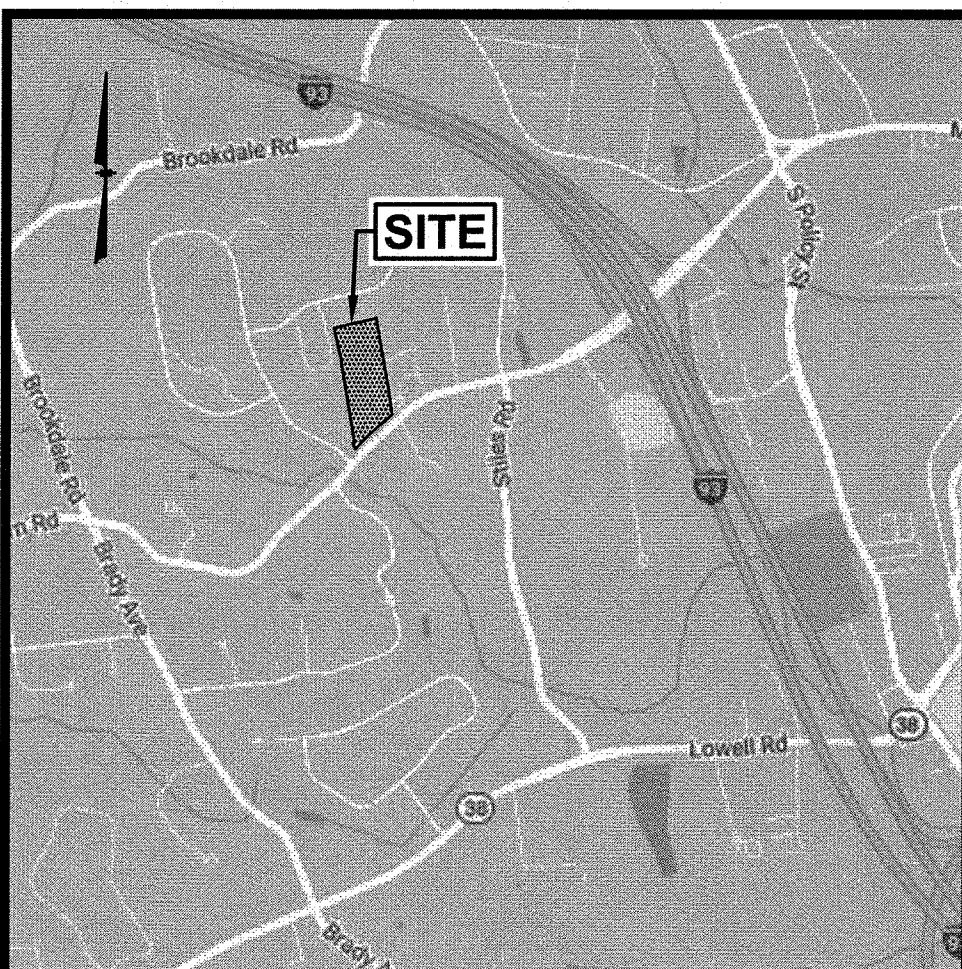
BLASTING BMP NOTES:

- THE FOLLOWING BLAST HOLE LOADING PRACTICES SHALL BE IMPLEMENTED:  
A) THE DRILLER SHALL MAINTAIN DRILLING LOGS TO DOCUMENT:  
1) THE DEPTHS AND LENGTHS OF VOIDS, CAVITIES, AND FAULT ZONES OR OTHER WEAK ZONES ENCOUNTERED;  
AND  
2) GROUNDWATER CONDITIONS;  
B) THE DRILLER SHALL COMMUNICATE THE CONTENTS OF THE DRILLING LOGS DIRECTLY TO THE BLASTER;  
C) EXPLOSIVE PRODUCTS SHALL BE MANAGED ON SITE SUCH THAT THEY ARE:  
1) USED IN THE BOREHOLE;  
2) RETURNED TO THE DELIVERY VEHICLE; OR  
3) PLACED IN SECURE CONTAINERS FOR OFF-SITE DISPOSAL;  
D) SPILLAGE AROUND THE BOREHOLE SHALL BE:  
1) PLACED IN THE BOREHOLE; OR  
2) CLEANED UP AND RETURNED TO AN APPROPRIATE VEHICLE FOR HANDLING OR PLACEMENT IN SECURED CONTAINERS FOR OFF-SITE DISPOSAL.  
E) LOADED EXPLOSIVES SHALL BE DETONATED AS SOON AS POSSIBLE AND NOT LEFT IN THE BLAST HOLES OVERNIGHT, UNLESS WEATHER OR OTHER SAFETY CONCERNS REASONABLY DICTATE THAT DETONATION SHOULD BE POSTPONED;  
F) LOADING EQUIPMENT SHALL BE CLEANED IN AN AREA WHERE WASTEWATER CAN BE PROPERLY CONTAINED AND HANDLED IN A MANNER THAT PREVENTS RELEASE OF CONTAMINANTS TO THE ENVIRONMENT; AND  
G) EXPLOSIVES SHALL BE LOADED IN ACCORDANCE WITH INDUSTRY STANDARD PRACTICES FOR PRIMING, STEMMING, DECKING AND COLUMN RISE TO MAINTAIN GOOD CONTINUITY IN THE COLUMN LOAD TO PROMOTE COMPLETE DETONATION.  
**EXPLOSIVE PRODUCTS SHALL BE SELECTED THAT ARE:**  
A) APPROPRIATE FOR SITE CONDITIONS AND SAFE BLAST EXECUTION; AND  
B) HAVE THE APPROPRIATE WATER RESISTANCE FOR THE SITE CONDITIONS PRESENT.  
**INDUSTRY-STANDARD PRACTICES SHALL BE IMPLEMENTED TO PREVENT MISFIRES.**  
**MUCK AND ROCK MANAGEMENT:**  
A) FOR PURPOSES OF THIS PART, THE FOLLOWING DEFINITIONS APPLY:  
1) "BLASTED MATERIAL" MEANS ALL OF THE EARTH MATERIAL LOOSEENED AS A RESULT OF THE BLASTING;  
2) "MUCK" MEANS THE BLASTED MATERIAL REMAINING AFTER THE ROCKS HAVE BEEN REMOVED; AND  
3) "ROCKS" MEANS THE LARGEST PIECES OF BLASTED MATERIAL THAT ARE SEPARATED FROM THE MUCK FOR USE ELSEWHERE, INCLUDING FOR FEEDSTOCK OF A ROCK CRUSHING OPERATION.  
B) MUCK SHALL BE REMOVED FROM THE BLAST AREA AS SOON AS REASONABLY POSSIBLE.  
C) ROCKS SHALL BE MANAGED SO AS TO PREVENT WATER SUPPLY WELLS OR SURFACE WATERS FROM BEING CONTAMINATED BY RUNOFF.  
**SPILL PREVENTION MEASURES AND SPILL MITIGATION**  
A) FUEL AND OTHER REGULATED SUBSTANCES SHALL BE MANAGED AS REQUIRED BY ENV-WQ 401.04.  
B) PERSONNEL WORKING AT THE BLAST SITE SHALL BE TRAINED IN HOW TO RESPOND TO A SPILL OF THE REGULATED SUBSTANCES BEING USED AT THE SITE.  
**FUELING AND MAINTENANCE OF CONSTRUCTION EQUIPMENT**  
A) IF ANY CONSTRUCTION EQUIPMENT, INCLUDING BUT NOT LIMITED TO EARTHMOVING, EXCAVATION, AND BORING EQUIPMENT, WILL BE FUELED FROM A TANK TRUCK OR OTHER CONTAINER THAT IS MOVED AROUND THE SITE, THE FOLLOWING SHALL APPLY:  
1) PORTABLE CONTAINMENT EQUIPMENT THAT IS SIZED TO CONTAIN THE MOST LIKELY VOLUME OF FUEL TO BE SPILLED DURING A FUEL TRANSFER SHALL BE USED, WHERE THE MOST LIKELY VOLUME TO BE SPILLED IS DETERMINED BASED ON THE FUEL TRANSFER RATE, THE AMOUNT OF FUEL BEING TRANSFERRED, THE DISTANCE BETWEEN THE HOSE NOZZLE AND PUMP SHUT OFF SWITCH, AND THE RESPONSE TIME OF PERSONNEL AND EQUIPMENT AVAILABLE AT THE FACILITY;  
2) THE CONTAINMENT EQUIPMENT SHALL BE POSITIONED TO CATCH ANY FUEL SPILLS DUE TO OVERRILLING THE EQUIPMENT AND ANY OTHER SPILLS THAT MIGHT OCCUR AT OR NEAR THE FUEL FILLER PORT TO THAT EQUIPMENT;  
3) THE TYPE OF CONTAINMENT EQUIPMENT USED AND ITS POSITIONING AND USE SHALL ACCOUNT FOR ALL OF THE DRIP POINTS ASSOCIATED WITH THE FUEL FILLING PORT AND THE HOSE FROM THE FUEL DELIVERY TRUCK; AND  
4) PERSONNEL SHALL NOT LEAVE THE IMMEDIATE AREA WHILE FUEL IS BEING TRANSFERRED, TO ENSURE THAT ANY SPILLS WILL BE OF LIMITED VOLUME.  
B) IF THE SITE WILL HAVE A FIXED LOCATION FOR FUELING CONSTRUCTION EQUIPMENT, THE FOLLOWING SHALL APPLY:  
1) ALL FUEL CONTAINERS, INCLUDING BUT NOT LIMITED TO SKID-MOUNTED TANKS, DRUMS, AND FIVE GALLON CANS, SHALL HAVE SECONDARY CONTAINMENT THAT:  
A. IS CAPABLE OF CONTAINING 110% OF THE VOLUME OF THE LARGEST FUEL STORAGE CONTAINER; AND  
B. HAS AN IMPERVIOUS FLOOR;  
2) SECONDARY CONTAINMENT FOR TANKS MAY COMPRISE A METAL, PLASTIC, POLYMER OR PRECAST CONCRETE VAULT PROVIDING 110 PERCENT OF THE VOLUME OF THE LARGEST FUEL STORAGE CONTAINER.  
3) FOR FUEL CONTAINERS, SECONDARY CONTAINMENT MAY COMPRISE CONTAINMENT PALLETS; NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES 89 ENV-WQ 1500  
4) THE AREA WHERE FUEL IS TRANSFERRED SHALL BE A FLAT, IMPERVIOUS AREA THAT:  
A. IS ADJACENT TO THE FUEL CONTAINER(S); AND  
B. EXTENDS BEYOND THE FULL REACH, OR LENGTH, OF THE FUEL HOSE; AND  
5) SECONDARY CONTAINMENT AREAS MAY BE IN THE FORM OF A BASIN THAT IS:  
A. SLOPED DOWN TO A CENTRAL LOW POINT OR BERMED ALONG THE PERIMETER.  
B. LINED WITH A CONTINUOUS SHEET OF 20 MIL OR THICKER POLYMER MATERIAL OR APPROPRIATE GEOMEMBRANE LINER; AND  
C. BACKFILLED WITH AT LEAST 6 INCHES OF SAND.

|                                                                                       |                      |                                                                                                 |             |                                  |
|---------------------------------------------------------------------------------------|----------------------|-------------------------------------------------------------------------------------------------|-------------|----------------------------------|
|                                                                                       |                      |                                                                                                 |             |                                  |
|                                                                                       |                      |                                                                                                 |             |                                  |
| 5                                                                                     | ADD VARIANCE NOTE    | CMY                                                                                             | 4/15/25     |                                  |
| 4                                                                                     | ADDRESS AOT COMMENTS | CMY                                                                                             | 10/23/23    |                                  |
| 3                                                                                     | ADDRESS AOT COMMENTS | CMY                                                                                             | 10/3/23     |                                  |
| 2                                                                                     | RESPONSE TO COMMENTS | NID                                                                                             | 9/5/23      |                                  |
| 1                                                                                     | RESPONSE TO COMMENTS | CMY                                                                                             | 8/16/23     |                                  |
| NO.                                                                                   | DESCRIPTION          | BY                                                                                              | DATE        |                                  |
| REVISIONS                                                                             |                      |                                                                                                 |             |                                  |
| GENERAL NOTES                                                                         |                      |                                                                                                 |             |                                  |
| SALEM PROPERTY MAP 96 - LOT 7775<br>PROPERTY ADDRESS - 44 PELHAM ROAD                 |                      |                                                                                                 |             |                                  |
| PREPARED FOR:<br>SURAJ REALTY<br>345 RIVER ROAD<br>ANDOVER, MA 01810                  |                      |                                                                                                 |             |                                  |
| Greenman-Pedersen, Inc.<br>44 Stiles Road<br>Suite One<br>Salem, NH 03079             |                      |                                                                                                 |             |                                  |
| SCALE: NONE                                                                           |                      | DATE: APRIL 3, 2023                                                                             |             |                                  |
|  |                      | OWNER OF RECORD<br>YOUNG LAND HOLDINGS, LLC.<br>36 PELHAM RD., SALEM, NH<br>BOOK 6069 PAGE 1819 |             | SALEM PLANNING BOARD<br>APPROVAL |
| ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)                                   |                      |                                                                                                 |             |                                  |
| DESIGNED BY:                                                                          | DRAWN/CHECKED        | DWG. NAME                                                                                       | PROJECT No. | SHEET No.                        |
| NID                                                                                   | CCC/DRJ              | 2200130_DET                                                                                     | NEX-2200130 | 2 OF 25                          |

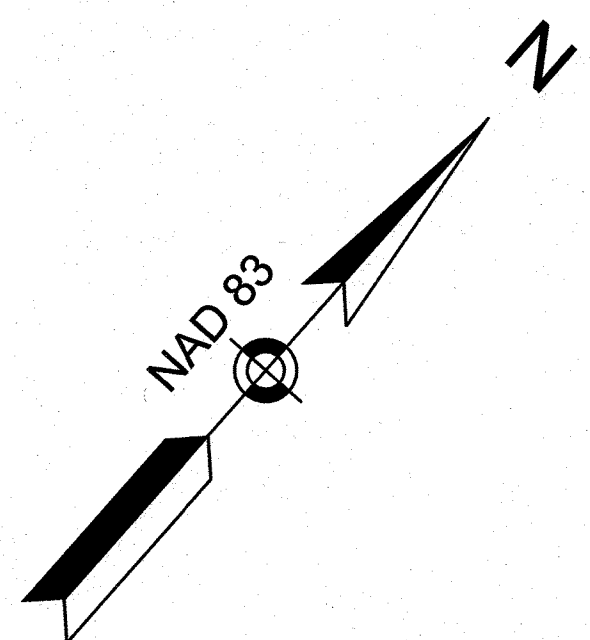
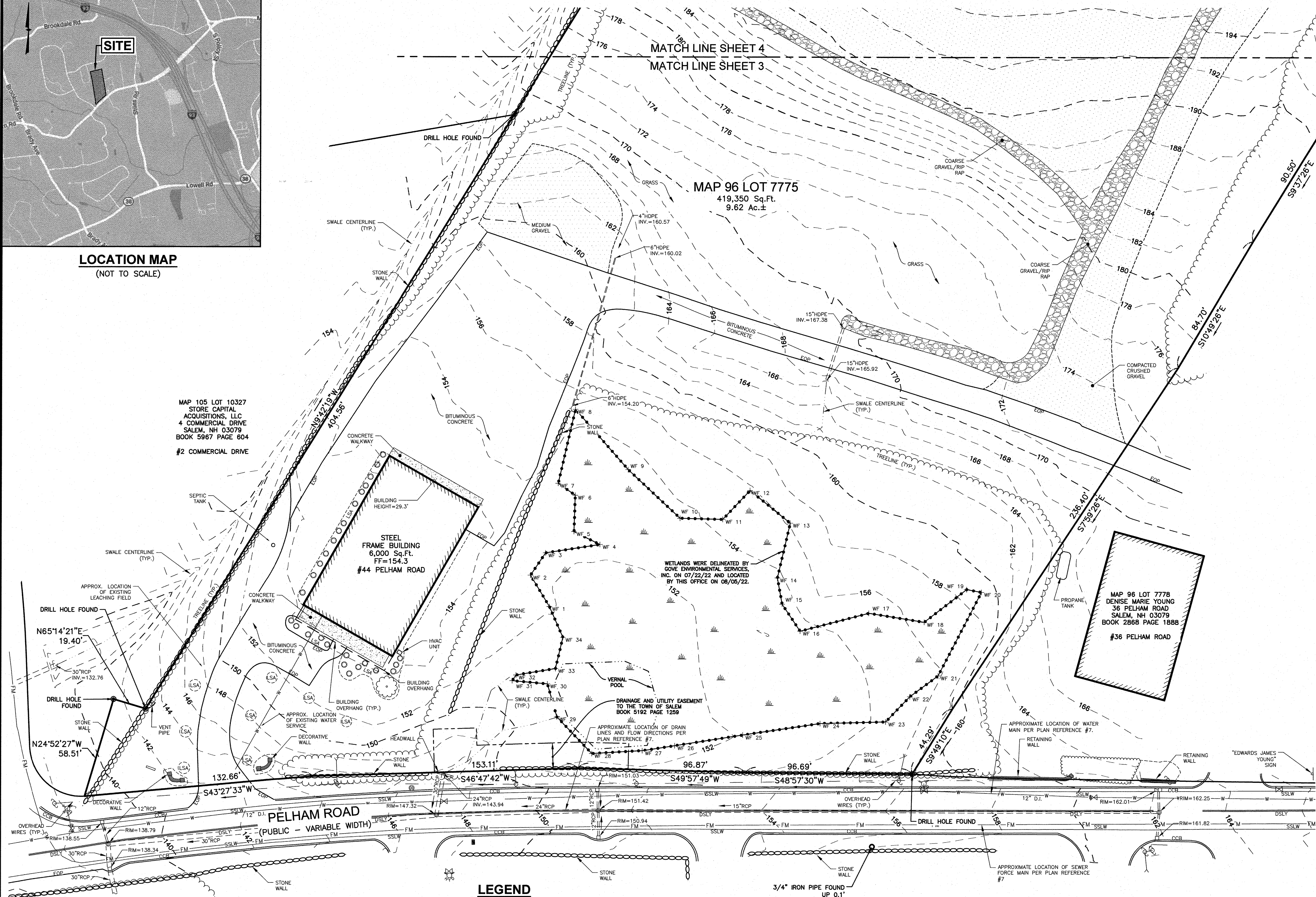


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**LOCATION MAP**  
(NOT TO SCALE)

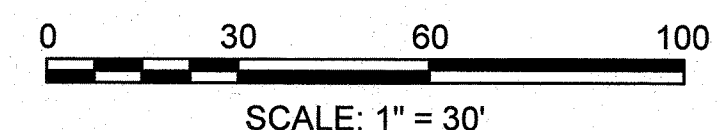
MAP 105 LOT 10327  
STORE CAPITAL  
ACQUISITIONS, LLC  
4 COMMERCIAL DRIVE  
SALEM, NH 03079  
BOOK 5967 PAGE 604  
#2 COMMERCIAL DRIVE



- NOTES:**
- 1) ZONE: RURAL/INDUSTRIAL DISTRICT (RUR)/(I)  
MIN. LOT SIZE: 25,000/N.R. Sq.Ft.  
MIN. LOT FRONTAGE: 125/300 Ft.  
SETBACKS:  
FRONT 30/50 Ft.  
SIDE 15/40 Ft.  
REAR 30/40 Ft.  
REFER TO THE TOWN OF SALEM ZONING ORDINANCE FOR VERIFICATION, ADDITIONAL RESTRICTIONS AND PERMITTED USES. THE ZONING INFORMATION SHOWN HEREON IS BASED ON A REVIEW OF THE SALEM ZONING ORDINANCE.
  - 2) THIS PLAN IS THE RESULT OF AN ON-THE-GROUND FIELD SURVEY PERFORMED BY THIS OFFICE BETWEEN JULY 26, 2022 AND FEBRUARY 21, 2023.
  - 3) ELEVATIONS SHOWN HEREON ARE BASED ON NGVD29 PER GPS OBSERVATIONS PERFORMED BY THIS OFFICE ON JULY 26, 2022. BENCHMARK: RM 15 - DISK STAMPED 'F-2' LOCATED IN THE WEST END OF THE NORTH ABUTMENT OF THE BOSTON & MAINE RAILROAD BRIDGE OVER POLICY BROOK NEAR ROCKINGHAM PARK. ELEVATION = 124.12 (NGVD 29).
  - 4) LOCATION OF UNDERGROUND UTILITIES IS APPROXIMATE ONLY. ADDITIONAL UNDERGROUND UTILITIES OTHER THAN THOSE SHOWN MAY BE ENCOUNTERED.
  - 5) THE SURVEY TRACT IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA (100 YEAR FLOOD) PER FLOOD INSURANCE RATE MAP NUMBER 33015C0545E, WITH AN EFFECTIVE DATE OF MARCH 17, 2005.

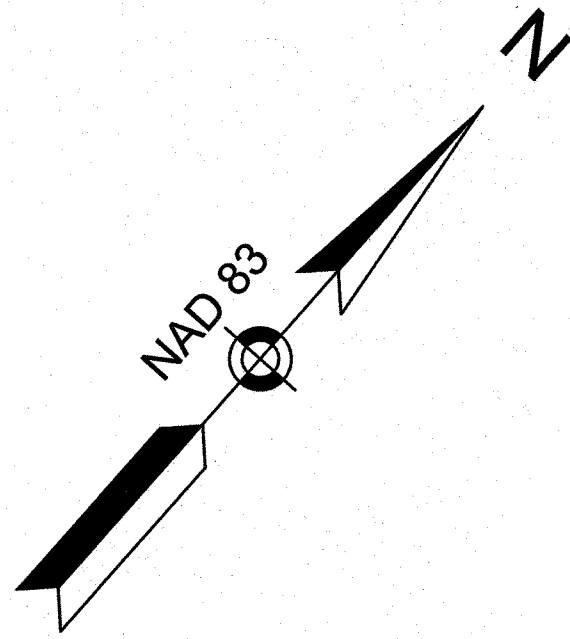
- PLAN REFERENCES:**  
ROCKINGHAM COUNTY REGISTRY OF DEEDS
- 1) "PLOT PLAN" PREPARED BY PAUL W. ZARNOWSKI; SCALE:1"=200'; DATED: SEPTEMBER 20, 2011.
  - 2) PLAN D-37810
  - 3) PLAN D-20453
  - 4) PLAN D-15861
  - 5) PLAN D-15160
  - 6) PLAN C-10266
  - 7) "UTILITY PLANS" PREPARED BY STANTEC; SCALE:1"=20'; DATED: JANUARY 24, 2012.

| LEGEND |                          |   |                       |
|--------|--------------------------|---|-----------------------|
| CCB    | CAPE COD BERM            | ○ | TREE                  |
| DSLW   | DOUBLE SOLID LINE YELLOW | ○ | UTILITY POLE          |
| SSLW   | SINGLE SOLID LINE WHITE  | ○ | GUY WIRE              |
| G      | GAS LINE                 | ○ | OVERHEAD WIRE         |
| T      | UNDERGROUND TELEPHONE    | ○ | TREELINE              |
| W      | WATER LINE               | ○ | SIGN                  |
| E      | UNDERGROUND ELECTRIC     | ○ | SPOT ELEVATION        |
| ○      | CHAIN LINK FENCE         | ○ | DRAIN MANHOLE         |
| ○      | STOCKADE FENCE           | ○ | CATCH BASIN           |
| ○      | POST & RAIL FENCE        | ○ | ROOF DRAIN            |
| ○      | WIRE FENCE               | ○ | CLEANOUT              |
| ○      | CONTOUR ELEVATION        | ○ |                       |
| ○      |                          | ○ | VENT                  |
| ○      |                          | ○ | SEWER MANHOLE         |
| ○      |                          | ○ | TELEPHONE MANHOLE     |
| ○      |                          | ○ | ELECTRIC MANHOLE      |
| ○      |                          | ○ | WATER MANHOLE         |
| ○      |                          | ○ | MANHOLE               |
| ○      |                          | ○ | GAS VALVE             |
| ○      |                          | ○ | GAS SHUT OFF          |
| ○      |                          | ○ | WATER VALVE           |
| ○      |                          | ○ | WATER SHUT OFF        |
| ○      |                          | ○ | FIRE HYDRANT          |
| ○      |                          | ○ | BOLLARD               |
| ○      |                          | ○ | GAS METER             |
| ○      |                          | ○ | ELECTRIC METER        |
| ○      |                          | ○ | LIGHT POLE            |
| ○      |                          | ○ | WETLAND LINE          |
| ○      |                          | ○ | WATER FEATURE         |
| ○      |                          | ○ | UNDERGROUND COMM      |
| ○      |                          | ○ | DITCH LINE            |
| ○      |                          | ○ | EASEMENT LINE         |
| ○      |                          | ○ | PROPERTY LINE         |
| ○      |                          | ○ | ABUTTER PROPERTY LINE |



|                                                                                                          |                          |                                                                                                |             |
|----------------------------------------------------------------------------------------------------------|--------------------------|------------------------------------------------------------------------------------------------|-------------|
| 2                                                                                                        | RESPONSE TO COMMENTS     | CMY                                                                                            | 8/16/23     |
| 1                                                                                                        | ADD VERNAL POOL LOCATION | NID                                                                                            | 4/24/23     |
| NO.                                                                                                      | DESCRIPTION              | BY                                                                                             | DATE        |
| REVISIONS                                                                                                |                          |                                                                                                |             |
| <b>EXISTING CONDITIONS PLAN</b>                                                                          |                          |                                                                                                |             |
| SALEM PROPERTY MAP 96 - LOT 7775<br>PROPERTY ADDRESS - 44 PELHAM ROAD                                    |                          |                                                                                                |             |
| PREPARED FOR:<br><b>SURAJ REALTY</b><br>345 RIVER ROAD<br>ANDOVER, MA 01810                              |                          |                                                                                                |             |
| <b>GPI</b><br>Engineering<br>Design<br>Planning<br>Construction Management<br>603.893.0720<br>GPINET.COM |                          | Greenman-Pedersen, Inc.<br>44 Stiles Road<br>Suite One<br>Salem, NH 03079                      |             |
| SCALE: 1" = 30' DATE: APRIL 3, 2023                                                                      |                          |                                                                                                |             |
|                                                                                                          |                          | OWNER OF RECORD<br>YOUNG LAND HOLDINGS, LLC.<br>36 PELHAM RD, SALEM, NH<br>BOOK 6069 PAGE 1819 |             |
|                                                                                                          |                          | SALEM PLANNING BOARD<br>APPROVAL                                                               |             |
| ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)                                                      |                          |                                                                                                |             |
| DESIGNED BY:                                                                                             | DRAWN/CHECKED            | DWG. NAME                                                                                      | PROJECT No. |
| CSS                                                                                                      | AKC                      | 2200130_SV                                                                                     | NEX-2200130 |
|                                                                                                          |                          | SHEET No.                                                                                      | 3 OF 25     |





MAP 96 LOT 7498  
ARJAK REALTY, LLC  
7 INDUSTRIAL WAY UNIT #4  
SALEM, NH 03079  
BOOK 4635 PAGE 838  
#7 INDUSTRIAL WAY

MAP 96 LOT 9981  
STEPHEN C. BEMISTER  
TRUSTEE  
31 FARMER ROAD  
WINDHAM, NH 03087  
BOOK 4608 PAGE 2640  
#11 INDUSTRIAL WAY

MAP 96 LOT 7446  
YOUNG LAND HOLDINGS, LLC  
36 PELHAM ROAD  
SALEM, NH 03079  
BOOK 6069 PAGE 1817  
#34 PELHAM ROAD

MAP 96 LOT 10328  
STORE CAPITAL  
ACQUISITIONS, LLC  
4 COMMERCIAL DRIVE  
SALEM, NH 03079  
BOOK 5967 PAGE 604  
#4 COMMERCIAL DRIVE

MAP 96 LOT 7775  
419,350 Sq.Ft.  
9.62 Ac.±

MATCH LINE SHEET 4  
MATCH LINE SHEET 3

0 30 60 100  
SCALE: 1" = 30'

|                                                                                                                                               |                      |                                                                                                                                           |             |
|-----------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 1                                                                                                                                             | RESPONSE TO COMMENTS | CMY                                                                                                                                       | 8/16/23     |
| NO.                                                                                                                                           | DESCRIPTION          | BY                                                                                                                                        | DATE        |
| REVISIONS                                                                                                                                     |                      |                                                                                                                                           |             |
| EXISTING CONDITIONS PLAN                                                                                                                      |                      |                                                                                                                                           |             |
| SALEM PROPERTY MAP 96 - LOT 7775<br>PROPERTY ADDRESS - 44 PELHAM ROAD<br>PREPARED FOR:<br>SURAJ REALTY<br>345 RIVER ROAD<br>ANDOVER, MA 01810 |                      |                                                                                                                                           |             |
| <b>GPI</b><br>603.893.0720<br>GPINET.COM                                                                                                      |                      | Engineering<br>Design<br>Planning<br>Construction Management<br>Greenman-Pedersen, Inc.<br>44 Stiles Road<br>Suite One<br>Salem, NH 03079 |             |
| SCALE: 1" = 30'                                                                                                                               |                      | DATE: APRIL 3, 2023                                                                                                                       |             |
|                                                                                                                                               |                      | OWNER OF RECORD<br>YOUNG LAND HOLDINGS, LLC<br>36 PELHAM RD, SALEM, NH<br>BOOK 6069 PAGE 1819                                             |             |
|                                                                                                                                               |                      | SALEM PLANNING BOARD<br>APPROVAL                                                                                                          |             |
| ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)                                                                                           |                      |                                                                                                                                           |             |
| DESIGNED BY:                                                                                                                                  | DRAWN/CHECKED        | DWG. NAME                                                                                                                                 | PROJECT No. |
| CSS                                                                                                                                           | AKC                  | 2200130_SV                                                                                                                                | NEX-2200130 |
|                                                                                                                                               |                      | SHEET No.                                                                                                                                 | 4 OF 25     |

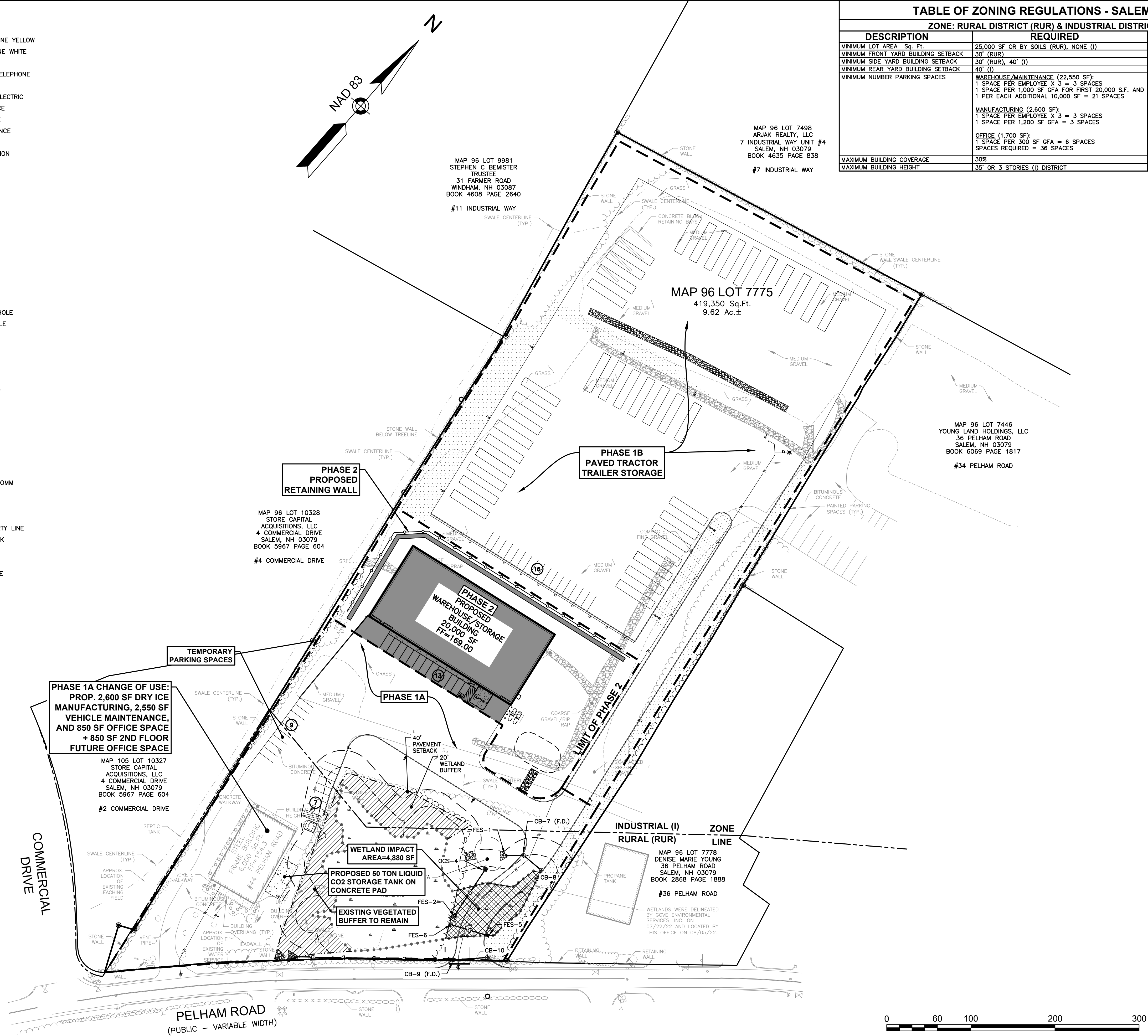






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| LEGEND |                          |
|--------|--------------------------|
| CCB    | CAPE COD BERM            |
| DSLY   | DOUBLE SOLID LINE YELLOW |
| SSLW   | SINGLE SOLID LINE WHITE  |
| G      | GAS LINE                 |
| T      | UNDERGROUND TELEPHONE    |
| W      | WATER LINE               |
| E      | UNDERGROUND ELECTRIC     |
| CL     | CHAIN LINK FENCE         |
| ST     | STOCKADE FENCE           |
| PR     | POST & RAIL FENCE        |
| WF     | WIRE FENCE               |
| 90     | CONTOUR ELEVATION        |
| TREE   | TREE                     |
| UT     | UTILITY POLE             |
| GW     | GUY WIRE                 |
| OW     | OVERHEAD WIRE            |
| TL     | TREELINE                 |
| S      | SIGN                     |
| SE     | SPOT ELEVATION           |
| DM     | DRAIN MANHOLE            |
| CB     | CATCH BASIN              |
| RD     | ROOF DRAIN               |
| CLN    | CLEANOUT                 |
| V      | VENT                     |
| SM     | SEWER MANHOLE            |
| TM     | TELEPHONE MANHOLE        |
| EM     | ELECTRIC MANHOLE         |
| WM     | WATER MANHOLE            |
| M      | MANHOLE                  |
| GV     | GAS VALVE                |
| GS     | GAS SHUT OFF             |
| WS     | WATER VALVE              |
| WSO    | WATER SHUT OFF           |
| FH     | FIRE HYDRANT             |
| B      | BOLLARD                  |
| GM     | GAS METER                |
| EM     | ELECTRIC METER           |
| LP     | LIGHT POLE               |
| WL     | WETLAND LINE             |
| WF     | WATER FEATURE            |
| UC     | UNDERGROUND COMM         |
| D      | DITCH LINE               |
| E      | EASEMENT LINE            |
| P      | PROPERTY LINE            |
| AP     | ABUTTER PROPERTY LINE    |
| B      | BUILDING SETBACK         |
| ST     | SOIL TYPE LINE           |
| Z      | ZONE LINE                |
| F      | FLOOD ZONE LINE          |



| TABLE OF ZONING REGULATIONS - SALEM, NH              |                                                                                                                                                                                                                                                                                                                                                                                             |                                     |
|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| ZONE: RURAL DISTRICT (RUR) & INDUSTRIAL DISTRICT (I) |                                                                                                                                                                                                                                                                                                                                                                                             |                                     |
| DESCRIPTION                                          | REQUIRED                                                                                                                                                                                                                                                                                                                                                                                    | PROVIDED                            |
| MINIMUM LOT AREA Sq. Ft.                             | 25,000 SF OR BY SOILS (RUR), NONE (I)                                                                                                                                                                                                                                                                                                                                                       | 9.62 Ac±                            |
| MINIMUM FRONT YARD BUILDING SETBACK                  | 30' (RUR)                                                                                                                                                                                                                                                                                                                                                                                   | 68.1' (EXIST. BLDG)                 |
| MINIMUM SIDE YARD BUILDING SETBACK                   | 30' (RUR), 40' (I)                                                                                                                                                                                                                                                                                                                                                                          | 43' (EXIST. BLDG), 41' (PROP. BLDG) |
| MINIMUM REAR YARD BUILDING SETBACK                   | 40' (I)                                                                                                                                                                                                                                                                                                                                                                                     | > 40'                               |
| MINIMUM NUMBER PARKING SPACES                        | WAREHOUSE/MAINTENANCE (22,550 SF):<br>1 SPACE PER EMPLOYEE X 3 = 3 SPACES<br>1 SPACE PER 1,000 SF GFA FOR FIRST 20,000 S.F. AND<br>1 PER EACH ADDITIONAL 10,000 SF = 21 SPACES<br><br>MANUFACTURING (2,600 SF):<br>1 SPACE PER EMPLOYEE X 3 = 3 SPACES<br>1 SPACE PER 1,200 SF GFA = 3 SPACES<br><br>OFFICE (1,700 SF):<br>1 SPACE PER 300 SF GFA = 6 SPACES<br>SPACES REQUIRED = 36 SPACES | 36 SPACES                           |
| MAXIMUM BUILDING COVERAGE                            | 30%                                                                                                                                                                                                                                                                                                                                                                                         | 26,000 SF/489,350 SF = 6.2%         |
| MAXIMUM BUILDING HEIGHT                              | 35' OR 3 STORIES (I) DISTRICT                                                                                                                                                                                                                                                                                                                                                               | < 35'                               |



LOCATION MAP  
(NOT TO SCALE)

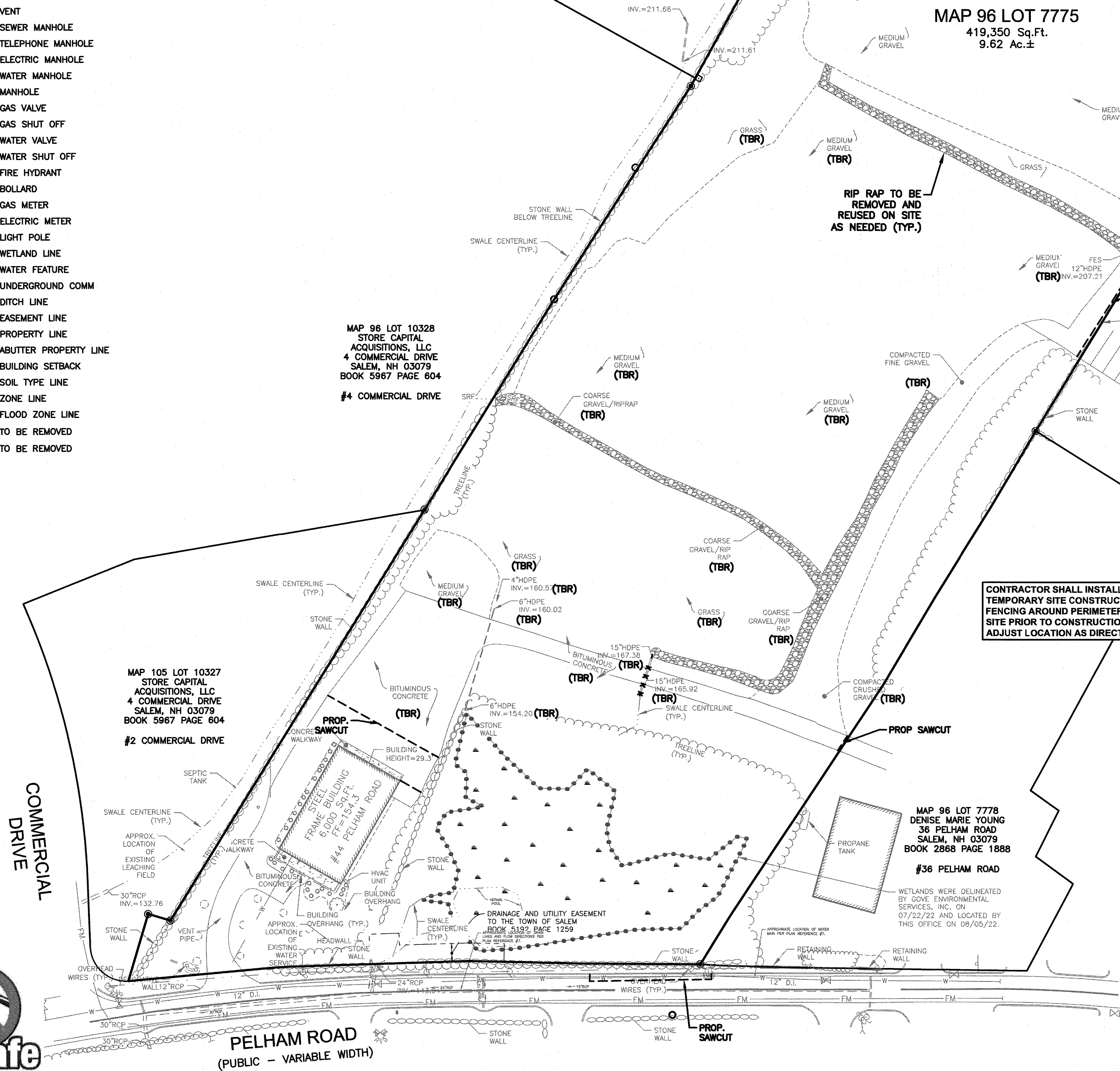
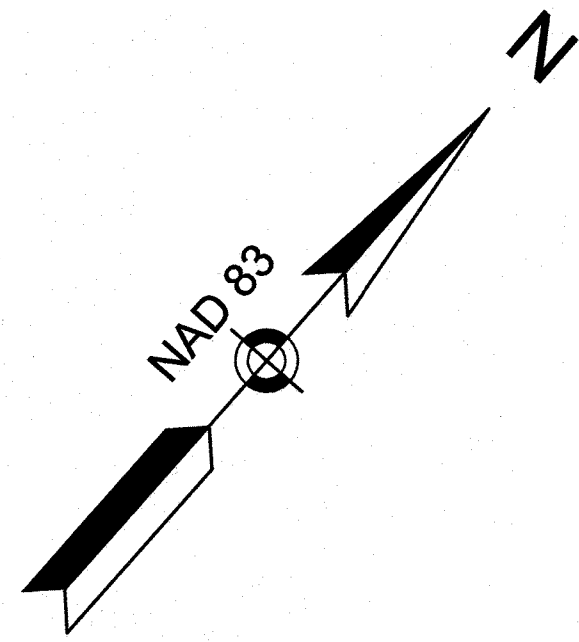
NOTES:  
1) A CONDITIONAL USE PERMIT WAS GRANTED FROM THE PLANNING BOARD PER SECTION 490-706.1 TO ALLOW A 4,880 SF WETLAND IMPACT AND WORK WITHIN THE WETLAND BUFFERS.

|                                                                                                   |                                                                                                |                                                                           |                                  |
|---------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|----------------------------------|
|                                                                                                   |                                                                                                |                                                                           |                                  |
|                                                                                                   |                                                                                                |                                                                           |                                  |
|                                                                                                   |                                                                                                |                                                                           |                                  |
|                                                                                                   |                                                                                                |                                                                           |                                  |
| 3                                                                                                 | UPDATE PHASING                                                                                 | CMY                                                                       | 10/20/25                         |
| 2                                                                                                 | RESPONSE TO COMMENTS                                                                           | NID                                                                       | 9/5/23                           |
| 1                                                                                                 | RESPONSE TO COMMENTS                                                                           | CMY                                                                       | 8/16/23                          |
| NO.                                                                                               | DESCRIPTION                                                                                    | BY                                                                        | DATE                             |
| REVISIONS                                                                                         |                                                                                                |                                                                           |                                  |
| PHASE PLAN                                                                                        |                                                                                                |                                                                           |                                  |
| SALEM PROPERTY MAP 96 - LOT 7775<br>PROPERTY ADDRESS - 44 PELHAM ROAD                             |                                                                                                |                                                                           |                                  |
| PREPARED FOR:<br>SURAJ REALTY<br>345 RIVER ROAD<br>ANDOVER, MA 01810                              |                                                                                                |                                                                           |                                  |
|              |                                                                                                | Greenman-Pedersen, Inc.<br>44 Stiles Road<br>Suite One<br>Salem, NH 03079 |                                  |
| 603.893.0720                                                                                      |                                                                                                | GPINET.COM                                                                |                                  |
| SCALE: 1" = 60'                                                                                   |                                                                                                | DATE: APRIL 3, 2023                                                       |                                  |
| <br>10-20-25 | OWNER OF RECORD<br>YOUNG LAND HOLDINGS, LLC.<br>36 PELHAM RD, SALEM, NH<br>BOOK 6069 PAGE 1819 |                                                                           | SALEM PLANNING BOARD<br>APPROVAL |
|                                                                                                   | ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)                                            |                                                                           |                                  |
|                                                                                                   | DESIGNED BY:                                                                                   | DRAWN/CHECKED                                                             | DWG. NAME                        |
| NID                                                                                               | CCC/DRJ                                                                                        | 2200130_SP-PH2                                                            | NEX-2200130                      |
| SHEET No.                                                                                         |                                                                                                | 6 OF 25                                                                   |                                  |



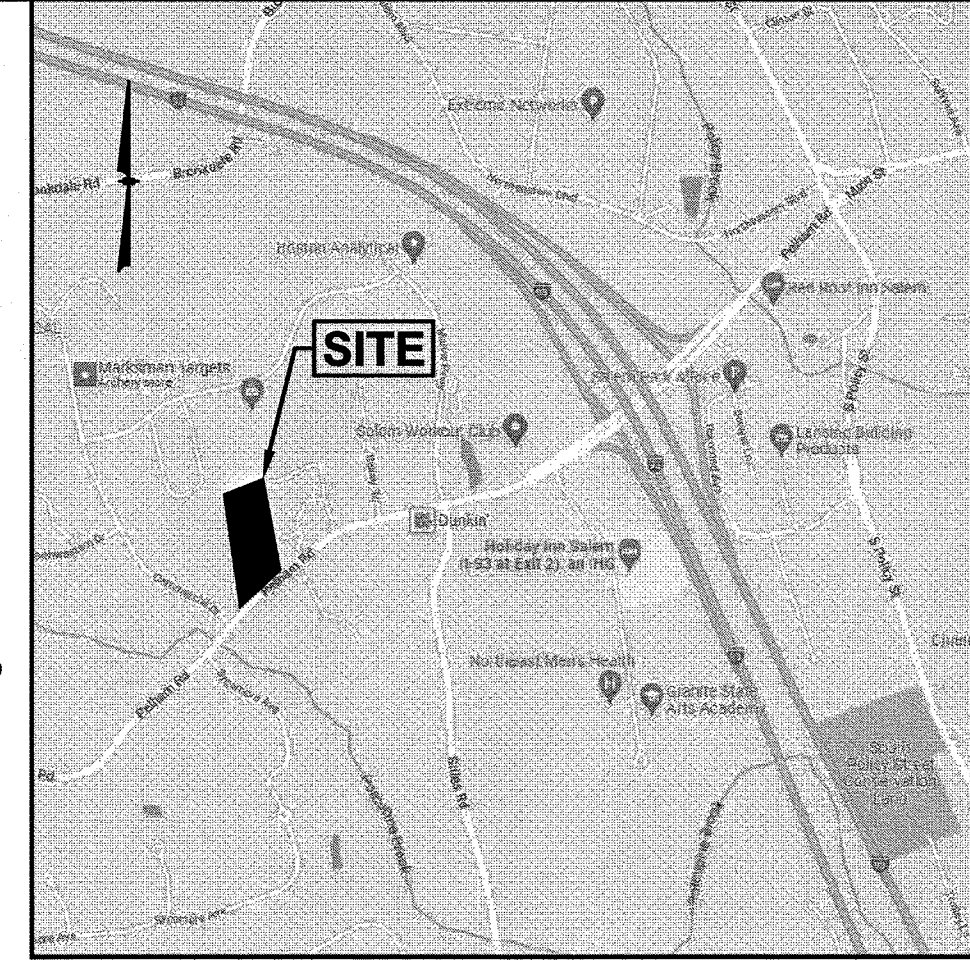
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| LEGEND |                          |
|--------|--------------------------|
|        | CAPE COD BERM            |
|        | DOUBLE SOLID LINE YELLOW |
|        | SINGLE SOLID LINE WHITE  |
|        | GAS LINE                 |
|        | UNDERGROUND TELEPHONE    |
|        | WATER LINE               |
|        | UNDERGROUND ELECTRIC     |
|        | CHAIN LINK FENCE         |
|        | STOCKADE FENCE           |
|        | POST & RAIL FENCE        |
|        | WIRE FENCE               |
|        | CONTOUR ELEVATION        |
|        | TREE                     |
|        | UTILITY POLE             |
|        | GUY WIRE                 |
|        | OVERHEAD WIRE            |
|        | TREELINE                 |
|        | SIGN                     |
|        | SPOT ELEVATION           |
|        | DRAIN MANHOLE            |
|        | CATCH BASIN              |
|        | ROOF DRAIN               |
|        | CLEANOUT                 |
|        | VENT                     |
|        | SEWER MANHOLE            |
|        | TELEPHONE MANHOLE        |
|        | ELECTRIC MANHOLE         |
|        | WATER MANHOLE            |
|        | MANHOLE                  |
|        | GAS VALVE                |
|        | GAS SHUT OFF             |
|        | WATER VALVE              |
|        | WATER SHUT OFF           |
|        | FIRE HYDRANT             |
|        | BOLLARD                  |
|        | GAS METER                |
|        | ELECTRIC METER           |
|        | LIGHT POLE               |
|        | WETLAND LINE             |
|        | WATER FEATURE            |
|        | UNDERGROUND COMM         |
|        | DITCH LINE               |
|        | EASEMENT LINE            |
|        | PROPERTY LINE            |
|        | ABUTTER PROPERTY LINE    |
|        | BUILDING SETBACK         |
|        | SOIL TYPE LINE           |
|        | ZONE LINE                |
|        | FLOOD ZONE LINE          |
|        | TO BE REMOVED            |
|        | TO BE REMOVED            |



#### NOTES:

- 1) ALL DEMOLITION ACTIVITIES SHALL BE PERFORMED IN STRICT ADHERENCE TO ALL FEDERAL, STATE AND LOCAL REGULATIONS. CONTRACTOR TO INSTALL EROSION CONTROL DEVICES IN ACCORDANCE WITH EROSION AND SEDIMENT CONTROL PLAN PRIOR TO BEGINNING DEMOLITION ACTIVITIES.
- 2) CONDUCT ALL DEMOLITION OPERATIONS IN A MANNER THAT WILL PREVENT INJURY, DAMAGE TO STRUCTURES, ADJACENT BUILDINGS AND ALL PERSONS.
- 3) REFRAIN FROM USING EXPLOSIVES WITHOUT PRIOR WRITTEN CONSENT OF THE DEVELOPER AND APPLICABLE GOVERNMENTAL AUTHORITIES.
- 4) CONDUCT DEMOLITION SERVICES IN SUCH A MANNER TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS AND OTHER ADJACENT FACILITIES. DO NOT CLOSE OR OBSTRUCT STREETS, WALKS OR OTHER OCCUPIED FACILITIES WITHOUT PRIOR WRITTEN PERMISSION OF THE DEVELOPER AND APPLICABLE GOVERNMENTAL AUTHORITIES. PROVIDE ALTERNATIVE ROUTES AROUND CLOSED OR OBSTRUCTED TRAFFICWAYS IF REQUIRED BY APPLICABLE GOVERNMENTAL REGULATIONS.
- 5) USE WATERING, TEMPORARY ENCLOSURES AND OTHER SUITABLE METHODS, AS NECESSARY TO LIMIT THE AMOUNT OF DUST AND DIRT RISING AND SCATTERING IN THE AIR. CLEAN ADJACENT STRUCTURE AND IMPROVEMENTS OF ALL DUST AND DEBRIS CAUSED BY THE DEMOLITION OPERATIONS. RETURN ALL ADJACENT AREAS TO THE CONDITIONS EXISTING PRIOR TO THE START OF WORK.
- 6) ACCOMPLISH AND PERFORM THE DEMOLITION IN SUCH A MANNER AS TO PREVENT THE UNAUTHORIZED ENTRY OF PERSONS AT ANY TIME.
- 7) COMPLETELY FILL BELOW GRADE AREAS AND VOIDS RESULTING FROM THE DEMOLITION OF STRUCTURES AND FOUNDATIONS WITH SOIL MATERIALS CONSISTING OF STONE, GRAVEL AND SAND, FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS AND OTHER ORGANIC MATTER. STONES USED WILL NOT BE LARGER THAN 6 INCHES IN DIMENSION. MATERIAL FROM DEMOLITION MAY NOT BE USED AS FILL. PRIOR TO PLACEMENT OF FILL MATERIALS, UNDERTAKE ALL NECESSARY ACTION IN ORDER TO INSURE THAT AREAS TO BE FILLED ARE FREE OF STANDING WATER, FROZEN MATERIAL, TRASH, DEBRIS. PLACE FILL MATERIALS LAYERS NOT EXCEEDING 6 INCHES IN LOOSE DEPTH AND COMPACT EACH LAYER AT PLACEMENT TO 95% OPTIMUM DENSITY, GRADE SURFACE TO MEET ADJACENT CONTOURS AND TO PROVIDE SURFACE DRAINAGE.
- 8) REMOVE FROM THE DESIGNATED SITE, AT THE EARLIEST POSSIBLE TIME, ALL DEBRIS RUBBISH, SALVAGEABLE ITEMS, HAZARDOUS AND COMBUSTIBLE SERVICES. REMOVED MATERIALS MAY NOT BE STORED, SOLD OR BURNED ON SITE. REMOVAL OF HAZARDOUS AND COMBUSTIBLE MATERIALS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE PROCEDURES AS AUTHORIZED BY THE FIRE DEPARTMENT OR OTHER APPROPRIATE REGULATORY AGENCIES AND DEPARTMENTS.
- 9) PROTECT EXISTING DRAINAGE SYSTEM(S) AS NECESSARY TO PREVENT SEDIMENT FROM ENTERING DURING CONSTRUCTION. SEE DETAIL SHEETS FOR EROSION CONTROL DEVICES.
- 10) ALL WORK WITHIN ROADWAY RIGHT-OF-WAYS SHALL CONFORM TO TOWN STANDARDS.
- 11) THE LIMITS OF WORK SHALL BE CLEARLY MARKED IN THE FIELD PRIOR TO THE START OF CONSTRUCTION OR SITE CLEARING.
- 12) IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO NOTIFY DIG SAFE (DIAL 811) 72 HOURS PRIOR TO ANY EXCAVATION ON THIS SITE. CONTRACTOR SHALL ALSO NOTIFY LOCAL WATER DEPARTMENT TO MARK OUT THEIR UTILITIES.
- 13) NOTES ON THIS PLAN THAT READ "TBR" REPRESENT FEATURES TO BE REMOVED. ANY FEATURES NOT LABELED "TBR" OR "TO BE REMOVED" SHALL BE CONSIDERED EXISTING TO REMAIN.
- 14) SEE LANDSCAPE PLAN FOR LIMITS OF CLEARING AND GRUBBING. AFTER CLEARING, STRIP AND STOCKPILE TOP SOIL PER LANDSCAPE PLAN, IF APPLICABLE.



LOCATION MAP  
(NOT TO SCALE)

SEE GENERAL NOTES FOR  
CONSTRUCTION SEQUENCE AND  
TEMPORARY EROSION CONTROL  
MEASURES, SEE EROSION & SEDIMENT  
CONTROL PLAN FOR LOCATION OF  
EROSION CONTROL DEVICES. SEE  
LANDSCAPE PLAN FOR LIMITS OF  
CLEARING.

|                                                                       |                      |                                                                                                |             |
|-----------------------------------------------------------------------|----------------------|------------------------------------------------------------------------------------------------|-------------|
| 1                                                                     | RESPONSE TO COMMENTS | CMY                                                                                            | 8/16/23     |
| NO.                                                                   | DESCRIPTION          | BY                                                                                             | DATE        |
| REVISIONS                                                             |                      |                                                                                                |             |
| DEMOLITION PLAN                                                       |                      |                                                                                                |             |
| SALEM PROPERTY MAP 96 - LOT 7775<br>PROPERTY ADDRESS - 44 PELHAM ROAD |                      |                                                                                                |             |
| PREPARED FOR:<br>SURAJ REALTY<br>345 RIVER ROAD<br>ANDOVER, MA 01810  |                      |                                                                                                |             |
|                                                                       |                      | Engineering<br>Design<br>Planning<br>Construction Management<br>603.893.0720<br>GPINET.COM     |             |
| SCALE: 1" = 60'                                                       |                      | DATE: APRIL 3, 2023                                                                            |             |
|                                                                       |                      | OWNER OF RECORD<br>YOUNG LAND HOLDINGS, LLC.<br>36 PELHAM RD, SALEM, NH<br>BOOK 6069 PAGE 1819 |             |
|                                                                       |                      | SALEM PLANNING BOARD<br>APPROVAL                                                               |             |
| ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)                   |                      |                                                                                                |             |
| DESIGNED BY:                                                          | DRAWN/CHECKED        | DWG. NAME                                                                                      | PROJECT No. |
| NID                                                                   | CCC/DRJ              | 2200130_SP-PH1                                                                                 | NEX-2200130 |
|                                                                       |                      | SHEET No.                                                                                      | 7 OF 25     |





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## LEGEND

|      |                          |
|------|--------------------------|
| CCB  | CAPE COD BERM            |
| DSLY | DOUBLE SOLID LINE YELLOW |
| SSLW | SINGLE SOLID LINE WHITE  |
| G    | GAS LINE                 |
| T    | UNDERGROUND TELEPHONE    |
| W    | WATER LINE               |
| E    | UNDERGROUND ELECTRIC     |
| CL   | CHAIN LINK FENCE         |
| ST   | STOCKADE FENCE           |
| PR   | POST & RAIL FENCE        |
| WF   | WIRE FENCE               |
| 90   | CONTOUR ELEVATION        |
| T    | TREE                     |
| UP   | UTILITY POLE             |
| GW   | GUY WIRE                 |
| OW   | OVERHEAD WIRE            |
| TL   | TREELINE                 |
| SP   | SIGN                     |
| SE   | SPOT ELEVATION           |
| DM   | DRAIN MANHOLE            |
| CB   | CATCH BASIN              |
| RD   | ROOF DRAIN               |
| CLN  | CLEANOUT                 |
| V    | VENT                     |
| SM   | SEWER MANHOLE            |
| TM   | TELEPHONE MANHOLE        |
| EM   | ELECTRIC MANHOLE         |
| WM   | WATER MANHOLE            |
| M    | MANHOLE                  |
| GV   | GAS VALVE                |
| GS   | GAS SHUT OFF             |
| WS   | WATER VALVE              |
| WSH  | WATER SHUT OFF           |
| FH   | FIRE HYDRANT             |
| B    | BOLLARD                  |
| GM   | GAS METER                |
| EM   | ELECTRIC METER           |
| LP   | LIGHT POLE               |
| WL   | WETLAND LINE             |
| WF   | WATER FEATURE            |
| UG   | UNDERGROUND COMM         |
| DL   | DITCH LINE               |
| EL   | EASEMENT LINE            |
| PL   | PROPERTY LINE            |
| AP   | ABUTTER PROPERTY LINE    |
| BS   | BUILDING SETBACK         |
| SL   | SOIL TYPE LINE           |
| ZL   | ZONE LINE                |
| FL   | FLOOD ZONE LINE          |



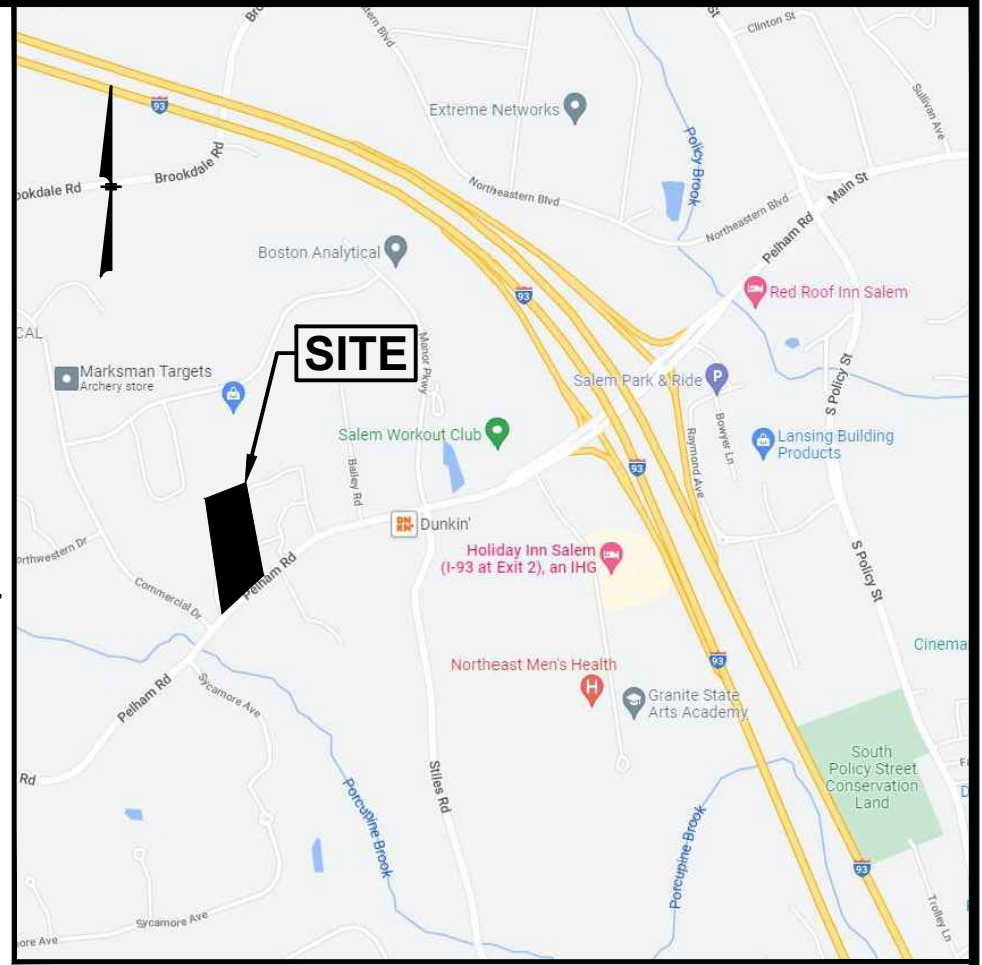
MAP 105 LOT 10327  
STORE, CAPITAL  
ACQUISITIONS, LLC  
4 COMMERCIAL DRIVE  
SALEM, NH 03079  
BOOK 5967 PAGE 604  
#2 COMMERCIAL DRIVE

|       |                          |
|-------|--------------------------|
| ①     | NUMBER OF PARKING SPACES |
| T.D.  | TIP DOWN CURB            |
| C.O.  | PROP. CLEANOUT           |
| CB-1  | PROP. CATCH BASIN        |
| DMH-1 | PROP. DRAIN MANHOLE      |
| SMH-1 | PROP. SEWER MANHOLE      |
| ✂     | PROP. GATE VALVE         |

| SIGN KEY         |            |                              |
|------------------|------------|------------------------------|
| SIGN I.D. NUMBER | TEXT/COLOR | SIZE/REMARKS                 |
| R1-1             | STOP R/W   | 30" x 30" NEW SIGN WITH POST |
| R7-8             | G/B/W      | 12" x 18" NEW SIGN WITH POST |
| R7-8A            | G/W        | 6" x 12"                     |

GUARDRAIL

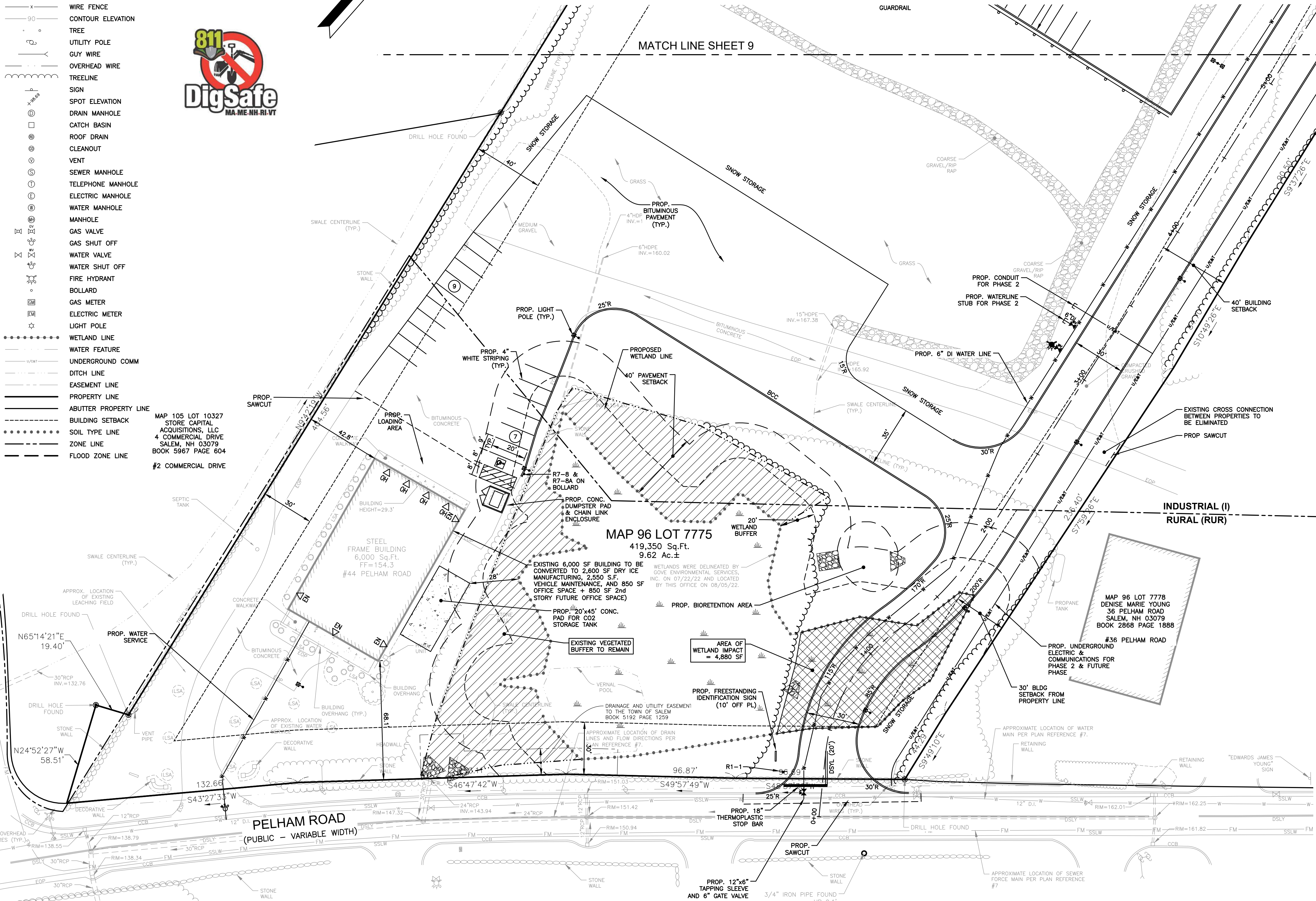
MATCH LINE SHEET 9



LOCATION MAP  
(NOT TO SCALE)

## NOTES:

1) SEE SHEET 2 FOR SITE AND UTILITY NOTES.



| NO. | DESCRIPTION          | BY  | DATE     |
|-----|----------------------|-----|----------|
| 4   | MISC REVS.           | CMY | 10/20/25 |
| 3   | RESPONSE TO COMMENTS | CMY | 4/15/25  |
| 2   | RESPONSE TO COMMENTS | NID | 9/5/23   |
| 1   | RESPONSE TO COMMENTS | CMY | 8/16/23  |

## PHASE 1 - SITE & UTILITY PLAN

SALEM PROPERTY MAP 96 - LOT 7775  
PROPERTY ADDRESS - 44 PELHAM ROAD

PREPARED FOR:  
**SURAJ REALTY**  
345 RIVER ROAD  
ANDOVER, MA 01810

**GPI**  
Engineering  
Design  
Planning  
Construction Management

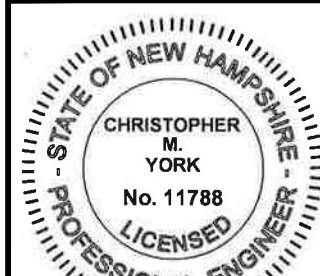
603.893.0720

GPINET.COM

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

SCALE: 1" = 30'

DATE: APRIL 3, 2023



OWNER OF RECORD  
YOUNG LAND HOLDINGS, LLC.  
36 PELHAM RD, SALEM, NH  
BOOK 6069 PAGE 1819

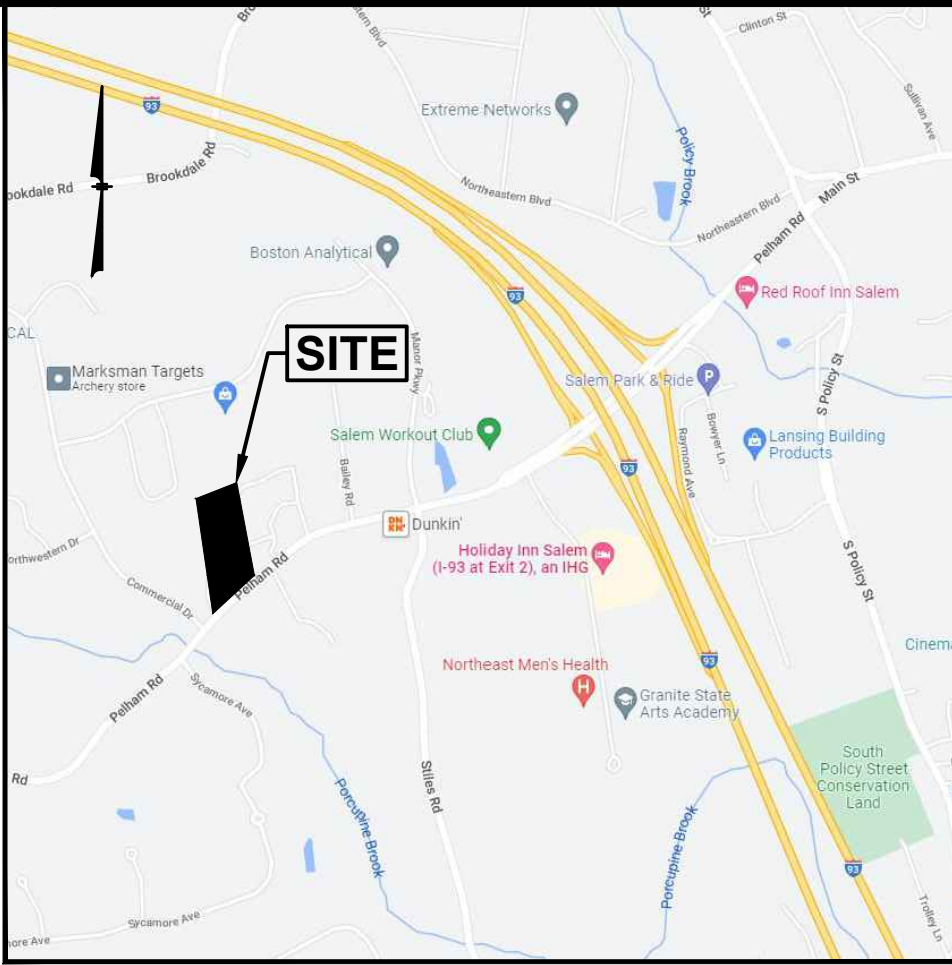
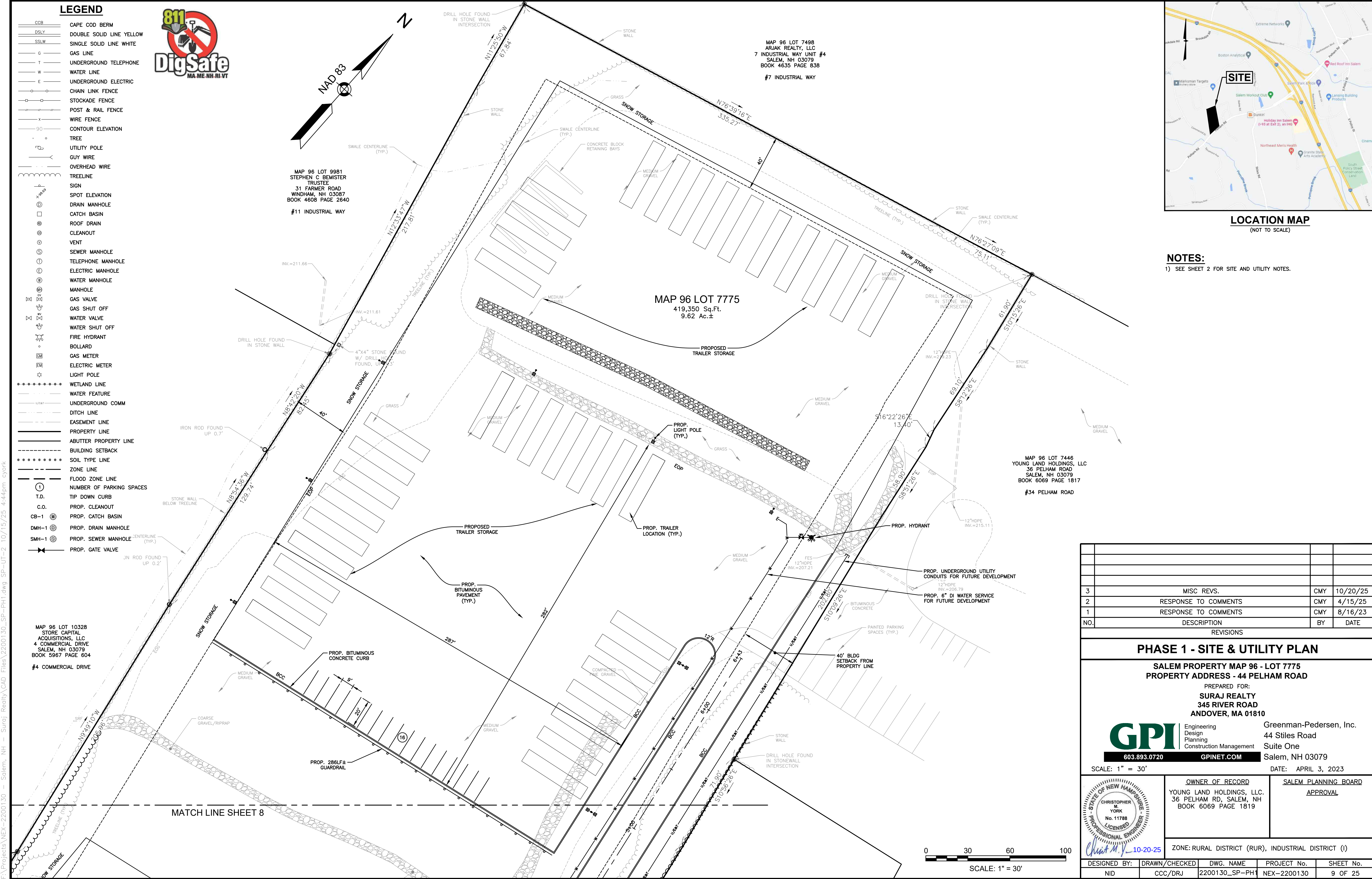
SALEM PLANNING BOARD  
APPROVAL

ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)

| DESIGNED BY: | DRAWN/CHECKED | DWG. NAME      | PROJECT No. | SHEET No. |
|--------------|---------------|----------------|-------------|-----------|
| NID          | CCC/DRJ       | 2200130_SP-PH1 | NEX-2200130 | 8 OF 25   |



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LOCATION MAP  
(NOT TO SCALE)

NOTES:  
1) SEE SHEET 2 FOR SITE AND UTILITY NOTES.

|           |                      |     |          |
|-----------|----------------------|-----|----------|
|           |                      |     |          |
|           |                      |     |          |
|           |                      |     |          |
|           |                      |     |          |
|           |                      |     |          |
| 3         | MISC REVS.           | CMY | 10/20/25 |
| 2         | RESPONSE TO COMMENTS | CMY | 4/15/25  |
| 1         | RESPONSE TO COMMENTS | CMY | 8/16/23  |
| NO.       | DESCRIPTION          | BY  | DATE     |
| REVISIONS |                      |     |          |

PHASE 1 - SITE & UTILITY PLAN

SALEM PROPERTY MAP 96 - LOT 7775  
PROPERTY ADDRESS - 44 PELHAM ROAD

PREPARED FOR:  
**SURAJ REALTY**  
345 RIVER ROAD  
ANDOVER, MA 01810



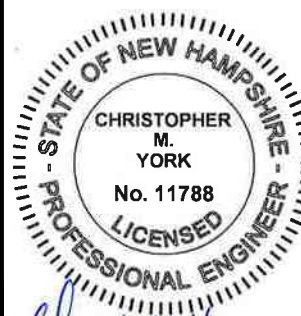
603.893.0720

GPINET.COM

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

SCALE: 1" = 30'

DATE: APRIL 3, 2023



OWNER OF RECORD  
YOUNG LAND HOLDINGS, LLC.  
36 PELHAM RD, SALEM, NH  
BOOK 6069 PAGE 1819

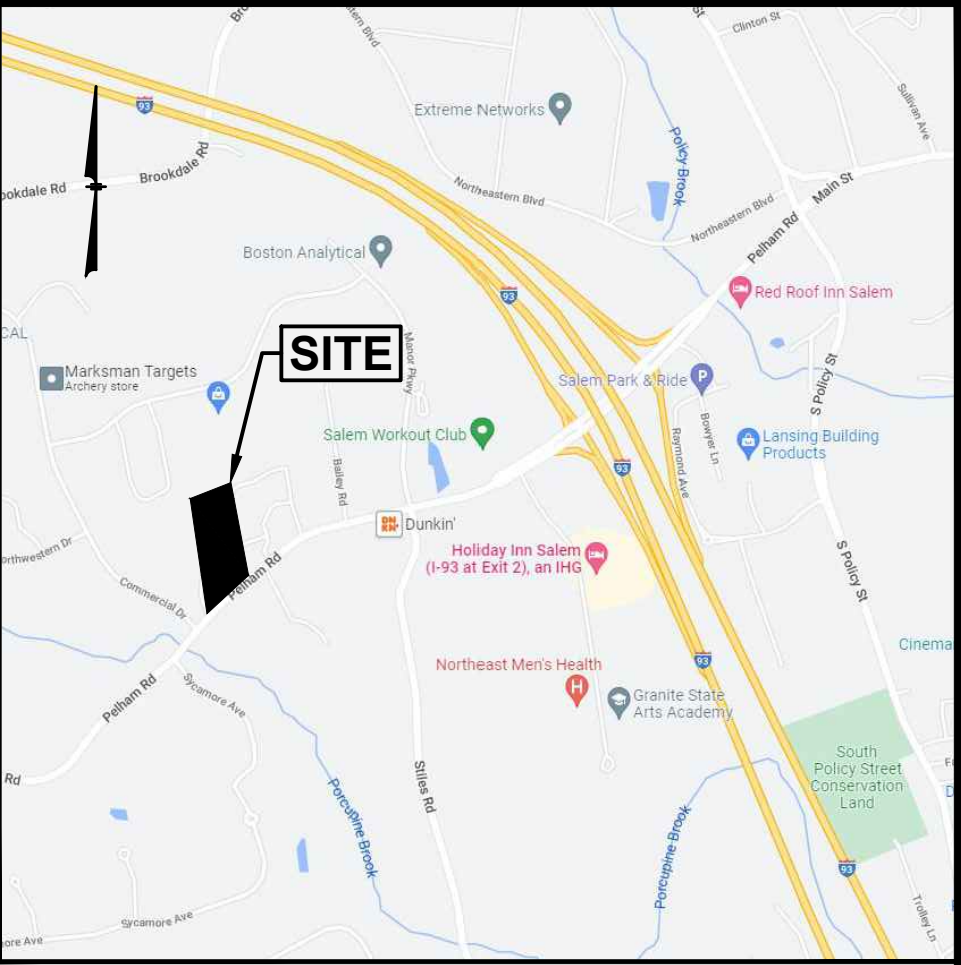
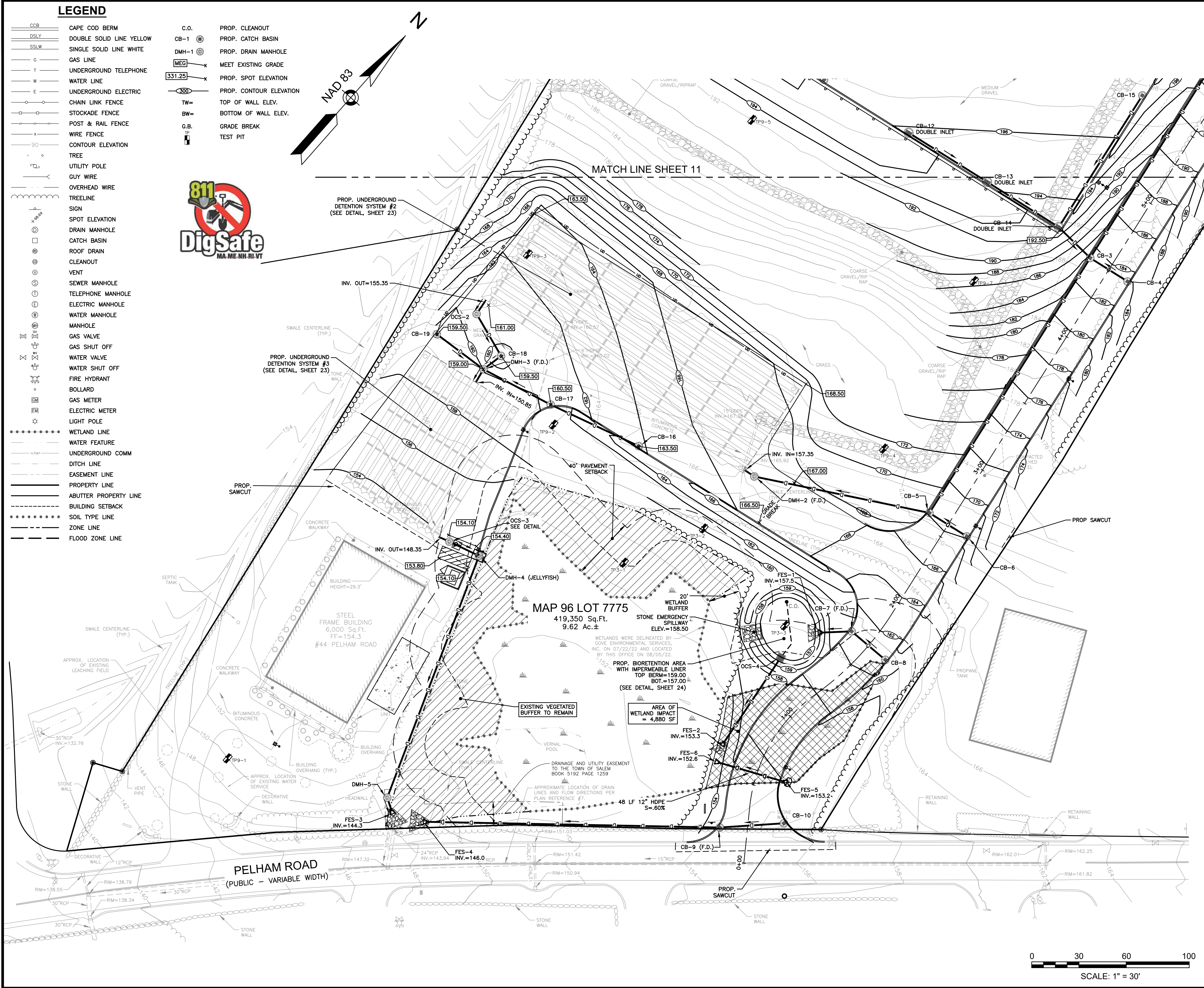
SALEM PLANNING BOARD  
APPROVAL

ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)

|              |               |                |             |           |
|--------------|---------------|----------------|-------------|-----------|
| DESIGNED BY: | DRAWN/CHECKED | DWG. NAME      | PROJECT No. | SHEET No. |
| NID          | CCC/DRJ       | 2200130_SP-PH1 | NEX-2200130 | 9 OF 25   |



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LOCATION MAP  
(NOT TO SCALE)

- NOTES:**
- 1) SEE SHEET 2 FOR GRADING & DRAINAGE NOTES.
  - 2) SEE SHEET 12 FOR DRAINAGE STRUCTURE AND PIPE SCHEDULES.

|     |                      |     |          |
|-----|----------------------|-----|----------|
| 8   | MISC REVS.           | CMY | 10/20/25 |
| 7   | RESPONSE TO COMMENTS | CMY | 5/30/25  |
| 6   | RESPONSE TO COMMENTS | CMY | 4/30/25  |
| 5   | RESPONSE TO COMMENTS | CMY | 4/15/25  |
| 4   | ADDRESS AOT COMMENTS | CMY | 10/23/23 |
| 3   | ADDRESS AOT COMMENTS | CMY | 10/3/23  |
| 2   | RESPONSE TO COMMENTS | NID | 9/5/23   |
| NO. | DESCRIPTION          | BY  | DATE     |

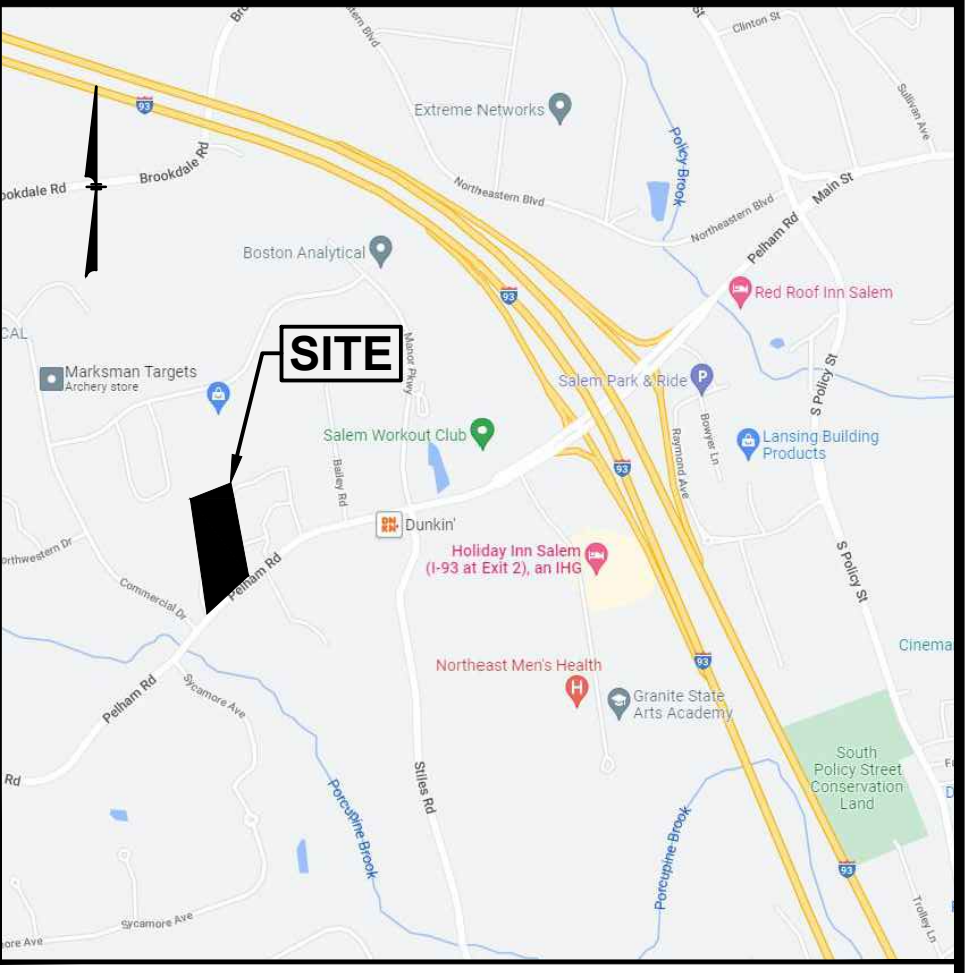
| REVISIONS                                                                   |  |                                                                                                 |  |
|-----------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------|--|
| PHASE 1 - GRADING & DRAINAGE PLAN                                           |  |                                                                                                 |  |
| SALEM PROPERTY MAP 96 - LOT 7775<br>PROPERTY ADDRESS - 44 PELHAM ROAD       |  |                                                                                                 |  |
| PREPARED FOR:<br><b>SURAJ REALTY</b><br>345 RIVER ROAD<br>ANDOVER, MA 01810 |  |                                                                                                 |  |
| <b>GPI</b><br>603.893.0720<br>GPI.NET.COM                                   |  | Greenman-Pedersen, Inc.<br>44 Stiles Road<br>Suite One<br>Salem, NH 03079                       |  |
| SCALE: 1" = 30'                                                             |  | DATE: APRIL 3, 2023                                                                             |  |
| <br>10-20-25                                                                |  | OWNER OF RECORD<br>YOUNG LAND HOLDINGS, LLC.<br>36 PELHAM RD., SALEM, NH<br>BOOK 6069 PAGE 1819 |  |
| DESIGNED BY: NID                                                            |  | DRAWN/CHECKED: CCC/DRJ                                                                          |  |
| DWG. NAME: 2200130_SP-PH1                                                   |  | PROJECT No.: NEX-2200130                                                                        |  |
| SHEET No.: 10 OF 25                                                         |  | ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)                                             |  |



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- LEGEND**
- CCB CAPE COD BERM
  - DSLY DOUBLE SOLID LINE YELLOW
  - SSLW SINGLE SOLID LINE WHITE
  - G GAS LINE
  - T UNDERGROUND TELEPHONE
  - W WATER LINE
  - E UNDERGROUND ELECTRIC
  - CHAIN LINK FENCE
  - STOCKADE FENCE
  - POST & RAIL FENCE
  - WIRE FENCE
  - 90 CONTOUR ELEVATION
  - TREE
  - UTILITY POLE
  - GUY WIRE
  - OVERHEAD WIRE
  - TREELINE
  - SIGN
  - SPOT ELEVATION
  - DRAIN MANHOLE
  - CATCH BASIN
  - ROOF DRAIN
  - CLEANOUT
  - VENT
  - SEWER MANHOLE
  - TELEPHONE MANHOLE
  - ELECTRIC MANHOLE
  - WATER MANHOLE
  - MANHOLE
  - GAS VALVE
  - GAS SHUT OFF
  - WATER VALVE
  - WATER SHUT OFF
  - FIRE HYDRANT
  - BOLLARD
  - GAS METER
  - ELECTRIC METER
  - LIGHT POLE
  - WETLAND LINE
  - WATER FEATURE
  - UNDERGROUND COMM
  - DITCH LINE
  - EASEMENT LINE
  - PROPERTY LINE
  - ABUTTER PROPERTY LINE
  - BUILDING SETBACK
  - SOIL TYPE LINE
  - ZONE LINE
  - FLOOD ZONE LINE



**LOCATION MAP**  
(NOT TO SCALE)

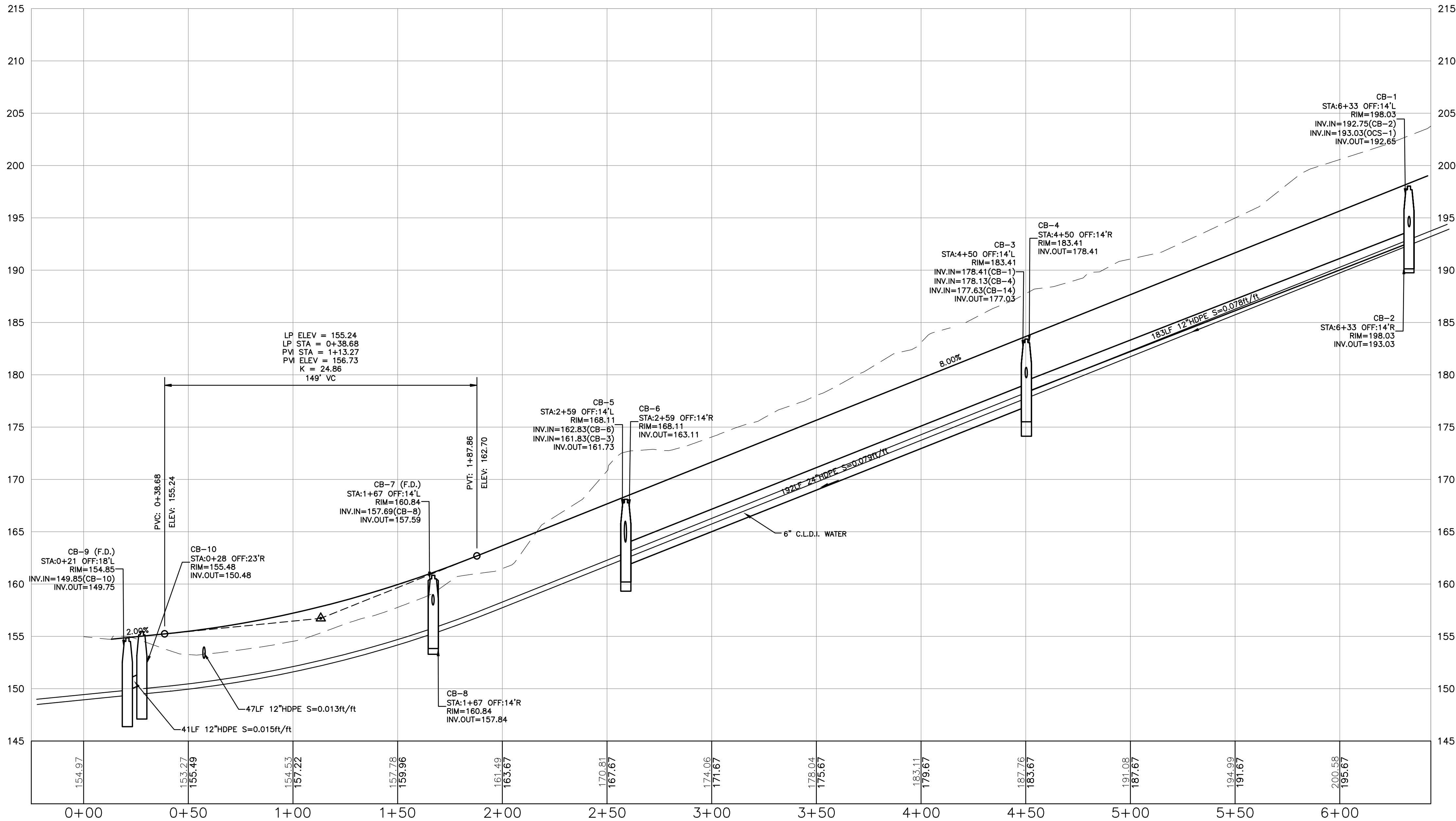
**NOTES:**

- 1) SEE SHEET 2 FOR GRADING & DRAINAGE NOTES.
- 2) SEE SHEET 12 FOR DRAINAGE STRUCTURE AND PIPE SCHEDULES.

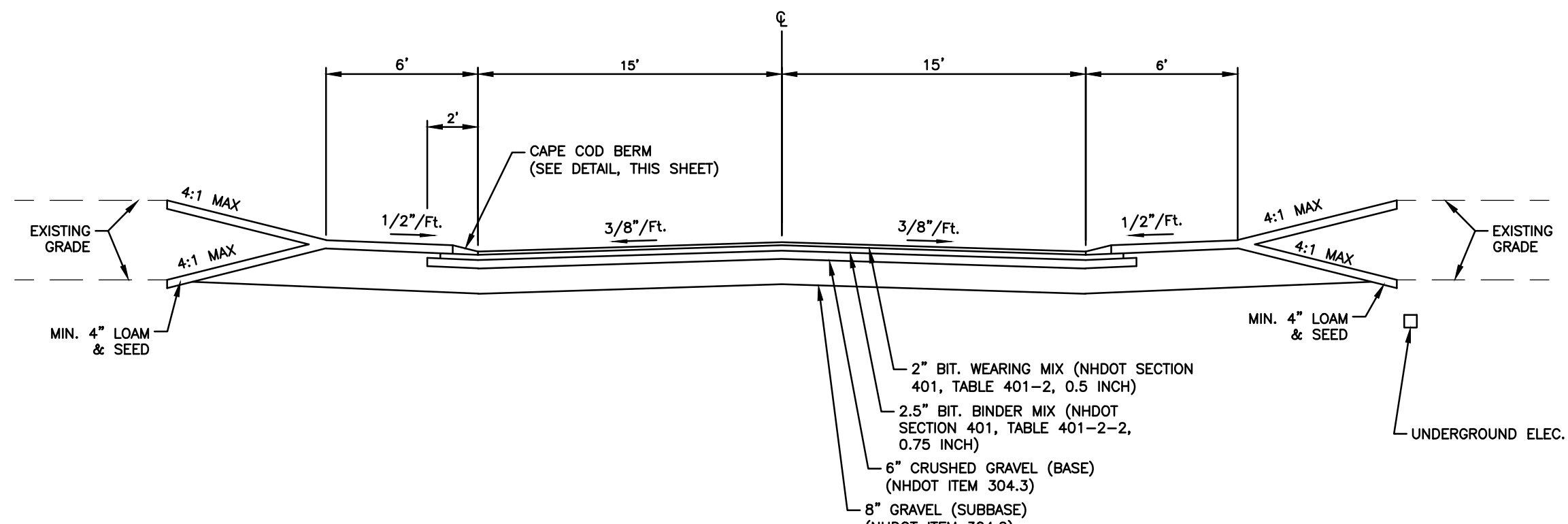
|                                                                                                                                                                                  |                                                                                                       |                                                                           |                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|-----------------------------------------|
| 6                                                                                                                                                                                | MISC REVS.                                                                                            | CMY                                                                       | 10/20/25                                |
| 5                                                                                                                                                                                | RESPONSE TO COMMENTS                                                                                  | CMY                                                                       | 4/30/25                                 |
| 4                                                                                                                                                                                | RESPONSE TO COMMENTS                                                                                  | CMY                                                                       | 4/15/25                                 |
| 3                                                                                                                                                                                | ADDRESS AOT COMMENTS                                                                                  | CMY                                                                       | 10/23/23                                |
| 2                                                                                                                                                                                | ADDRESS AOT COMMENTS                                                                                  | CMY                                                                       | 10/3/23                                 |
| 1                                                                                                                                                                                | RESPONSE TO COMMENTS                                                                                  | CMY                                                                       | 8/16/23                                 |
| NO.                                                                                                                                                                              | DESCRIPTION                                                                                           | BY                                                                        | DATE                                    |
| REVISIONS                                                                                                                                                                        |                                                                                                       |                                                                           |                                         |
| <b>PHASE 1 - GRADING &amp; DRAINAGE PLAN</b>                                                                                                                                     |                                                                                                       |                                                                           |                                         |
| <b>SALEM PROPERTY MAP 96 - LOT 7775</b><br><b>PROPERTY ADDRESS - 44 PELHAM ROAD</b><br>PREPARED FOR:<br><b>SURAJ REALTY</b><br><b>345 RIVER ROAD</b><br><b>ANDOVER, MA 01810</b> |                                                                                                       |                                                                           |                                         |
| <b>GPI</b> Engineering Design Planning Construction Management<br>603.893.0720 GPINET.COM                                                                                        |                                                                                                       | Greenman-Pedersen, Inc.<br>44 Stiles Road<br>Suite One<br>Salem, NH 03079 |                                         |
| SCALE: 1" = 30'                                                                                                                                                                  |                                                                                                       | DATE: APRIL 3, 2023                                                       |                                         |
|                                                                                                                                                                                  | <b>OWNER OF RECORD</b><br>YOUNG LAND HOLDINGS, LLC.<br>36 PELHAM RD, SALEM, NH<br>BOOK 6069 PAGE 1819 |                                                                           | <b>SALEM PLANNING BOARD</b><br>APPROVAL |
|                                                                                                                                                                                  | ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)                                                   |                                                                           |                                         |
| DESIGNED BY:                                                                                                                                                                     | DRAWN/CHECKED                                                                                         | DWG. NAME                                                                 | PROJECT No.                             |
| NID                                                                                                                                                                              | CCC/DRJ                                                                                               | 2200130_SP-PH1                                                            | NEX-2200130                             |
|                                                                                                                                                                                  |                                                                                                       | SHEET No.                                                                 | 11 OF 25                                |



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**DRIVEWAY PROFILE**  
SCALE: 1"=30'H/6'V



**TYPICAL DRIVEWAY CROSS SECTION**  
NOT TO SCALE

| DRAINAGE PIPE SCHEDULE        |                       |                 |                                  |                               |                         |
|-------------------------------|-----------------------|-----------------|----------------------------------|-------------------------------|-------------------------|
| FROM:<br>STRUCTURE NUMBER     | PIPE SIZE<br>(INCHES) | TYPE OF<br>PIPE | APPROX.<br>PIPE LENGTH<br>(FEET) | SLOPE<br>OF PIPE<br>(FT./FT.) | TO:<br>STRUCTURE NUMBER |
| CB-0 (FOR FUTURE DEVELOPMENT) | 18                    | HDPE            | 21                               | 0.102                         | DMH-0                   |
| CB-1                          | 12                    | HDPE            | 183                              | 0.078                         | CB-3                    |
| CB-2                          | 12                    | HDPE            | 28                               | 0.010                         | CB-1                    |
| CB-3                          | 24                    | HDPE            | 191                              | 0.079                         | CB-5                    |
| CB-4                          | 12                    | HDPE            | 28                               | 0.010                         | CB-3                    |
| CB-5                          | 24                    | HDPE            | 114                              | 0.013                         | DMH-2 (F.D.)            |
| CB-6                          | 12                    | HDPE            | 28                               | 0.010                         | CB-5                    |
| CB-7 (F.D.)                   | 12                    | HDPE            | 21                               | 0.005                         | FES-1                   |
| CB-8                          | 12                    | HDPE            | 29                               | 0.005                         | CB-7 (F.D.)             |
| CB-9 (F.D.)                   | 12                    | HDPE            | 188                              | 0.020                         | FES-4                   |
| CB-10                         | 12                    | HDPE            | 41                               | 0.015                         | CB-9 (F.D.)             |
| CB-11                         | 12                    | HDPE            | 38                               | 0.008                         | INF-IN                  |
| CB-12                         | 12                    | HDPE            | 59                               | 0.030                         | CB-13                   |
| CB-13                         | 18                    | HDPE            | 54                               | 0.021                         | CB-14                   |
| CB-14                         | 18                    | HDPE            | 28                               | 0.075                         | CB-3                    |
| CB-15                         | 12                    | HDPE            | 99                               | 0.053                         | CB-14                   |
| CB-16                         | 12                    | HDPE            | 62                               | 0.047                         | CB-17                   |
| CB-17                         | 12                    | HDPE            | 48                               | 0.045                         | DMH-3 (F.D.)            |
| CB-18                         | 12                    | HDPE            | 14                               | 0.084                         | DMH-3 (F.D.)            |
| CB-19                         | 12                    | HDPE            | 37                               | 0.032                         | DMH-3 (F.D.)            |

| DRAINAGE PIPE SCHEDULE    |                       |                 |                                  |                               |                         |
|---------------------------|-----------------------|-----------------|----------------------------------|-------------------------------|-------------------------|
| FROM:<br>STRUCTURE NUMBER | PIPE SIZE<br>(INCHES) | TYPE OF<br>PIPE | APPROX.<br>PIPE LENGTH<br>(FEET) | SLOPE<br>OF PIPE<br>(FT./FT.) | TO:<br>STRUCTURE NUMBER |
| DET-1 OUT                 | 12                    | HDPE            | 15                               | 0.000                         | OCS-1                   |
| DET-2 OUT                 | 12                    | HDPE            | 11                               | 0.000                         | OCS-2                   |
| DET-3 OUT                 | 12                    | HDPE            | 7                                | 0.000                         | OCS-3                   |
| DMH-0                     | 18                    | HDPE            | 51                               | 0.077                         | DMH-1 (F.D.)            |
| DMH-1 (F.D.)              | 18                    | HDPE            | 14                               | 0.043                         | DET-1 IN                |
| DMH-2 (F.D.)              | 24                    | HDPE            | 7                                | 0.014                         | DET-2 IN                |
| DMH-3 (F.D.)              | 18                    | HDPE            | 10                               | 0.011                         | DET-3 IN                |
| DMH-4 (JELLYFISH)         | 12                    | HDPE            | 164                              | 0.019                         | DMH-5                   |
| DMH-5                     | 12                    | HDPE            | 11                               | 0.010                         | DET-1 IN                |
| FES-5                     | 12                    | HDPE            | 47                               | 0.013                         | FES-6                   |
| OCS-1                     | 12                    | HDPE            | 37                               | 0.089                         | CB-1                    |
| OCS-2                     | 12                    | HDPE            | 31                               | 0.010                         | CB-18                   |
| OCS-3                     | 12                    | HDPE            | 21                               | 0.011                         | DMH-4 (JELLYFISH)       |
| OCS-4                     | 12                    | HDPE            | 67                               | 0.010                         | FES-2                   |

**NOTES:**

1) SEE SHEET 2 FOR GRADING & DRAINAGE NOTES.



SCALE: 1" = 30' (H)  
1" = 6' (V)

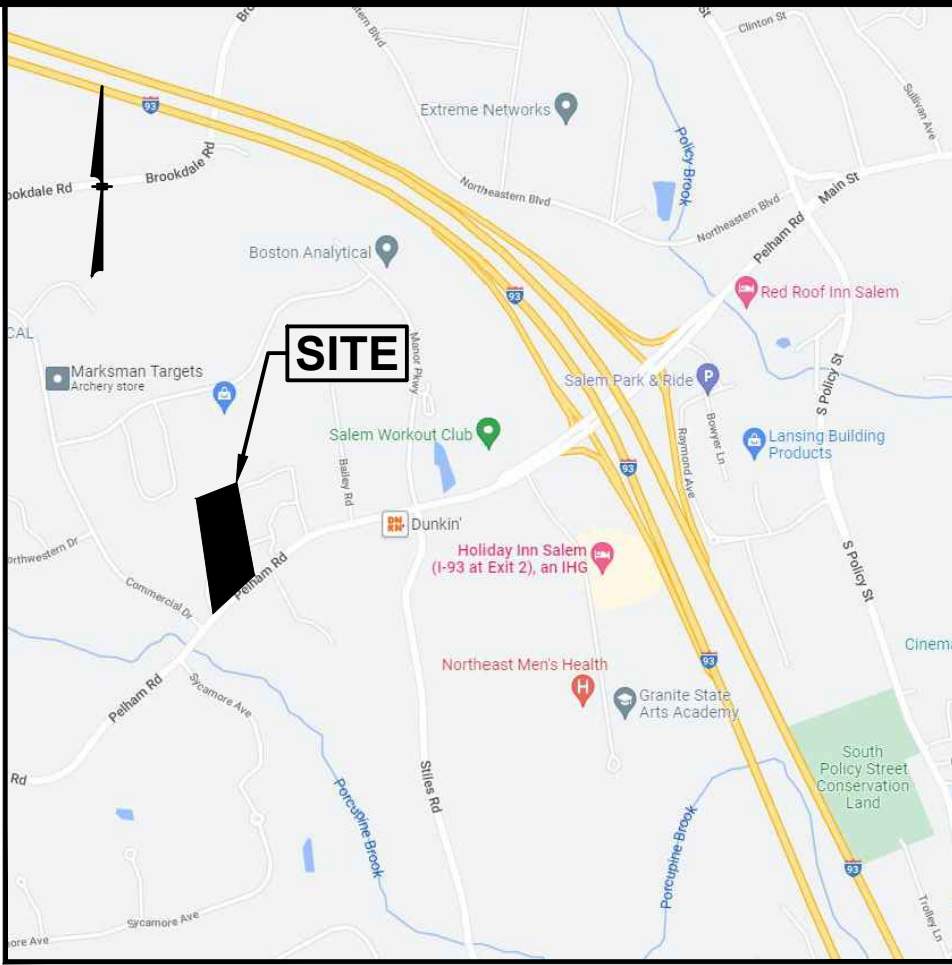
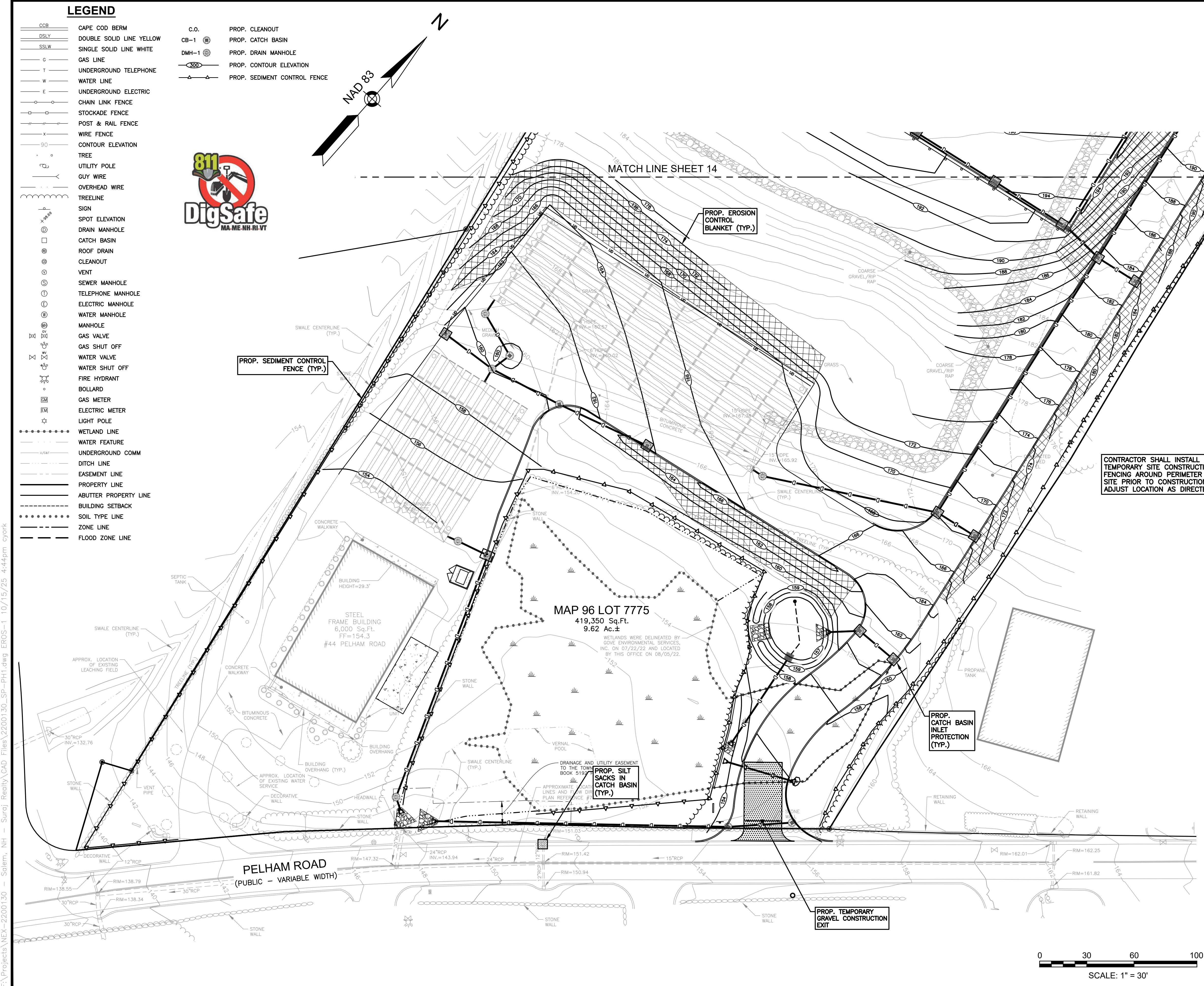
**DRAINAGE STRUCTURES**

|                                                                                                            |                                                                                                                                                                            |                                                                                                                                                                            |
|------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CB-0 (FOR FUTURE DEVELOPMENT)<br>RIM=218.00<br>INV.IN=209.81(CB-0)<br>INV.OUT=212.00                       | DMH-0<br>RIM=215.31<br>INV.IN=209.81(CB-0 (FOR FUTURE DEVELOPMENT))<br>INV.OUT=204.91                                                                                      | * DENOTES LOW<br>PROFILE FRAME,<br>GRATE, AND TOP SLAB<br><br>(FD) DENOTES FIRST<br>DEFENSE FD-4HC<br>HYDRODYNAMIC PARTICLE<br>SEPARATOR OR APPROVED<br>EQUAL (SEE DETAIL) |
| CB-1<br>RIM=198.03<br>INV.IN=192.75(CB-2)<br>INV.IN=193.03(OCS-1)<br>INV.OUT=192.65                        | DMH-1 (F.D.)<br>RIM=206.50<br>INV.IN=201.00(DMH-0)<br>INV.OUT=199.45                                                                                                       |                                                                                                                                                                            |
| CB-2<br>RIM=198.03<br>INV.OUT=193.03                                                                       | DMH-2 (F.D.)<br>RIM=166.50<br>INV.IN=160.20(CB-5)<br>INV.OUT=157.45                                                                                                        |                                                                                                                                                                            |
| CB-3<br>RIM=183.41<br>INV.IN=178.41(CB-1)<br>INV.IN=178.13(CB-4)<br>INV.IN=177.63(CB-14)<br>INV.OUT=177.03 | DMH-3 (F.D.)<br>RIM=159.00<br>INV.IN=153.32(CB-19)<br>INV.IN=153.32(CB-18)<br>INV.IN=153.32(CB-17)<br>INV.OUT=150.96                                                       |                                                                                                                                                                            |
| CB-4<br>RIM=183.41<br>INV.IN=178.41                                                                        | DMH-4 (JELLYFISH)<br>RIM=154.00<br>INV.IN=148.12(OCS-3)<br>INV.OUT=147.65                                                                                                  |                                                                                                                                                                            |
| CB-5<br>RIM=168.11<br>INV.IN=162.83(CB-6)<br>INV.IN=161.83(CB-3)<br>INV.OUT=161.73                         | DMH-5<br>RIM=149.00<br>INV.IN=144.53(DMH-4 (JELLYFISH))<br>INV.OUT=144.43                                                                                                  |                                                                                                                                                                            |
| CB-6<br>RIM=168.11<br>INV.OUT=163.11                                                                       | OCS-1<br>RIM=201.00<br>INV.IN=196.35(DET-1 OUT)<br>INV.OUT=196.35                                                                                                          |                                                                                                                                                                            |
| CB-7 (F.D.) *<br>RIM=160.84<br>INV.IN=157.69(CB-8)<br>INV.OUT=157.59                                       | OCS-2<br>RIM=160.50<br>INV.IN=155.35(DET-2 OUT)<br>INV.OUT=155.35                                                                                                          |                                                                                                                                                                            |
| CB-8 *<br>RIM=160.84<br>INV.OUT=157.84                                                                     | OCS-3<br>RIM=154.00<br>INV.IN=148.35(DET-3 OUT)<br>INV.OUT=148.35                                                                                                          |                                                                                                                                                                            |
| CB-9 (F.D.)<br>RIM=154.85<br>INV.IN=149.85(CB-10)<br>INV.OUT=149.75                                        | OCS-4<br>RIM=158.80<br>INV.OUT=154.00                                                                                                                                      |                                                                                                                                                                            |
| CB-10<br>RIM=155.48<br>INV.OUT=150.48                                                                      | FES-2<br>INV.=153.33                                                                                                                                                       |                                                                                                                                                                            |
| CB-11<br>RIM=197.50<br>INV.OUT=194.10                                                                      | FES-3<br>INV.=144.33                                                                                                                                                       |                                                                                                                                                                            |
| CB-12<br>RIM=195.50<br>INV.OUT=190.10                                                                      | FES-4<br>INV.=146.00                                                                                                                                                       |                                                                                                                                                                            |
| CB-13<br>RIM=193.50<br>INV.IN=188.34(CB-12)<br>INV.OUT=187.85                                              | FES-5<br>INV.=153.20                                                                                                                                                       |                                                                                                                                                                            |
| CB-14<br>RIM=192.50<br>INV.IN=186.72(CB-13)<br>INV.IN=186.72(CB-15)<br>INV.OUT=179.72                      | FES-6<br>INV.=152.60                                                                                                                                                       |                                                                                                                                                                            |
| CB-15<br>RIM=197.00<br>INV.OUT=192.00                                                                      | UNDERGROUND DETENTION<br>SYSTEM #1 (DET-1)<br>WITH IMPERMEABLE LINER<br>48" CMP PIPES, 8 ROWS x<br>249 LF/ROW<br>S=0.000 FT/FT<br>INV.IN=198.85 (DMH-1)<br>INV.OUT=196.35  |                                                                                                                                                                            |
| CB-16<br>RIM=163.50<br>INV.OUT=158.50                                                                      | UNDERGROUND DETENTION<br>SYSTEM #2 (DET-2)<br>WITH IMPERMEABLE LINER<br>48" CMP PIPES, 11 ROWS x<br>200 LF/ROW<br>S=0.000 FT/FT<br>INV.IN=157.35 (DMH-2)<br>INV.OUT=155.35 |                                                                                                                                                                            |
| CB-17<br>RIM=160.50<br>INV.IN=155.60(CB-16)<br>INV.OUT=155.50                                              | UNDERGROUND DETENTION<br>SYSTEM #3 (DET-3)<br>WITH IMPERMEABLE LINER<br>48" CMP PIPES, 12 ROWS x<br>100 LF/ROW<br>S=0.000 FT/FT<br>INV.IN=150.85 (DMH-3)<br>INV.OUT=148.35 |                                                                                                                                                                            |
| CB-18<br>RIM=159.50<br>INV.IN=155.04(OCS-2)<br>INV.OUT=154.50                                              |                                                                                                                                                                            |                                                                                                                                                                            |
| CB-19<br>RIM=159.50<br>INV.OUT=154.50                                                                      |                                                                                                                                                                            |                                                                                                                                                                            |

|                                                                                                    |                      |                                                                                                |          |
|----------------------------------------------------------------------------------------------------|----------------------|------------------------------------------------------------------------------------------------|----------|
| 5                                                                                                  | RESPONSE TO COMMENTS | CMY                                                                                            | 5/30/25  |
| 4                                                                                                  | RESPONSE TO COMMENTS | CMY                                                                                            | 4/15/25  |
| 3                                                                                                  | ADDRESS AOT COMMENTS | CMY                                                                                            | 10/23/23 |
| 2                                                                                                  | ADDRESS AOT COMMENTS | CMY                                                                                            | 10/3/23  |
| 1                                                                                                  | RESPONSE TO COMMENTS | CMY                                                                                            | 8/16/23  |
| NO.                                                                                                | DESCRIPTION          | BY                                                                                             | DATE     |
| REVISIONS                                                                                          |                      |                                                                                                |          |
| <b>DRIVEWAY PROFILE &amp; DRAINAGE SCHEDULE</b>                                                    |                      |                                                                                                |          |
| SALEM PROPERTY MAP 96 - LOT 7775<br>PROPERTY ADDRESS - 44 PELHAM ROAD                              |                      |                                                                                                |          |
| PREPARED FOR:<br><b>SURAJ REALTY</b><br>345 RIVER ROAD<br>ANDOVER, MA 01810                        |                      |                                                                                                |          |
| <b>GPI</b> Engineering<br>Design<br>Planning<br>Construction Management<br>603.893.0720 GPINET.COM |                      | Greenman-Pedersen, Inc.<br>44 Stiles Road<br>Suite One<br>Salem, NH 03079                      |          |
| SCALE: AS NOTED                                                                                    |                      | DATE: APRIL 3, 2023                                                                            |          |
|                                                                                                    |                      | OWNER OF RECORD<br>YOUNG LAND HOLDINGS, LLC.<br>36 PELHAM RD, SALEM, NH<br>BOOK 6069 PAGE 1819 |          |
| DESIGNED BY: NID                                                                                   |                      | DRAWN/CHECKED: CCC/DRJ                                                                         |          |
| DWG. NAME: 2200130_SP-PH1                                                                          |                      | PROJECT No.: NEX-2200130                                                                       |          |
| SHEET No.: 12 OF 25                                                                                |                      | ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)                                            |          |



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LOCATION MAP  
(NOT TO SCALE)

NOTES:  
1) SEE SHEET 2 FOR EROSION CONTROL NOTES.

| NO. | DESCRIPTION          | BY  | DATE     |
|-----|----------------------|-----|----------|
| 5   | MISC REVS.           | CMY | 10/20/25 |
| 4   | RESPONSE TO COMMENTS | CMY | 4/15/25  |
| 3   | ADDRESS AOT COMMENTS | CMY | 10/3/23  |
| 2   | RESPONSE TO COMMENTS | NID | 9/5/23   |
| 1   | RESPONSE TO COMMENTS | CMY | 8/16/23  |

REVISIONS

PHASE 1 - EROSION & SEDIMENT CONTROL PLAN

**SALEM PROPERTY MAP 96 - LOT 7775**  
**PROPERTY ADDRESS - 44 PELHAM ROAD**

PREPARED FOR:  
**SURAJ REALTY**  
**345 RIVER ROAD**  
**ANDOVER, MA 01810**

**GPI** Engineering  
Design  
Planning  
Construction Management  
603.893.0720 GPINET.COM

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

SCALE: 1" = 30'  
DATE: APRIL 3, 2023

**OWNER OF RECORD**  
YOUNG LAND HOLDINGS, LLC.  
36 PELHAM RD, SALEM, NH  
BOOK 6069 PAGE 1819

**SALEM PLANNING BOARD**  
APPROVAL

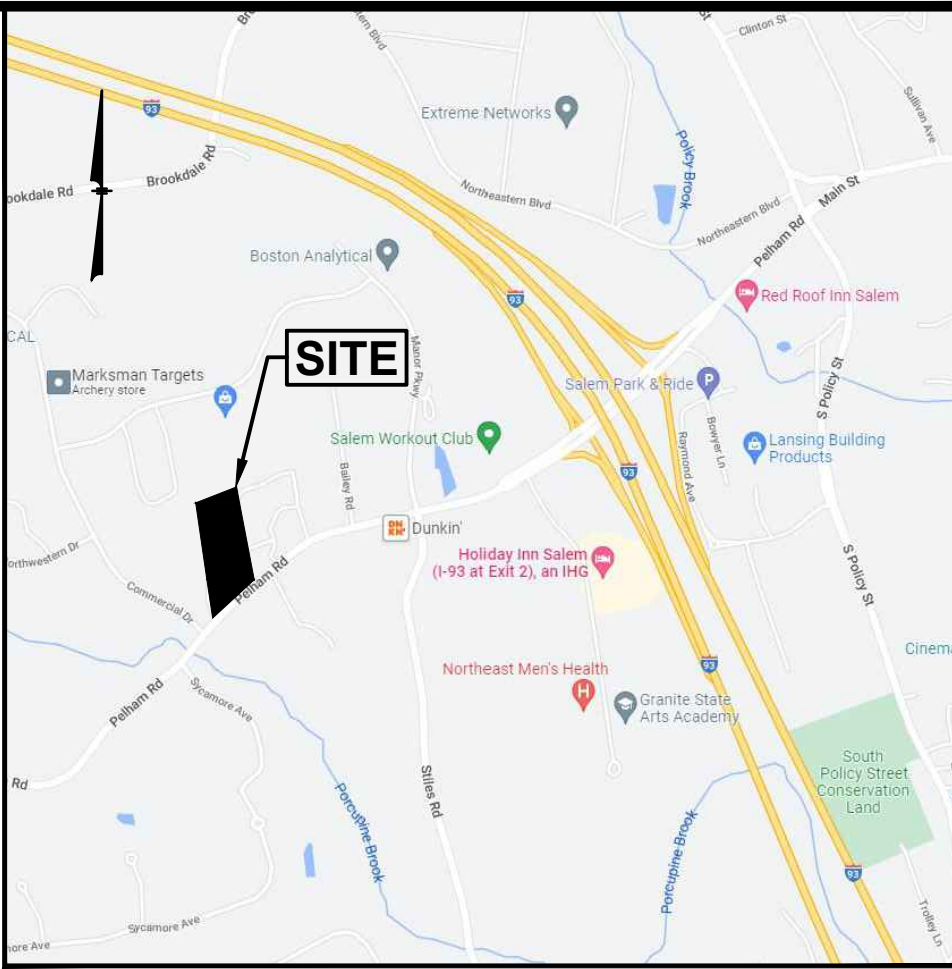
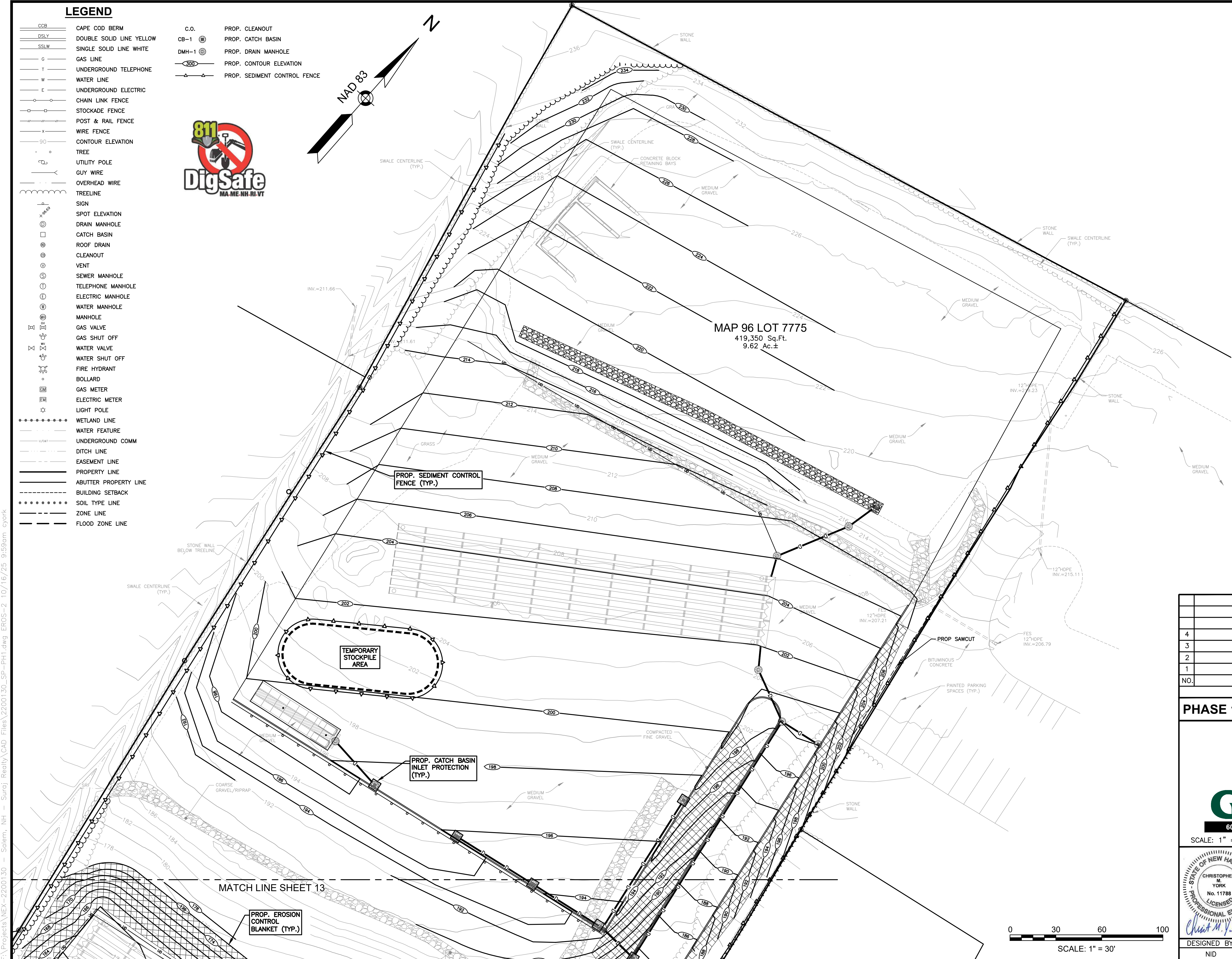
**ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)**

DESIGNED BY: NID  
DRAWN/CHECKED: CCC/DRJ  
DWG. NAME: 2200130\_SP-PH1  
PROJECT No.: NEX-2200130  
SHEET No.: 13 OF 25





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LOCATION MAP  
(NOT TO SCALE)

**NOTES:**  
1) SEE SHEET 2 FOR EROSION CONTROL NOTES.

| NO. | DESCRIPTION          | BY  | DATE     |
|-----|----------------------|-----|----------|
| 4   | MISC REVS.           | CMY | 10/20/25 |
| 3   | RESPONSE TO COMMENTS | CMY | 4/15/25  |
| 2   | ADDRESS AOT COMMENTS | CMY | 10/3/23  |
| 1   | RESPONSE TO COMMENTS | CMY | 8/16/23  |

## PHASE 1 - EROSION & SEDIMENT CONTROL PLAN

SALEM PROPERTY MAP 96 - LOT 7775  
PROPERTY ADDRESS - 44 PELHAM ROAD

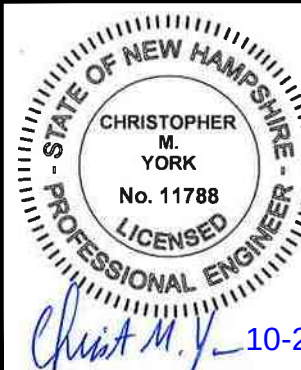
PREPARED FOR:  
**SURAJ REALTY**  
345 RIVER ROAD  
ANDOVER, MA 01810



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

SCALE: 1" = 30'

DATE: APRIL 3, 2023



OWNER OF RECORD  
YOUNG LAND HOLDINGS, LLC.  
36 PELHAM RD, SALEM, NH  
BOOK 6069 PAGE 1819

SALEM PLANNING BOARD  
APPROVAL

ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)

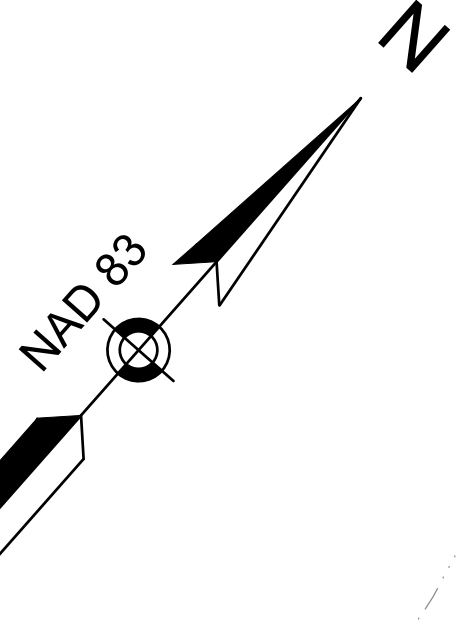
| DESIGNED BY: | DRAWN/CHECKED | DWG. NAME      | PROJECT No. | SHEET No. |
|--------------|---------------|----------------|-------------|-----------|
| NID          | CCC/DRJ       | 2200130_SP-PH1 | NEX-2200130 | 14 OF 25  |



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## LEGEND

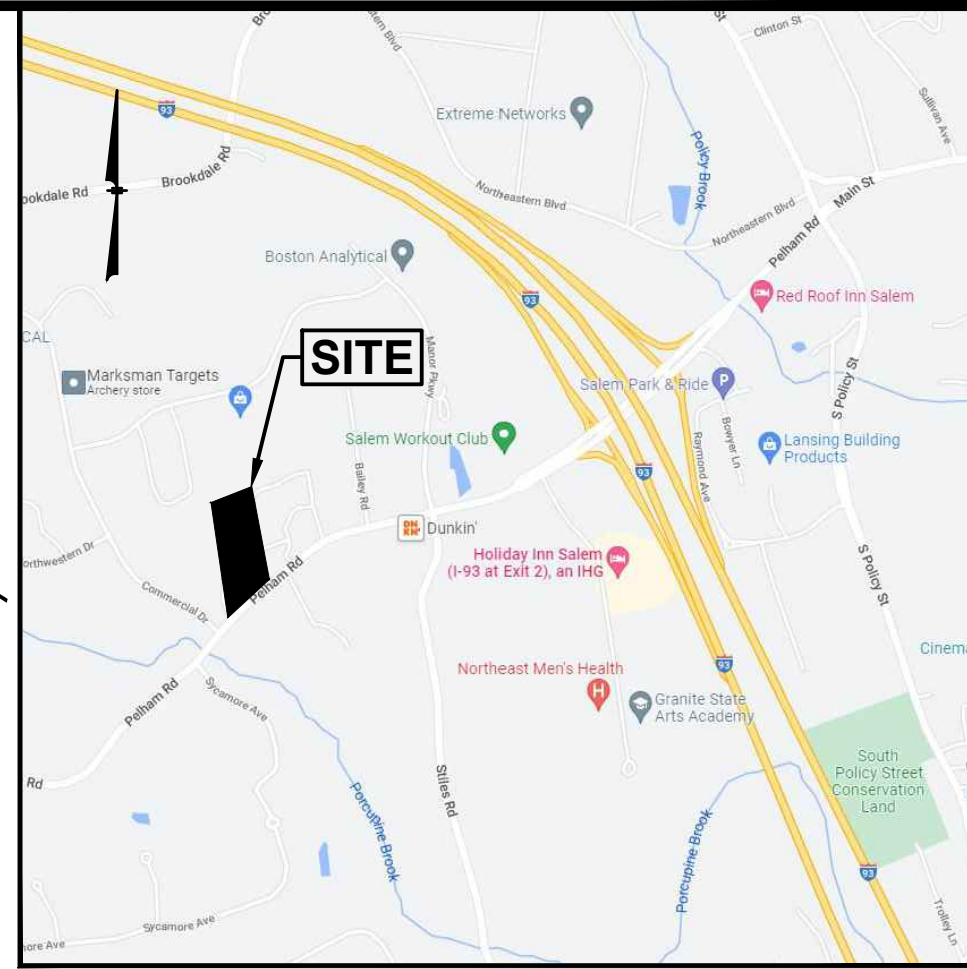
|      |                          |
|------|--------------------------|
| CCB  | CAPE COD BERM            |
| DSLW | DOUBLE SOLID LINE YELLOW |
| SSLW | SINGLE SOLID LINE WHITE  |
| G    | GAS LINE                 |
| T    | UNDERGROUND TELEPHONE    |
| W    | WATER LINE               |
| E    | UNDERGROUND ELECTRIC     |
| CL   | CHAIN LINK FENCE         |
| ST   | STOCKADE FENCE           |
| PR   | POST & RAIL FENCE        |
| WF   | WIRE FENCE               |
| 90   | CONTOUR ELEVATION        |
| TREE | TREE                     |
| UP   | UTILITY POLE             |
| GW   | GUY WIRE                 |
| OW   | OVERHEAD WIRE            |
| TL   | TREELINE                 |
| S    | SIGN                     |
| SE   | SPOT ELEVATION           |
| DM   | DRAIN MANHOLE            |
| CB   | CATCH BASIN              |
| RD   | ROOF DRAIN               |
| CLN  | CLEANOUT                 |
| V    | VENT                     |
| SM   | SEWER MANHOLE            |
| TM   | TELEPHONE MANHOLE        |
| EM   | ELECTRIC MANHOLE         |
| WM   | WATER MANHOLE            |
| M    | MANHOLE                  |
| GV   | GAS VALVE                |
| GS   | GAS SHUT OFF             |
| WV   | WATER VALVE              |
| WS   | WATER SHUT OFF           |
| FD   | FIRE HYDRANT             |
| B    | BOLLARD                  |
| GM   | GAS METER                |
| EM   | ELECTRIC METER           |
| L    | LIGHT POLE               |
| WL   | WETLAND LINE             |
| WF   | WATER FEATURE            |
| UC   | UNDERGROUND COMM         |
| DL   | DITCH LINE               |
| EL   | EASEMENT LINE            |
| PL   | PROPERTY LINE            |
| APL  | ABUTTER PROPERTY LINE    |
| BS   | BUILDING SETBACK         |
| SL   | SOIL TYPE LINE           |
| ZN   | ZONE LINE                |
| FL   | FLOOD ZONE LINE          |



| PHASE 1 PLANTING SCHEDULE       |      |                               |                             |                    |         |
|---------------------------------|------|-------------------------------|-----------------------------|--------------------|---------|
| PLANT                           | QNTY | BOTANICAL NAME                | COMMON NAME                 | MIN. INSTALL. SIZE | REMARKS |
| TREES                           |      |                               |                             |                    |         |
| AR                              | 4    | ACER RUBRUM "OCTOBER GLORY"   | OCTOBER GLORY RED MAPLE     | 2 1/2"-3" GAL. B&B |         |
| SHRUBS                          |      |                               |                             |                    |         |
| RE                              | 12   | RHODODENDRON "ENGLISH ROSEUM" | ENGLISH ROSEUM RHODODENDRON | 3 GAL., 2'-3' HT.  | 6" O.C. |
| IV                              | 16   | ILEX VERTICILLATA             | COMMON WINTERBERRY (FEMALE) | 3 GAL., 3'-4' HT.  | 8" O.C. |
| IV                              | 3    | ILEX VERTICILLATA             | COMMON WINTERBERRY (MALE)   | 3 GAL., 3'-4' HT.  | 8" O.C. |
| VC                              | 26   | VACCINIUM CORYMBOSUM          | HIGHBUSH BLUEBERRY          | 3 GAL., 2'-3' HT.  | 6" O.C. |
| VD                              | 15   | VIBURNUM DENTATUM             | ARROWWOOD VIBURNUM          | 3 GAL., 3'-4' HT.  | 8" O.C. |
| XX PLANT DESIGNATION            |      |                               |                             |                    |         |
| PROP. LOAM AND SEED (SEE NOTES) |      |                               |                             |                    |         |

## NOTES:

- ALL PLANT STOCK SHALL CONFORM TO ANSI Z260.1 - NURSERY STOCK, LATEST EDITION (AMERICAN ASSOCIATION OF NURSERYMEN, INC.).
- A 4" DIA. TREE RING WITH 3" AGED PINE BARK MULCH SHALL BE INSTALLED AT BASE OF ALL TREES IN LAWN AREAS.
- THE CONTRACTOR SHALL PROVIDE TESTING OF SOILS IN PLANTING LOCATIONS. THE CONTRACTOR SHALL PROVIDE TEST RESULTS AND RECOMMENDATIONS AS NECESSARY FOR SOIL AMENDMENT TO THE ENGINEER FOR THE APPROVAL OF THE SUBSOIL. BACKFILL SHALL BE A BLEND OF ONE-PART LOAM BORROW, ONE PART ORGANIC MATERIAL AND TWO-PARTS EXISTING SUBSOIL.
- ALL LANDSCAPED AREAS NOT PLANTED WITH TREES, SHRUBS OR GROUNDCOVER SHALL BE RESTORED WITH SEED AS INDICATED ON PLANS.
- ALL SHRUB AND TREE AREAS SHALL RECEIVE 6" PH CORRECTED TOPSOIL. AFTER TOPSOIL IS SPREAD EVENLY OVER ENTIRE AREA, ALL CLOUDS, LUMPS, STONES AND OTHER DELETERIOUS MATERIAL SHALL BE RAKED UP AND REMOVED.



## LOCATION MAP (NOT TO SCALE)

- NEW ENGLAND WETMIX SHALL CONTAIN THE FOLLOWING SPECIES: FOX SEDGE (CAREX VULPINOIDEA), LURID SEDGE (CAREX LURIDA), BLUNT BROOM SEDGE (CAREX SCOPARIA), BLUE VERVAIN (VERBENA HASTATA), FOWL BLUEGRASS (POA PALUSTRIS), HOP SEDGE (CAREX LUPULINA), GREEN BULRUSH (SCIRPUS ATROVIRENS), CREEPING SPIKE RUSH (ELEOCHARIS PALUSTRIS), FRINGED SEDGE (CAREX CRINITA), SOFT RUSH (JUNCUS EFFUSUS), SPOTTED JOE PYE WEED (EUPATORIUM MACULATUM), RATTLESNAKE GRASS (GLYCERIA CANADENSIS), SWAMP ASTER (ASTER PUNICEUS), BLUEFLAG (IRIS VERSICOLOR), SWAMP MILKWEED (ASCLEPIAS INCARNATA), SQUARE STEMMED MONKEY FLOWER (MIMULUS RINGENS).
- NEW ENGLAND NATIVE WARM SEASON GRASS MIX SHALL CONTAIN THE FOLLOWING SPECIES: LITTLE BLUESTEM (SCHIZACHYRIUM SCOPARIUM), BIG BLUESTEM (ANDROPOGON GERARDII), VIRGINIA WILD RYE (ELYMUS VIRGINICUS), INDIAN GRASS (SORGHASTRUM NUTANS), RED FESCUE (FESTUCA RUBRA), SWITCH GRASS (PANICUM VIRGATUM).
- APPLICATION OF GRASS SEED, FERTILIZERS AND STRAW MULCH SHALL BE ACCOMPLISHED BY BROADCAST SEEDING OR HYDROSEEDING AT THE RATES OUTLINED BELOW:  
LIMESTONE: 100 LBS./1,000 SQUARE FEET.  
FERTILIZER: 500 LBS/ACRE OF 10-20-20 OR 1000 LBS/ACRE OF 5-10-10.  
STRAW MULCH: APPROXIMATELY 3 TONS/ACRE  
NEW ENGLAND NATIVE WARM SEASON GRASS MIX: 23 LBS/ACRE  
SEED MIX (SLOPES LESS THAN 4:1) LBS/ACRE  
CREEPING RED FESCUE 20  
TALL FESCUE 15  
PERENNIAL RYEGRASS 5  
REDTOP 42  
SLOPE MIX (SLOPES GREATER THAN 4:1) LBS/ACRE  
CREEPING RED FESCUE 20  
TALL FESCUE 20  
BIRDSFOOT TREEFOIL 8  
48
- FOR TEMPORARY EROSION CONTROL NOTES, SEE SHEET 2.
- NEWLY GRADED AREAS REQUIRING SLOPE PROTECTION OUTSIDE OF NORMAL SEEDING SEASON SHALL RECEIVE STRAW MULCH AT THE APPROXIMATE RATE OF NO MORE THAN 3 TONS PER ACRE.
- ANY CHANGES IN PLANT LOCATIONS OR TYPES SHALL BE APPROVED BY THE DEVELOPER, LANDOWNER AND TOWN PRIOR TO INSTALLATION.
- CLEAR AND GRUB (TO LIMITS REQUIRED ON GRADING PLAN) TO REMOVE VEGETATION, TREES, ROCKS, DEBRIS, ROOTS, ETC. STUMPS SHALL BE REMOVED AND DISPOSED OF OFF SITE IN ACCORDANCE WITH STATE REGULATIONS. AFTER CLEARING, STRIP AND STOCKPILE ALL ON-SITE TOPSOIL FOR REUSE TO THE MAXIMUM EXTENT POSSIBLE.
- FOR SEED AREAS USE EXISTING TOPSOIL, IF AVAILABLE, FOR A 4" DEPTH AND TOP DRESS WITH 2" OF SCREENED TOPSOIL. UNLESS OTHERWISE NOTED ON PLAN, ALL LOAM OR TOPSOIL IMPORTED OR RE-UTILIZED FROM ON SITE SHALL BE TESTED AND AMENDED AS DIRECTED BY DEVELOPER TO MEET MINIMUM REQUIREMENTS.
- PLANTINGS SHALL BE GUARANTEED BY THE CONTRACTOR FOR ONE YEAR AFTER WRITTEN ACCEPTANCE BY THE DEVELOPER.
- EXPOSED SOILS SHALL BE SEED OR STRAW MULCHED WITHIN 72 HOURS OF FINAL GRADING.
- ALL WORK SHALL BE COORDINATED WITH APPLICABLE EPA NPDES/SWPPP PERMIT WORK AS REQUIRED.

|     |                      |     |          |
|-----|----------------------|-----|----------|
|     |                      |     |          |
|     |                      |     |          |
|     |                      |     |          |
| 3   | MISC REVS.           | CMY | 10/20/25 |
| 2   | RESPONSE TO COMMENTS | NID | 9/5/23   |
| 1   | RESPONSE TO COMMENTS | CMY | 8/16/23  |
| NO. | DESCRIPTION          | BY  | DATE     |

## PHASE 1 - LANDSCAPE PLAN

SALEM PROPERTY MAP 96 - LOT 7775  
PROPERTY ADDRESS - 44 PELHAM ROAD

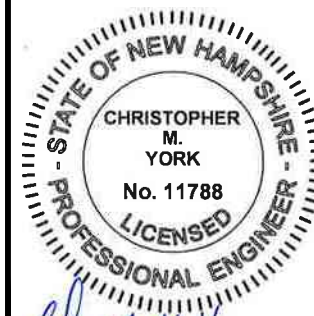
PREPARED FOR:  
**SURAJ REALTY**  
345 RIVER ROAD  
ANDOVER, MA 01810



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

SCALE: 1" = 30'

DATE: APRIL 3, 2023



OWNER OF RECORD  
YOUNG LAND HOLDINGS, LLC.  
36 PELHAM RD., SALEM, NH  
BOOK 6069 PAGE 1819

SALEM PLANNING BOARD  
APPROVAL

ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)

|              |               |                |             |           |
|--------------|---------------|----------------|-------------|-----------|
| DESIGNED BY: | DRAWN/CHECKED | DWG. NAME      | PROJECT No. | SHEET No. |
| NID          | CCC/DRJ       | 2200130_SP-PH1 | NEX-2200130 | 15 OF 25  |

MATCH LINE SHEET 16

MAP 96 LOT 7775  
419,350 Sq.Ft.  
9.62 Ac.±

WETLANDS WERE DELINEATED BY  
COVE ENVIRONMENTAL SERVICES,  
INC. ON 07/22/22 AND LOCATED  
BY THIS OFFICE ON 08/05/22.

EXISTING VEGETATED  
BUFFER TO REMAIN

AREA OF  
WETLAND IMPACT  
= 4,880 SF

DRAINAGE AND UTILITY EASEMENT  
TO THE TOWN OF SALEM  
BOOK 5192 PAGE 1259

PROP. 6" LOAM AND  
HYDROSEED ALL  
DISTURBED AREAS (TYP.)

"EDWARDS, JAMES YOUNG" SIGN

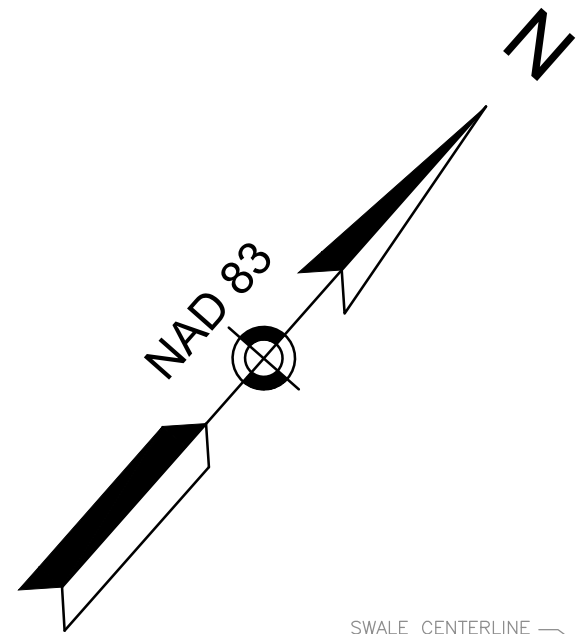
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SCALE: 1" = 30'



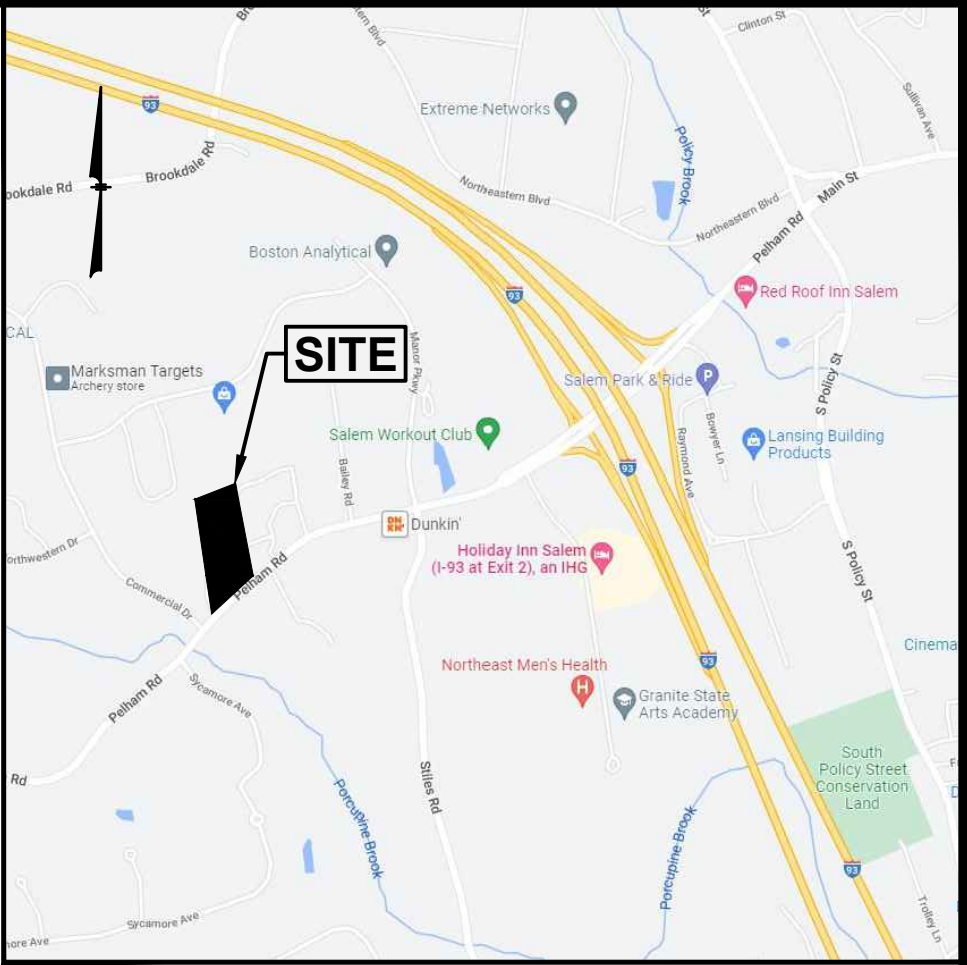
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LEGEND

- CCB CAPE COD BERM
- DSLY DOUBLE SOLID LINE YELLOW
- SSLW SINGLE SOLID LINE WHITE
- G GAS LINE
- T UNDERGROUND TELEPHONE
- W WATER LINE
- E UNDERGROUND ELECTRIC
- CHAIN LINK FENCE
- STOCKADE FENCE
- POST & RAIL FENCE
- WIRE FENCE
- 90 CONTOUR ELEVATION
- TREE
- UTILITY POLE
- GUY WIRE
- OVERHEAD WIRE
- TREELINE
- SIGN
- SPOT ELEVATION
- DRAIN MANHOLE
- CATCH BASIN
- ROOF DRAIN
- CLEANOUT
- VENT
- SEWER MANHOLE
- TELEPHONE MANHOLE
- ELECTRIC MANHOLE
- WATER MANHOLE
- MANHOLE
- GAS VALVE
- GAS SHUT OFF
- WATER VALVE
- WATER SHUT OFF
- FIRE HYDRANT
- BOLLARD
- GAS METER
- ELECTRIC METER
- LIGHT POLE
- WETLAND LINE
- WATER FEATURE
- UNDERGROUND COMM
- DITCH LINE
- EASEMENT LINE
- PROPERTY LINE
- ABUTTER PROPERTY LINE
- BUILDING SETBACK
- SOIL TYPE LINE
- ZONE LINE
- FLOOD ZONE LINE

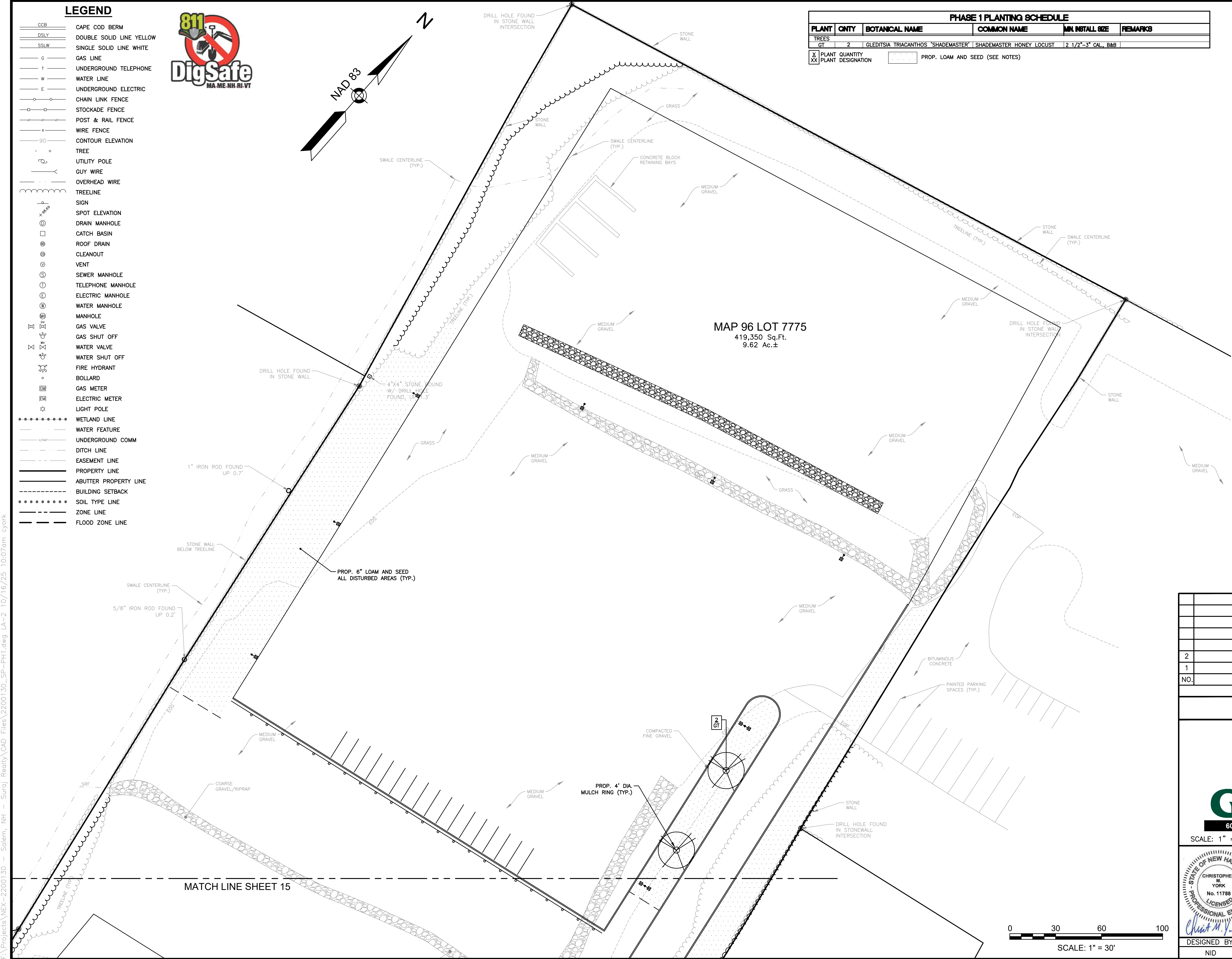


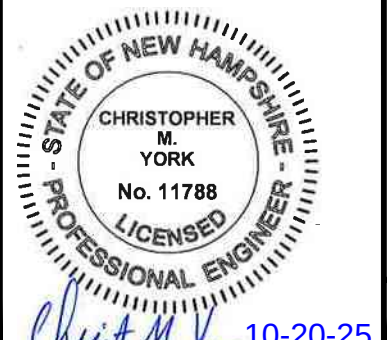
| PHASE 1 PLANTING SCHEDULE |                   |                       |                                 |                     |         |
|---------------------------|-------------------|-----------------------|---------------------------------|---------------------|---------|
| PLANT                     | QNTY              | BOTANICAL NAME        | COMMON NAME                     | MIN. INSTALL SIZE   | REMARKS |
| TREES                     | 2                 | GLEDTISIA TRIACANTHOS | SHADEMASTER                     |                     |         |
| GT                        |                   |                       | SHADEMASTER HONEY LOCUST        | 2 1/2"-3" CAL., B&B |         |
| X                         | PLANT QUANTITY    |                       |                                 |                     |         |
| XX                        | PLANT DESIGNATION |                       |                                 |                     |         |
|                           |                   |                       | PROP. LOAM AND SEED (SEE NOTES) |                     |         |



LOCATION MAP  
(NOT TO SCALE)

MAP 96 LOT 7775  
419,350 Sq.Ft.  
9.62 Ac.±



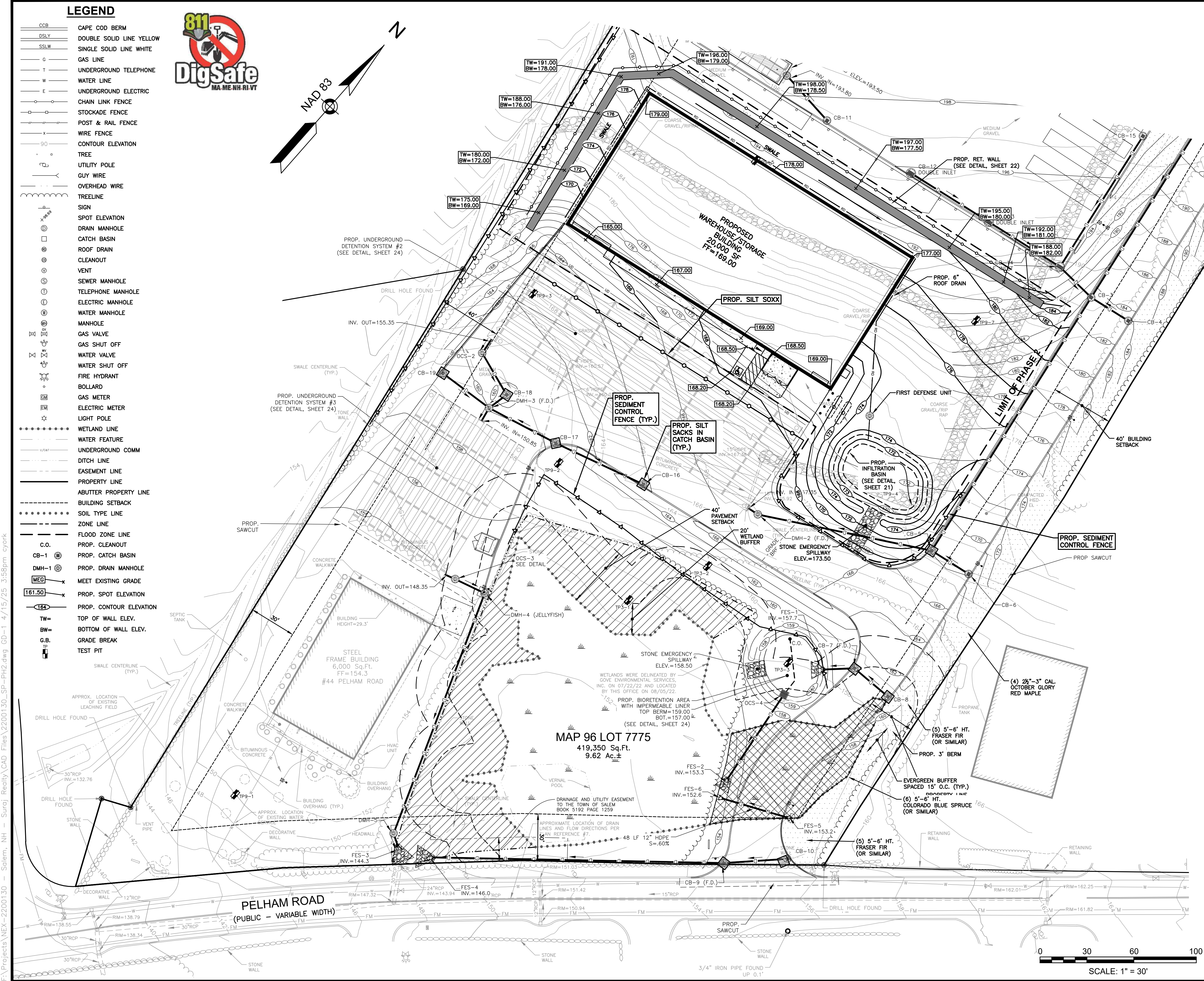
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|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-------------------------------------------------------------------------------------------------|----------|
| 2                                                                                                                                                                                | MISC REVS.           | CMY                                                                                             | 10/20/25 |
| 1                                                                                                                                                                                | RESPONSE TO COMMENTS | CMY                                                                                             | 8/16/23  |
| NO.                                                                                                                                                                              | DESCRIPTION          | BY                                                                                              | DATE     |
| REVISIONS                                                                                                                                                                        |                      |                                                                                                 |          |
| <b>PHASE 1 - LANDSCAPE PLAN</b>                                                                                                                                                  |                      |                                                                                                 |          |
| <b>SALEM PROPERTY MAP 96 - LOT 7775</b><br><b>PROPERTY ADDRESS - 44 PELHAM ROAD</b><br>PREPARED FOR:<br><b>SURAJ REALTY</b><br><b>345 RIVER ROAD</b><br><b>ANDOVER, MA 01810</b> |                      |                                                                                                 |          |
| <br>603.893.0720<br>GPI.NET.COM                                                             |                      | Greenman-Pedersen, Inc.<br>44 Stiles Road<br>Suite One<br>Salem, NH 03079                       |          |
| SCALE: 1" = 30'                                                                                                                                                                  |                      | DATE: APRIL 3, 2023                                                                             |          |
| <br>10-20-25                                                                                |                      | OWNER OF RECORD<br>YOUNG LAND HOLDINGS, LLC.<br>36 PELHAM RD., SALEM, NH<br>BOOK 6069 PAGE 1819 |          |
| DESIGNED BY: NID                                                                                                                                                                 |                      | DRAWN/CHECKED: CCC/DRJ                                                                          |          |
| DWG. NAME: 2200130_SP-PH1                                                                                                                                                        |                      | PROJECT No.: NEX-2200130                                                                        |          |
| SHEET No.: 16 OF 25                                                                                                                                                              |                      | ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)                                             |          |







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LOCATION MAP  
(NOT TO SCALE)

NOTES:  
1) SEE SHEET 2 FOR GRADING, DRAINAGE AND EROSION CONTROL NOTES.

|           |                      |     |         |
|-----------|----------------------|-----|---------|
| 3         | RESPONSE TO COMMENTS | CMY | 4/15/25 |
| 2         | ADDRESS AOT COMMENTS | CMY | 10/3/23 |
| 1         | RESPONSE TO COMMENTS | CMY | 8/16/23 |
| NO.       | DESCRIPTION          | BY  | DATE    |
| REVISIONS |                      |     |         |

PHASE 2 - GRADING, DRAINAGE & EROSION CONTROL PLAN

SALEM PROPERTY MAP 96 - LOT 7775  
PROPERTY ADDRESS - 44 PELHAM ROAD

PREPARED FOR:  
**SURAJ REALTY**  
345 RIVER ROAD  
ANDOVER, MA 01810

**GPI** Engineering  
Design  
Planning  
Construction Management  
603.893.0720 GPINET.COM

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

SCALE: 1" = 30'  
DATE: APRIL 3, 2023

OWNER OF RECORD  
YOUNG LAND HOLDINGS, LLC.  
36 PELHAM RD, SALEM, NH  
BOOK 6069 PAGE 1819

SALEM PLANNING BOARD  
APPROVAL

ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)

|              |               |                |             |           |
|--------------|---------------|----------------|-------------|-----------|
| DESIGNED BY: | DRAWN/CHECKED | DWG. NAME      | PROJECT No. | SHEET No. |
| NID          | CCC/DRJ       | 2200130_SP-PH2 | NEX-2200130 | 18 OF 25  |

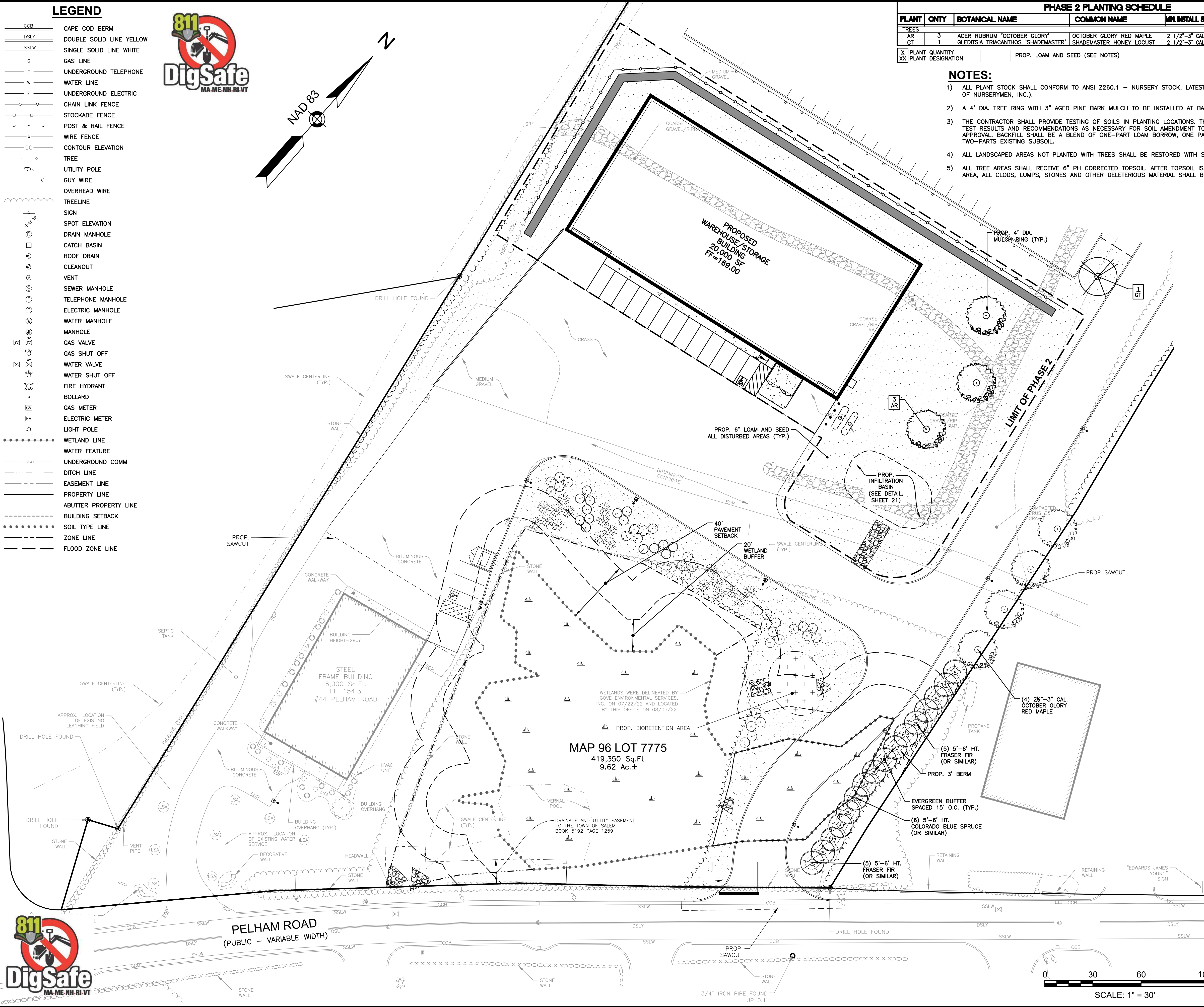
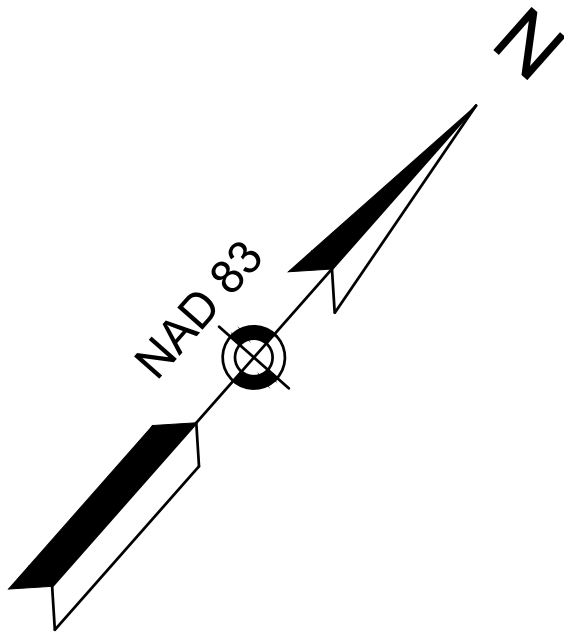
- LEGEND**
- CCB CAPE COD BERM
  - DSLY DOUBLE SOLID LINE YELLOW
  - SSLW SINGLE SOLID LINE WHITE
  - G GAS LINE
  - T UNDERGROUND TELEPHONE
  - W WATER LINE
  - E UNDERGROUND ELECTRIC
  - CL CHAIN LINK FENCE
  - ST STOCKADE FENCE
  - PF POST & RAIL FENCE
  - WF WIRE FENCE
  - 90 CONTOUR ELEVATION
  - TREE
  - UP UTILITY POLE
  - GW GUY WIRE
  - OW OVERHEAD WIRE
  - TL TREELINE
  - SIGN
  - SE SPOT ELEVATION
  - DMH DRAIN MANHOLE
  - CB CATCH BASIN
  - RD ROOF DRAIN
  - CLN CLEANOUT
  - V VENT
  - SM SEWER MANHOLE
  - TM TELEPHONE MANHOLE
  - EM ELECTRIC MANHOLE
  - WM WATER MANHOLE
  - M MANHOLE
  - GV GAS VALVE
  - GS GAS SHUT OFF
  - WV WATER VALVE
  - WS WATER SHUT OFF
  - FH FIRE HYDRANT
  - B BOLLARD
  - GM GAS METER
  - EM ELECTRIC METER
  - L LIGHT POLE
  - WL WETLAND LINE
  - WF WATER FEATURE
  - UG UNDERGROUND COMM
  - D DITCH LINE
  - E EASEMENT LINE
  - PL PROPERTY LINE
  - APL ABUTTER PROPERTY LINE
  - BS BUILDING SETBACK
  - SL SOIL TYPE LINE
  - ZN ZONE LINE
  - FZL FLOOD ZONE LINE
  - PC PROP. CLEANOUT
  - CB-1 PROP. CATCH BASIN
  - DMH-1 PROP. DRAIN MANHOLE
  - MEC MEET EXISTING GRADE
  - 161.50 PROP. SPOT ELEVATION
  - 164 PROP. CONTOUR ELEVATION
  - TW= TOP OF WALL ELEV.
  - BW= BOTTOM OF WALL ELEV.
  - G.B. GRADE BREAK
  - TP TEST PIT



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LEGEND

- CCB CAPE COD BERM  
DSLY DOUBLE SOLID LINE YELLOW  
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CLEANOUT  
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DITCH LINE  
EASEMENT LINE  
PROPERTY LINE  
ABUTTER PROPERTY LINE  
BUILDING SETBACK  
SOIL TYPE LINE  
ZONE LINE  
FLOOD ZONE LINE



| PHASE 2 PLANTING SCHEDULE |      |                                     |                          |                     |
|---------------------------|------|-------------------------------------|--------------------------|---------------------|
| PLANT                     | QNTY | BOTANICAL NAME                      | COMMON NAME              | MIN. INSTALL SIZE   |
| TREES                     |      |                                     |                          |                     |
| AR                        | 3    | ACER RUBRUM "OCTOBER GLORY"         | OCTOBER GLORY RED MAPLE  | 2 1/2"-3" CAL., B&B |
| GT                        | 1    | GLEDITSIA TRIACANTHOS "SHADEMASTER" | SHADEMASTER HONEY LOCUST | 2 1/2"-3" CAL., B&B |
| X PLANT QUANTITY          |      |                                     |                          |                     |
| XX PLANT DESIGNATION      |      |                                     |                          |                     |

- NOTES:**
- 1) ALL PLANT STOCK SHALL CONFORM TO ANSI Z260.1 – NURSERY STOCK, LATEST EDITION (AMERICAN ASSOCIATION OF NURSERYMEN, INC.).
  - 2) A 4' DIA. TREE RING WITH 3" AGED PINE BARK MULCH TO BE INSTALLED AT BASE OF ALL TREES IN LAWN AREAS.
  - 3) THE CONTRACTOR SHALL PROVIDE TESTING OF SOILS IN PLANTING LOCATIONS. THE CONTRACTOR SHALL PROVIDE TEST RESULTS AND RECOMMENDATIONS AS NECESSARY FOR SOIL AMENDMENT TO THE ENGINEER FOR THEIR APPROVAL. BACKFILL SHALL BE A BLEND OF ONE-PART LOAM BORROW, ONE PART ORGANIC MATERIAL AND TWO-PARTS EXISTING SUBSOIL.
  - 4) ALL LANDSCAPED AREAS NOT PLANTED WITH TREES SHALL BE RESTORED WITH SEED AS INDICATED ON PLANS.
  - 5) ALL TREE AREAS SHALL RECEIVE 6" PH CORRECTED TOPSOIL. AFTER TOPSOIL IS SPREAD EVENLY OVER ENTIRE AREA, ALL CLODS, LUMPS, STONES AND OTHER DELETERIOUS MATERIAL SHALL BE RAKED UP AND REMOVED.



LOCATION MAP  
(NOT TO SCALE)

- 6) APPLICATION OF GRASS SEED, FERTILIZERS AND STRAW MULCH SHALL BE ACCOMPLISHED BY BROADCAST SEEDING OR HYDROSEEDING AT THE RATES OUTLINED BELOW:  
  
LIMESTONE: 100 LBS./1,000 SQUARE FEET.  
FERTILIZER: 500 LBS/ACRE OF 10-20-20 OR 1000 LBS/ACRE OF 5-10-10.  
STRAW MULCH: APPROXIMATELY 3 TONS/ACRE  
NEW ENGLAND NATIVE WARM SEASON GRASS MIX: 23 LBS/ACRE  

| SEED MIX (SLOPES LESS THAN 4:1) | LBS/ACRE |
|---------------------------------|----------|
| CREeping RED FESCUE             | 20       |
| TALL FESCUE                     | 15       |
| PERENNIAL RYEGRASS              | 5        |
| REDTOP                          | 2        |
|                                 | 42       |

| SLOPE MIX (SLOPES GREATER THAN 4:1) | LBS/ACRE |
|-------------------------------------|----------|
| CREeping RED FESCUE                 | 20       |
| TALL FESCUE                         | 20       |
| BIRDSFOOT TREEFOIL                  | 8        |
|                                     | 48       |
- 7) FOR TEMPORARY EROSION CONTROL NOTES, SEE EROSION & SEDIMENT CONTROL PLAN.
- 8) NEWLY GRADED AREAS REQUIRING SLOPE PROTECTION OUTSIDE OF NORMAL SEEDING SEASON SHALL RECEIVE STRAW MULCH AT THE APPROXIMATE RATE OF NO MORE THAN 3 TONS PER ACRE.
- 9) ANY CHANGES IN PLANT LOCATIONS OR TYPES SHALL BE APPROVED BY THE DEVELOPER, LANDOWNER AND TOWN PRIOR TO INSTALLATION.
- 10) CLEAR AND GRUB (TO LIMITS REQUIRED ON GRADING PLAN) TO REMOVE VEGETATION, TREES, ROCKS, DEBRIS, ROOTS, ETC. STUMPS SHALL BE REMOVED AND DISPOSED OF OFF SITE IN ACCORDANCE WITH STATE REGULATIONS. AFTER CLEARING, STRIP AND STOCKPILE ALL ON-SITE TOPSOIL FOR REUSE TO THE MAXIMUM EXTENT POSSIBLE.
- 11) FOR SEED AREAS USE EXISTING TOPSOIL, IF AVAILABLE, FOR A 4" DEPTH AND TOP DRESS WITH 2" OF SCREENED TOPSOIL, UNLESS OTHERWISE NOTED ON PLAN. ALL LOAM OR TOPSOIL IMPORTED OR RE-UTILIZED FROM ON SITE SHALL BE TESTED AND AMENDED AS DIRECTED BY DEVELOPER TO MEET MINIMUM REQUIREMENTS.
- 12) PLANTINGS SHALL BE GUARANTEED BY THE CONTRACTOR FOR ONE YEAR AFTER WRITTEN ACCEPTANCE BY THE DEVELOPER.
- 13) EXPOSED SOILS SHALL BE SEEDED OR STRAW MULCHED WITHIN 72 HOURS OF FINAL GRADING.
- 14) ALL WORK SHALL BE COORDINATED WITH APPLICABLE EPA NPDES/SWPPP PERMIT WORK AS REQUIRED.

|           |                      |     |         |
|-----------|----------------------|-----|---------|
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|           |                      |     |         |
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|           |                      |     |         |
|           |                      |     |         |
|           |                      |     |         |
| 1         | RESPONSE TO COMMENTS | CMY | 8/16/23 |
| NO.       | DESCRIPTION          | BY  | DATE    |
| REVISIONS |                      |     |         |

PHASE 2 - LANDSCAPE PLAN

SALEM PROPERTY MAP 96 - LOT 7775  
PROPERTY ADDRESS - 44 PELHAM ROAD  
PREPARED FOR:  
SURAJ REALTY  
345 RIVER ROAD  
ANDOVER, MA 01810



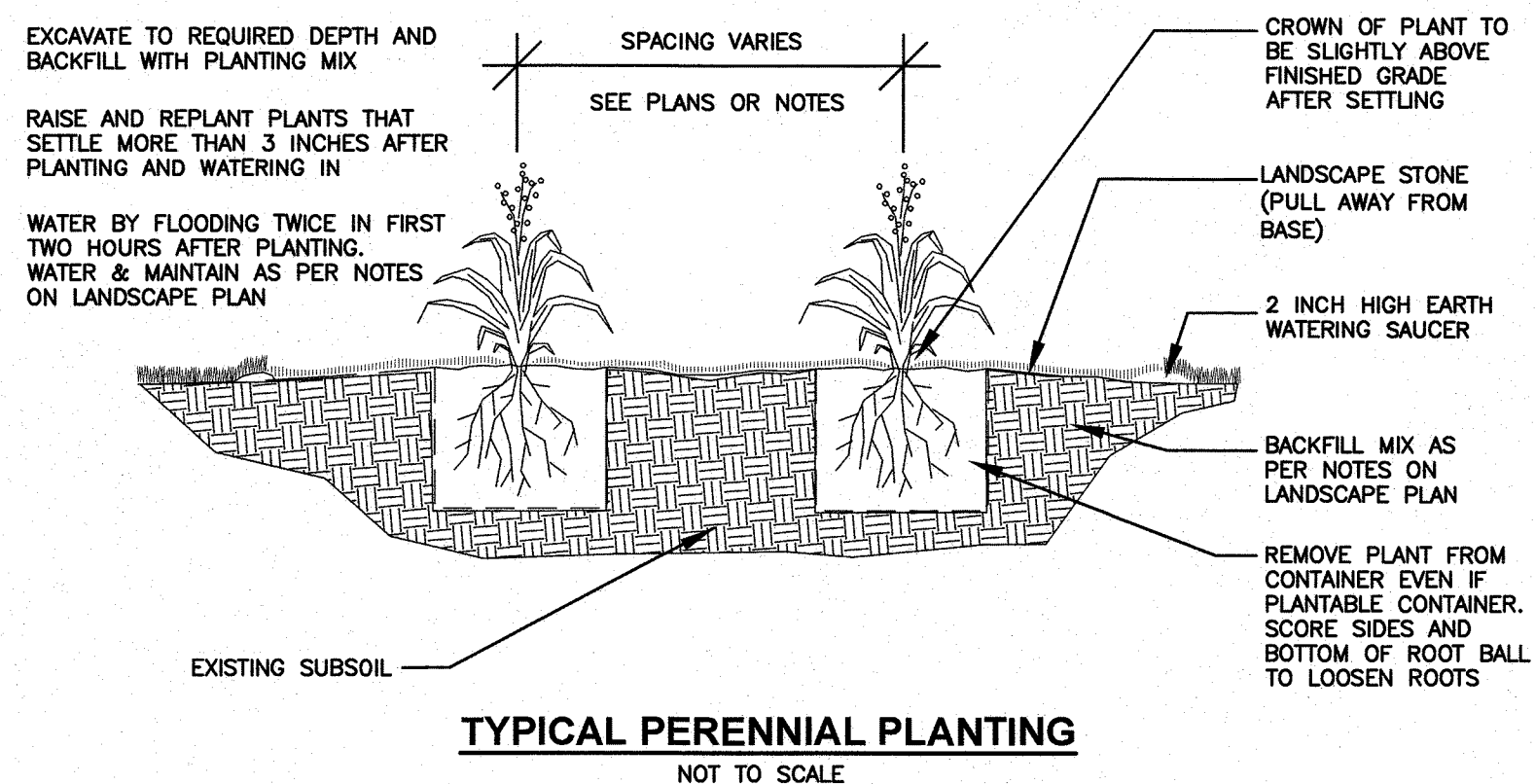
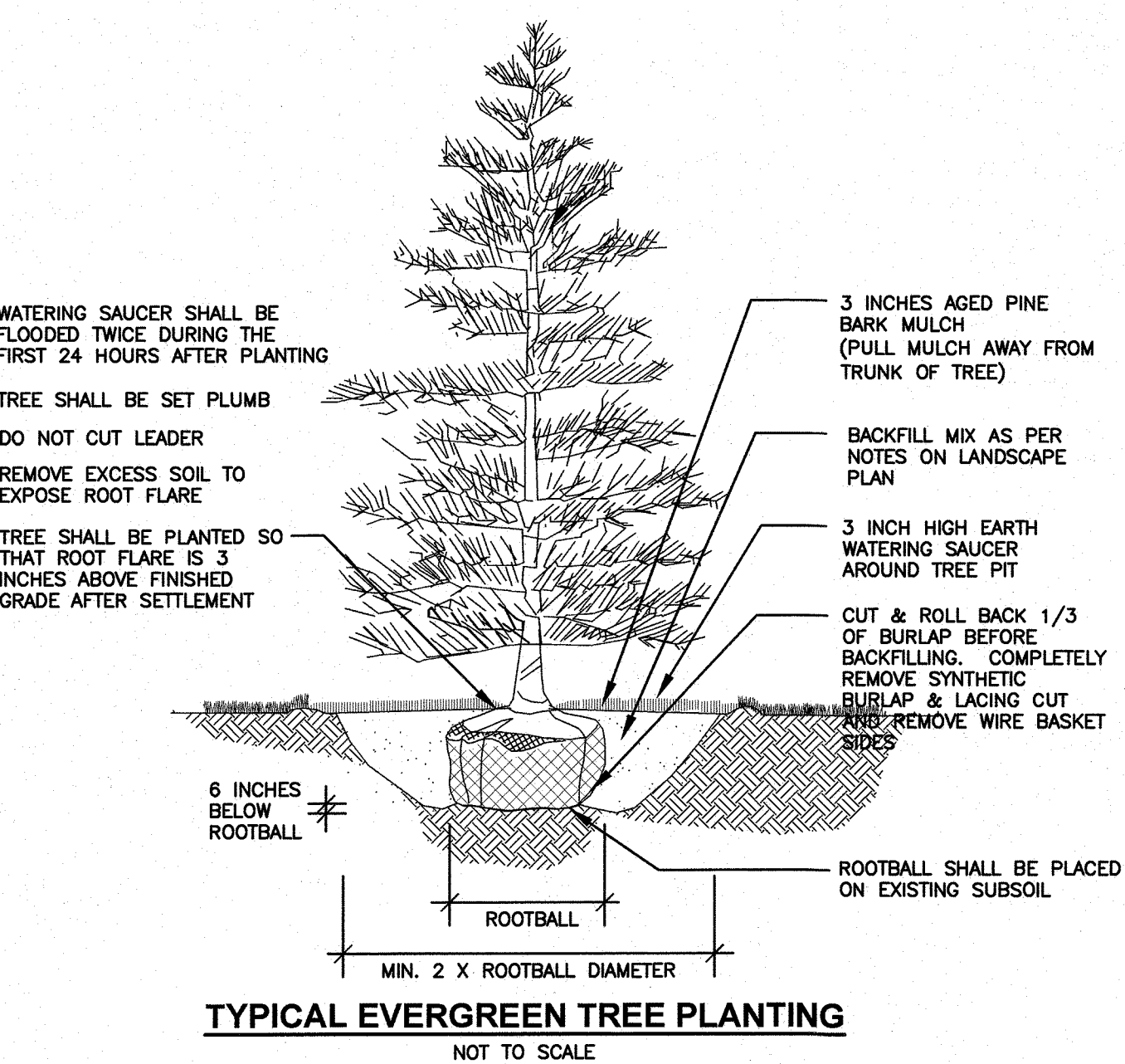
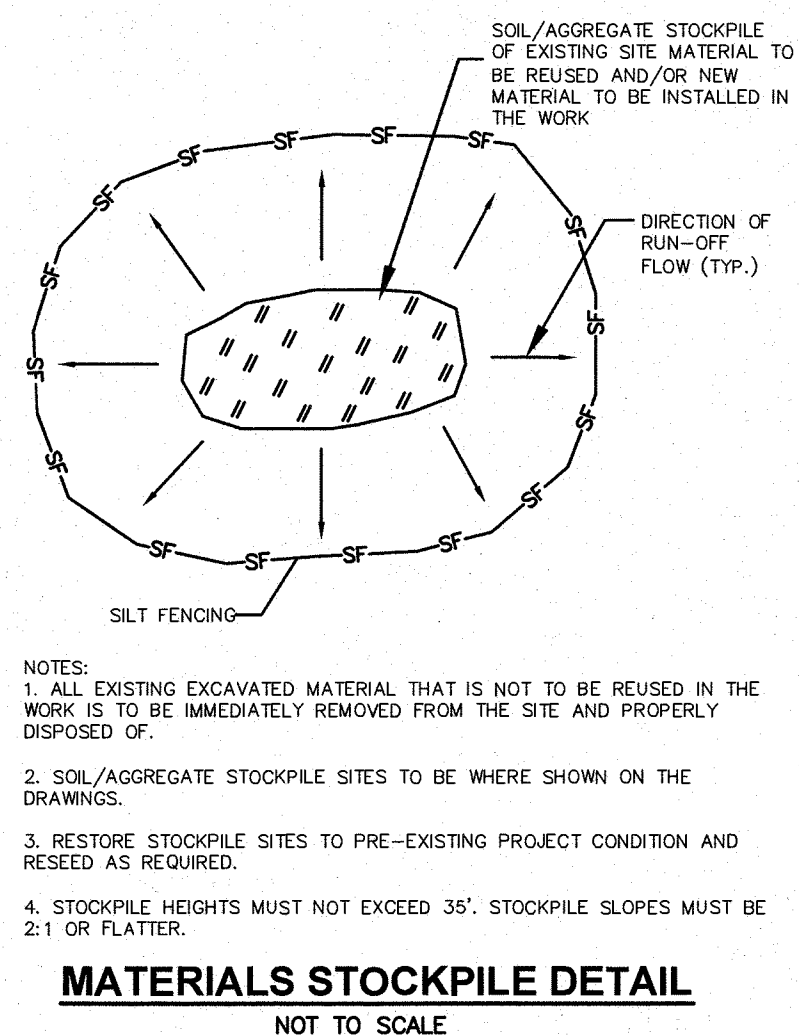
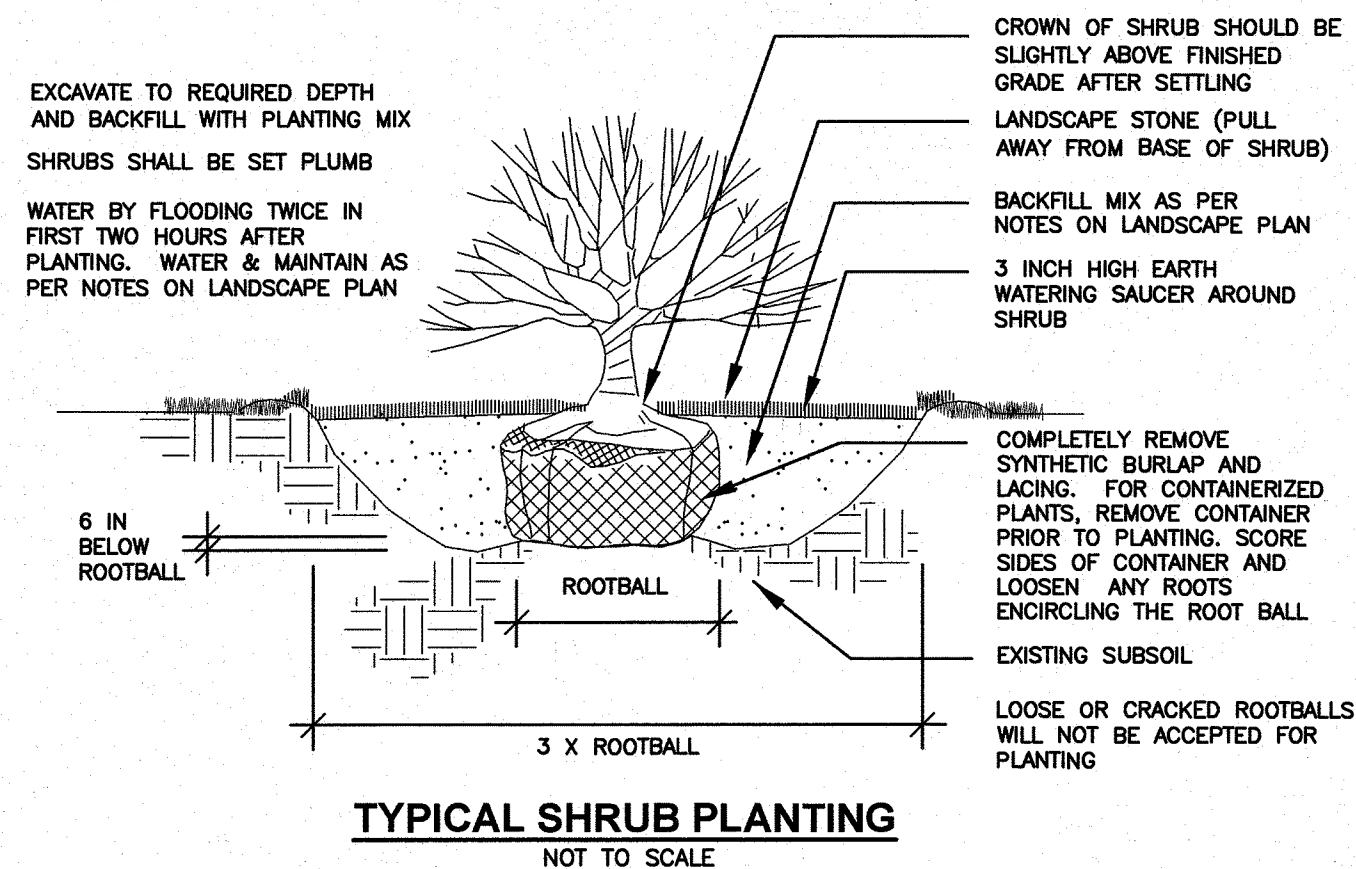
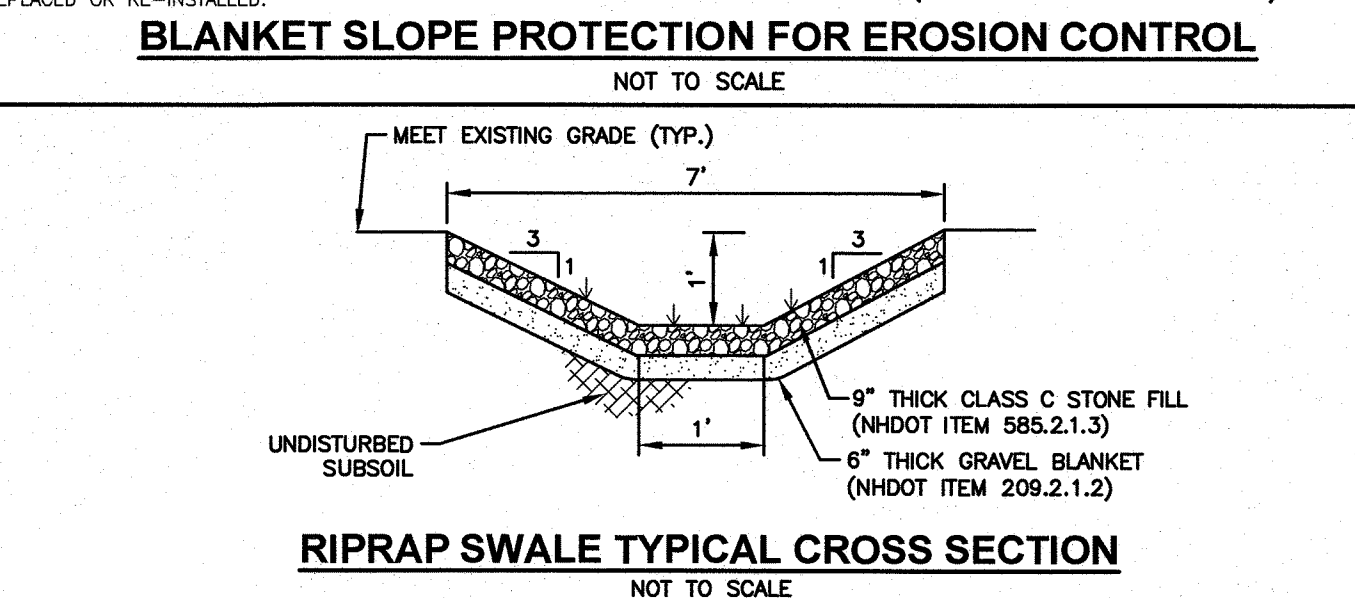
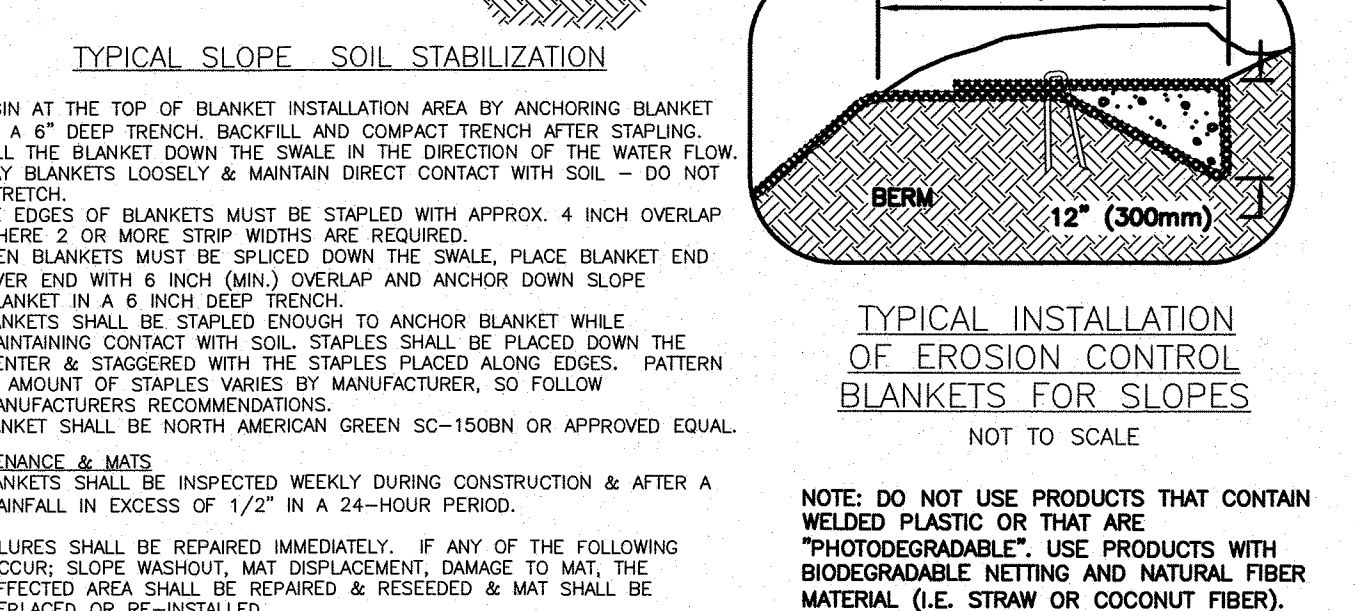
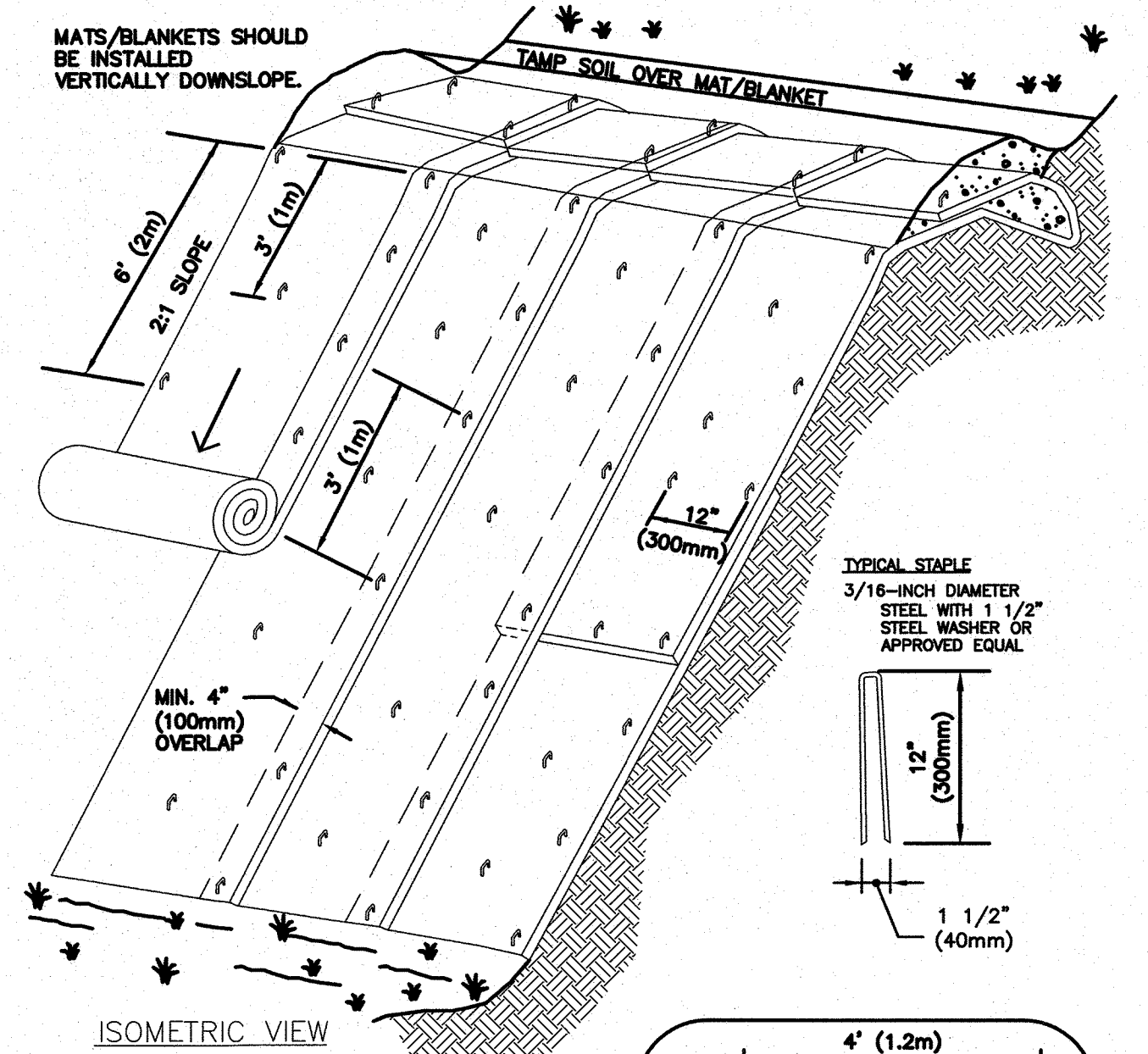
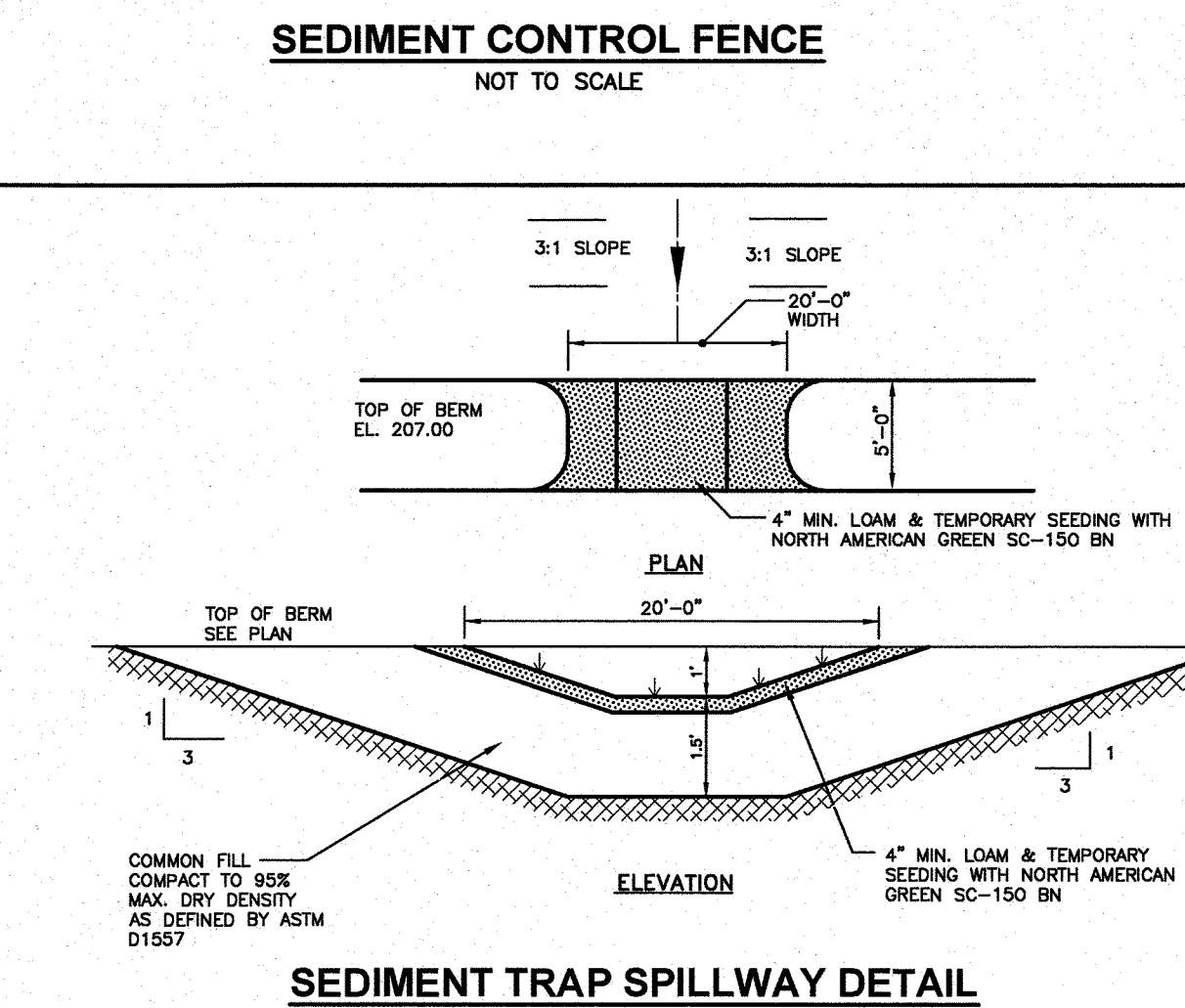
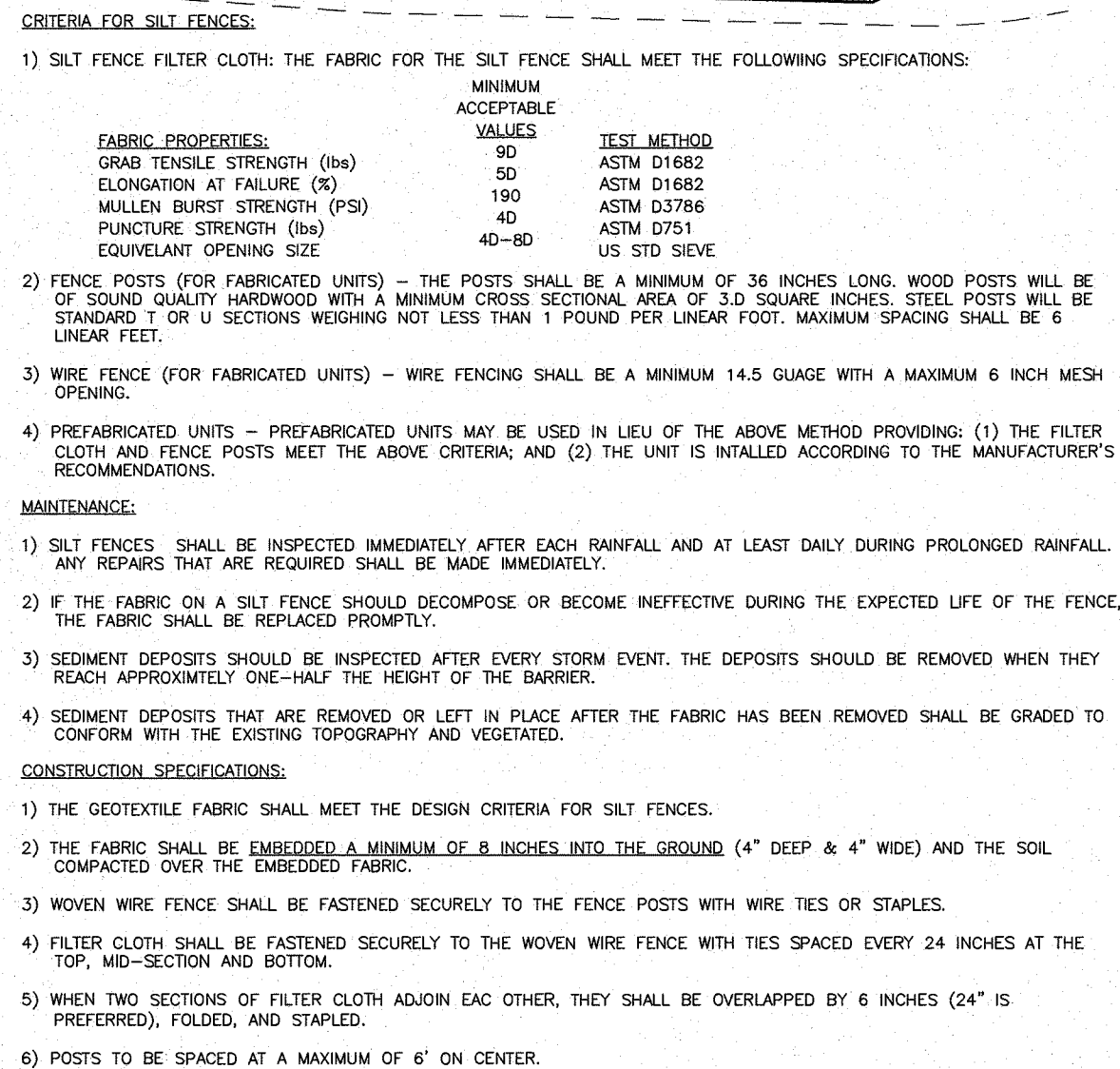
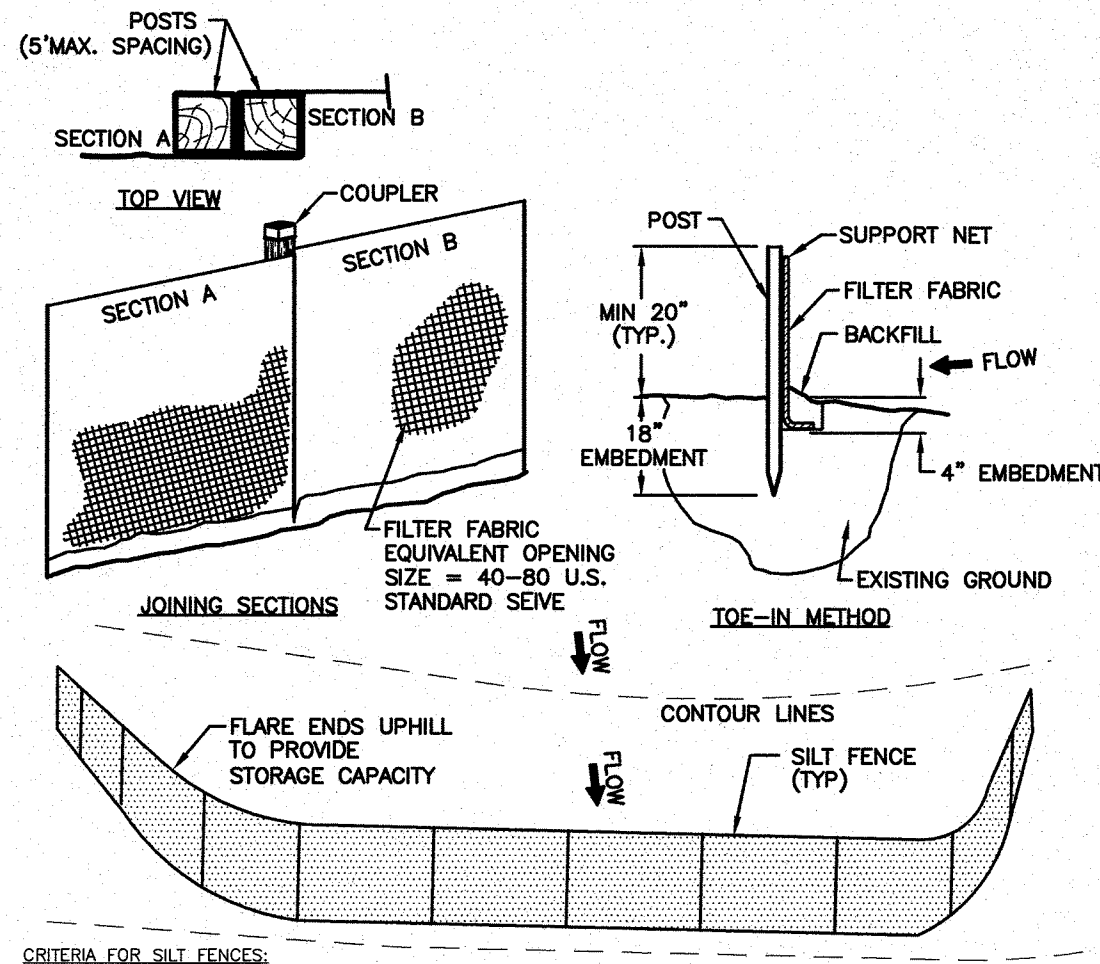
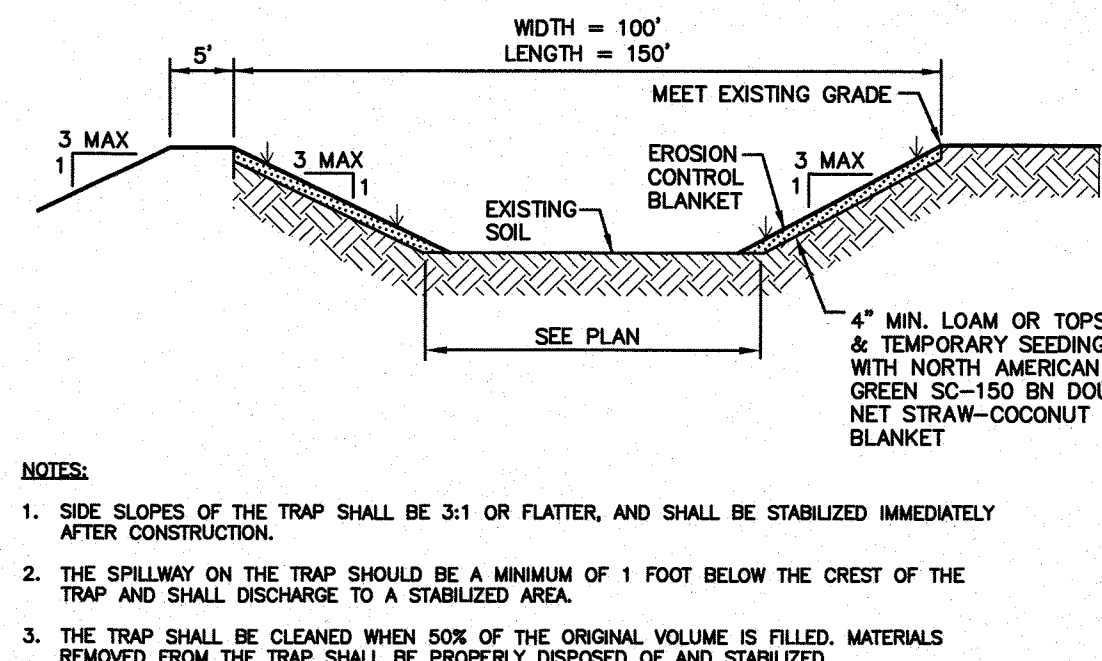
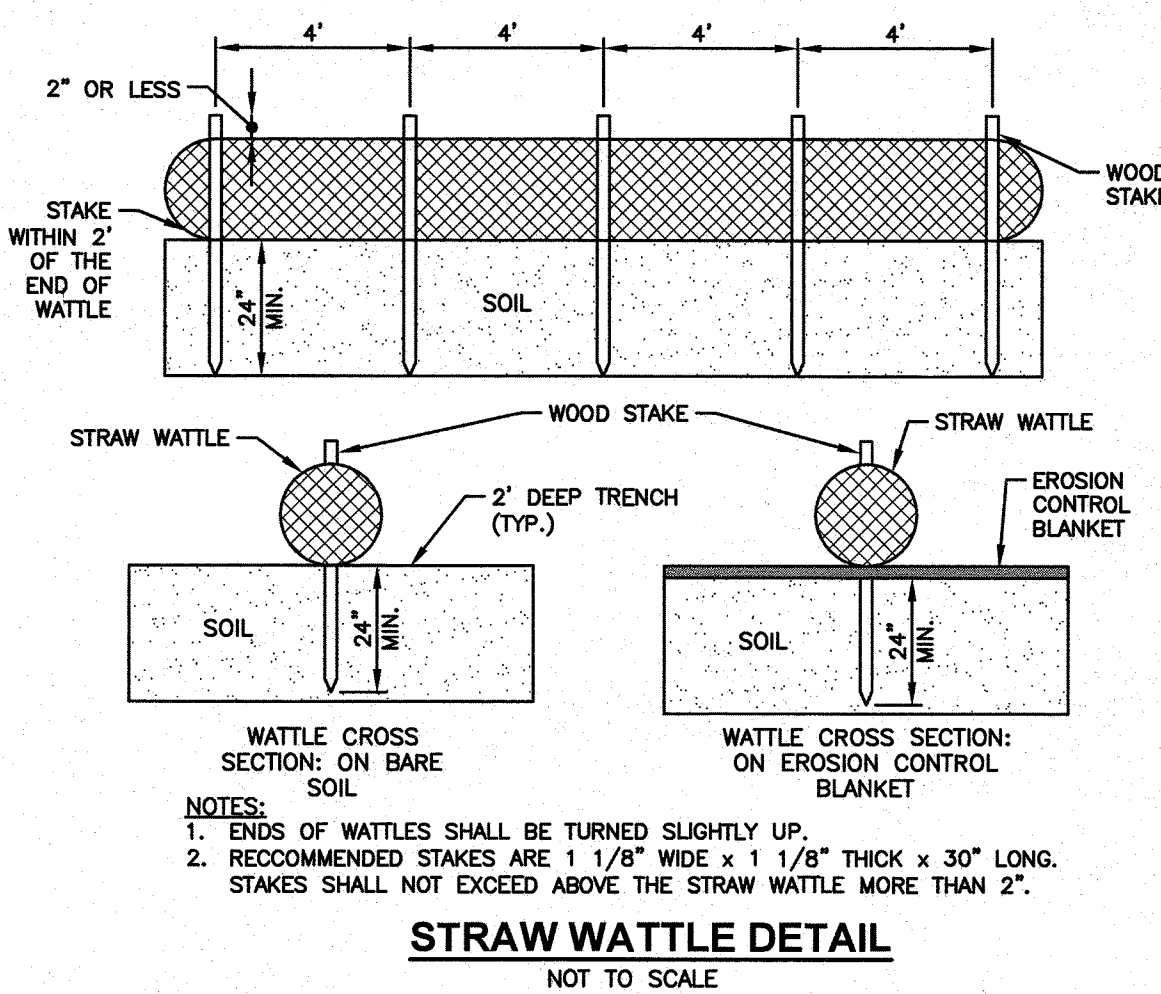
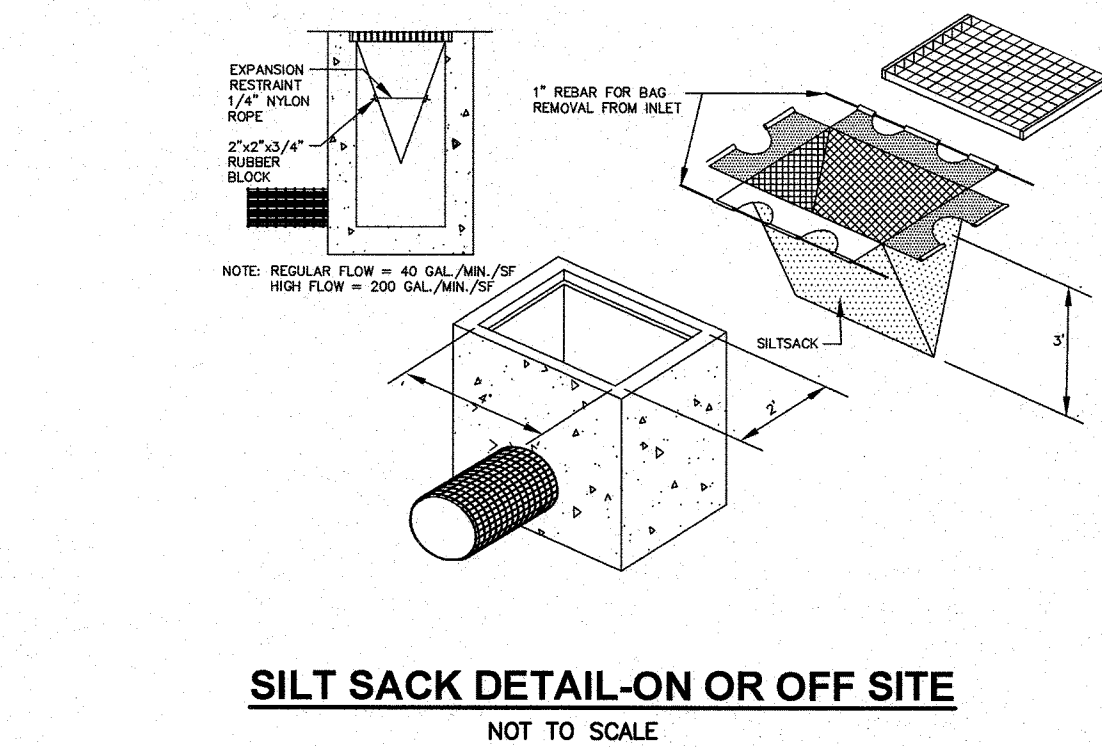
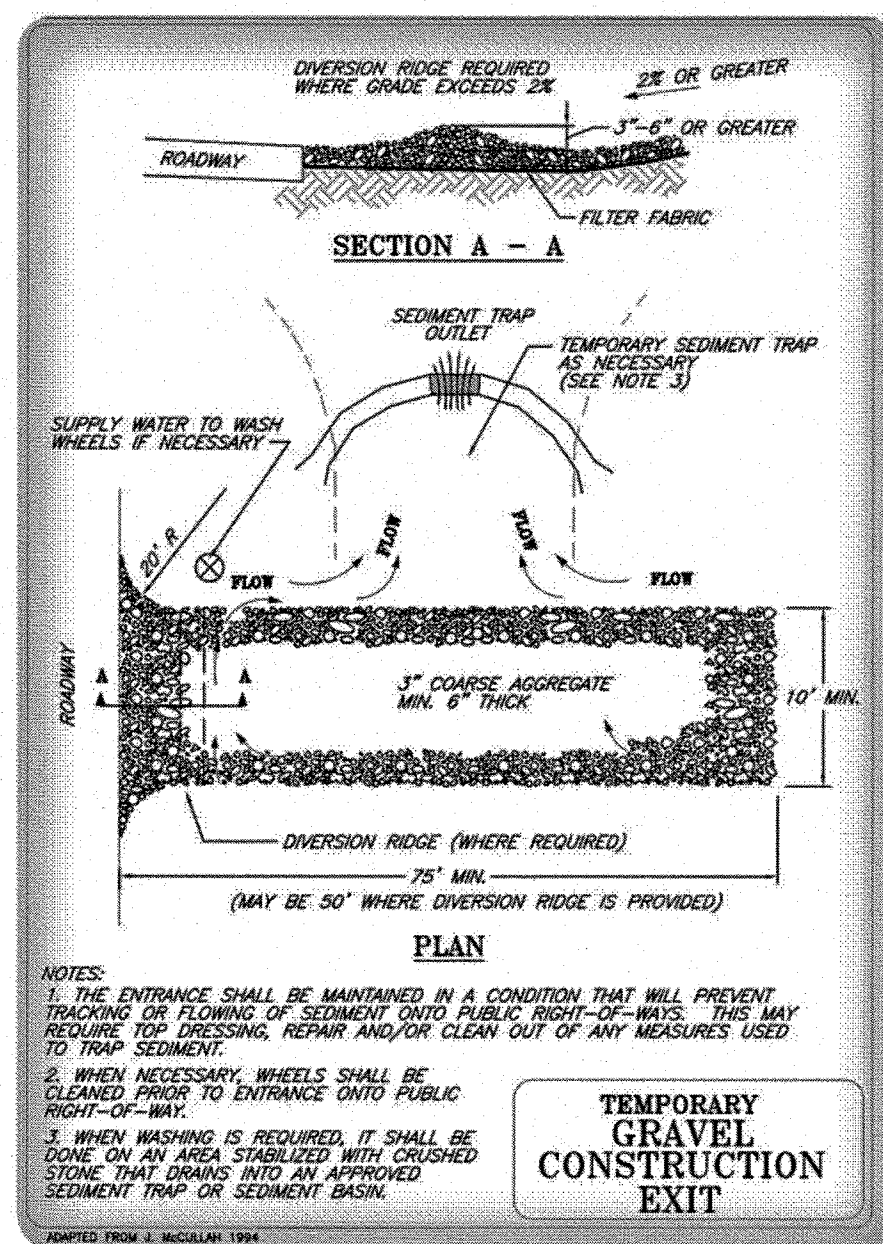
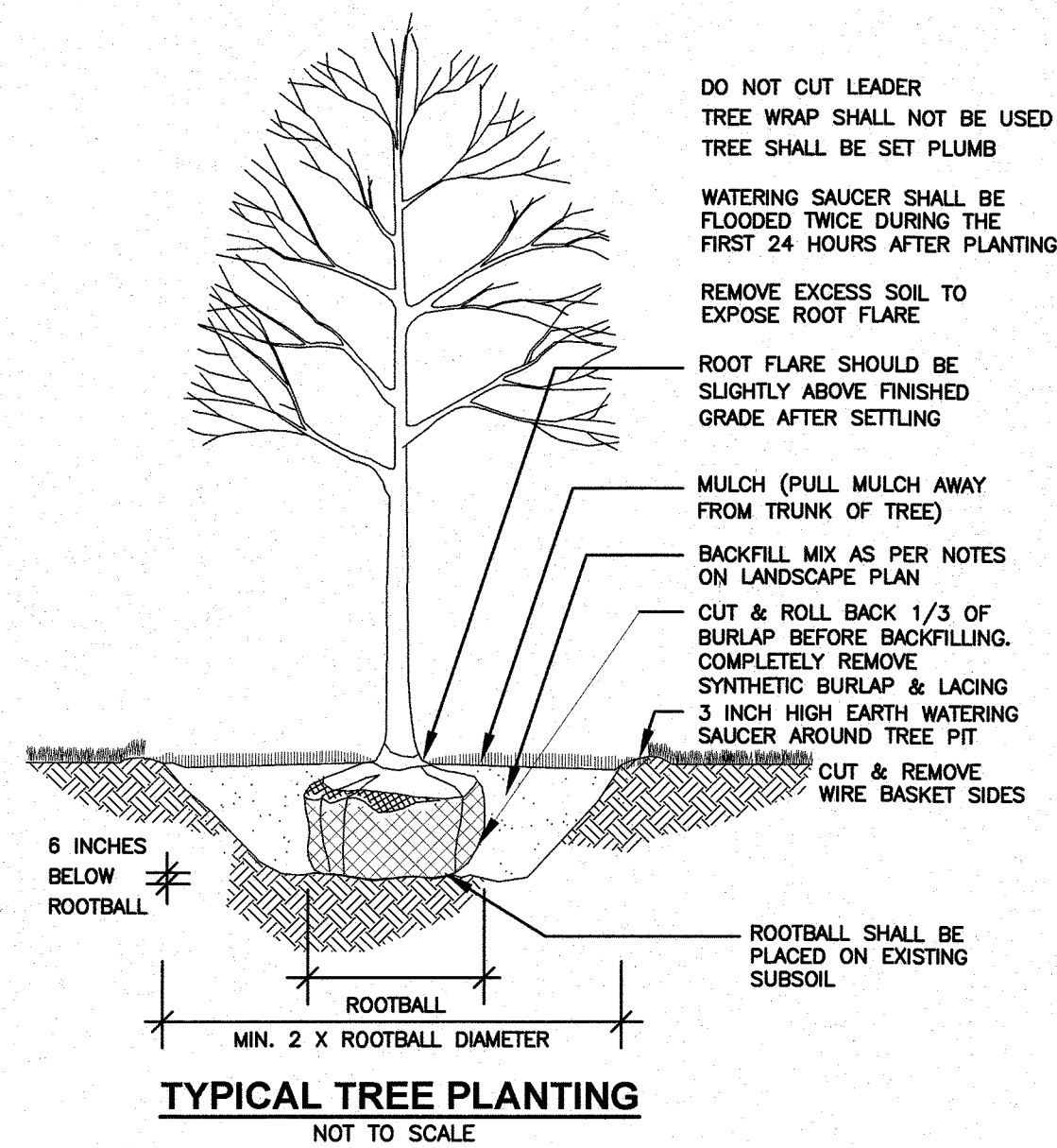
Greenman-Pedersen, Inc.  
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Salem, NH 03079

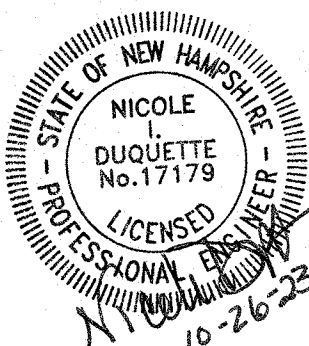
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| SCALE: 1" = 30'                                                                                                                |                                                                                                | DATE: APRIL 3, 2023 |                                      |
| <br><i>Christopher M. York</i><br>8-16-23 | OWNER OF RECORD<br>YOUNG LAND HOLDINGS, LLC.<br>36 PELHAM RD, SALEM, NH<br>BOOK 6069 PAGE 1819 |                     | SALEM PLANNING BOARD<br><br>APPROVAL |
|                                                                                                                                | ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)                                            |                     |                                      |
|                                                                                                                                | DESIGNED BY:                                                                                   | DRAWN/CHECKED       | DWG. NAME                            |
| NID                                                                                                                            | CCC/DRJ                                                                                        | 2200130_SP-PH2      | NEX-2200130                          |
|                                                                                                                                |                                                                                                |                     | SHEET No.<br>19 OF 25                |





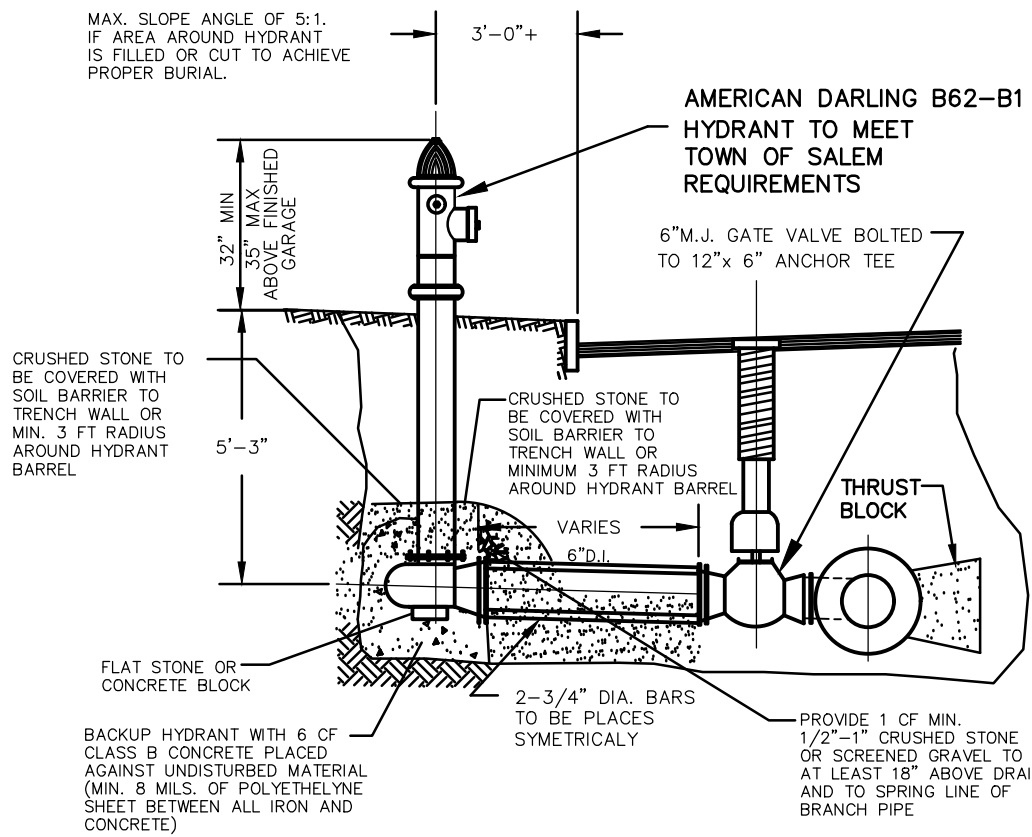




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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                       |             |                                                |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                       |             |                                                |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                       |             |                                                |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                      |                                                                                                       |             |                                                |  |
| 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ADDRESS AOT COMMENTS | CMY                                                                                                   | 10/23/23    |                                                |  |
| 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ADDRESS AOT COMMENTS | CMY                                                                                                   | 10/3/23     |                                                |  |
| 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | RESPONSE TO COMMENTS | CMY                                                                                                   | 8/16/23     |                                                |  |
| NO.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | DESCRIPTION          | BY                                                                                                    | DATE        |                                                |  |
| REVISIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                      |                                                                                                       |             |                                                |  |
| <h2 style="text-align: center;">DETAIL SHEET</h2>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                      |                                                                                                       |             |                                                |  |
| <p style="text-align: center;"><b>SALEM PROPERTY MAP 96 - LOT 7775</b><br/> <b>PROPERTY ADDRESS - 44 PELHAM ROAD</b></p> <p style="text-align: center;">PREPARED FOR:<br/> <b>SURAJ REALTY</b><br/> <b>345 RIVER ROAD</b><br/> <b>ANDOVER, MA 01810</b></p> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <br/>         603.893.0720<br/>         GPINET.COM       </div> <div style="text-align: center;">         Engineering<br/>         Design<br/>         Planning<br/>         Construction Management       </div> <div style="text-align: center;">         Greenman-Pedersen, Inc.<br/>         44 Stiles Road<br/>         Suite One<br/>         Salem, NH 03079       </div> </div> <p>SCALE: AS SHOWN <span style="float: right;">DATE: APRIL 3, 2023</span></p> |                      |                                                                                                       |             |                                                |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                      | <u>OWNER OF RECORD</u><br>YOUNG LAND HOLDINGS, LLC.<br>36 PELHAM RD, SALEM, NH<br>BOOK 6069 PAGE 1819 |             | <u>SALEM PLANNING BOARD</u><br><u>APPROVAL</u> |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                      | ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)                                                   |             |                                                |  |
| DESIGNED BY:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | DRAWN/CHECKED        | DWG. NAME                                                                                             | PROJECT No. | SHEET No.                                      |  |
| NID                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | CCC/DRJ              | 2200130_DET                                                                                           | NEX-2200130 | 21 OF 25                                       |  |



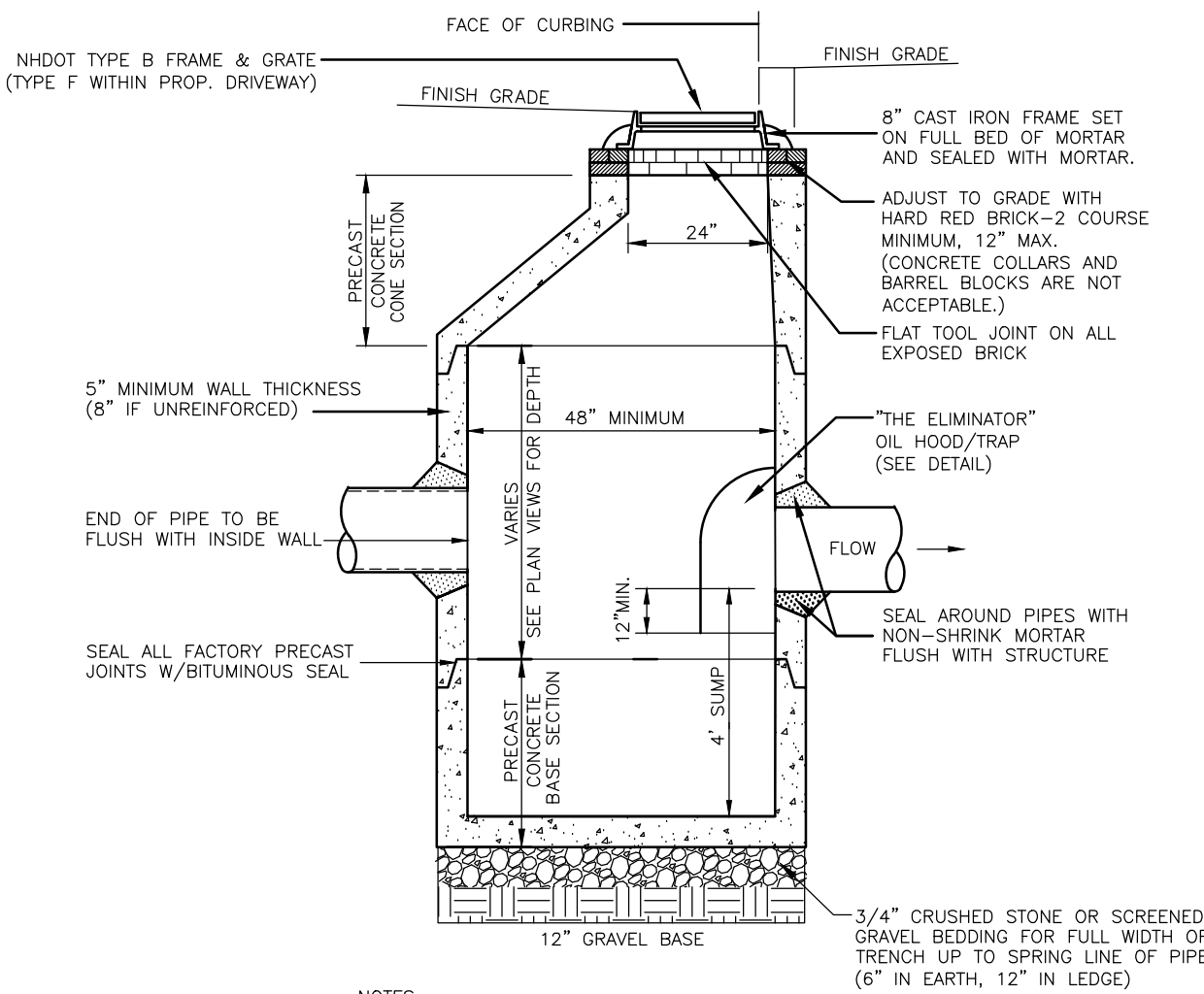
F:\Projects\NEX-2200130 - Salem, NH - Suraj Realty\CAD Files\2200130\_DET.dwg DET-3 5/30/25 10:15am cnyrk



HYDRANT CONNECTION (TYP.)

NOT TO SCALE

NOTE: ALL FIRE HYDRANTS MUST BE TESTED AND PAINTED/LABELED IN ACCORDANCE WITH TOWN OF SALEM REQUIREMENTS.

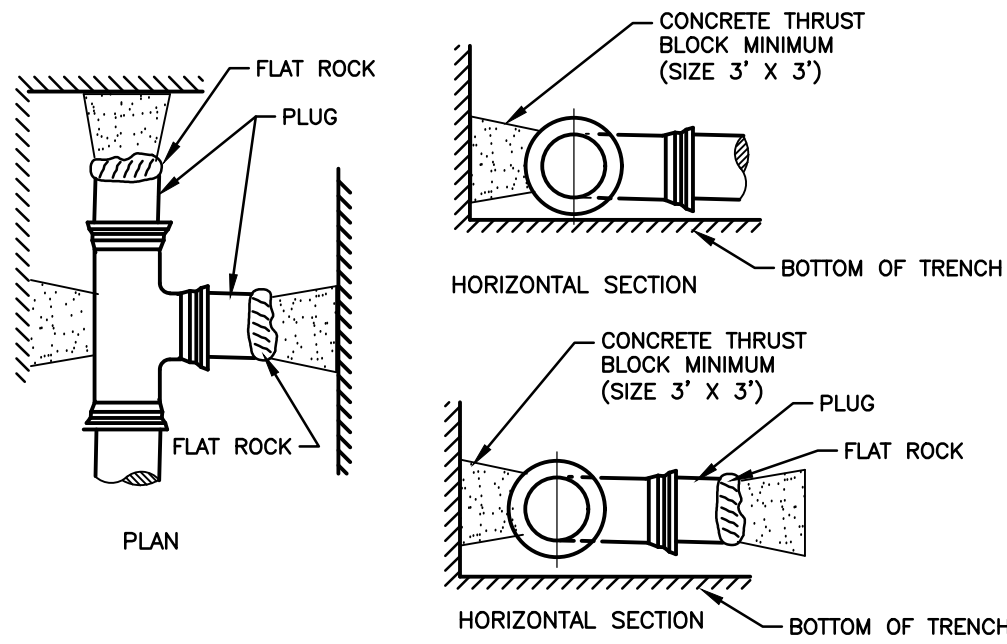


NOTES:

1. PRECAST CONCRETE CATCH BASIN AS MANUFACTURED BY SUPERIOR CONCRETE OR APPROVED EQUAL.
2. CONCRETE: 4,000 PSI AFTER 28 DAYS.
3. REINFORCING: H-20 LOADING, 4 X 4 X 4/4 W.W.M. SLAB TOP -NO. 5'S @ 8" O.C.
4. SHIFLAP JOINTS SEALED WITH 1 STRIP OF 1" DIA BUTYL RUBBER SEALANT.
5. EACH CASTING TO HAVE LIFTING HOLES CAST IN.
6. EACH SECTION TO BE LABELED AS NOTED.
7. OIL HOODS TO BE INSTALLED ON ALL OUTLET PIPES FOR CATCH BASINS AND MANHOLES WITH DEEP SUMPS.

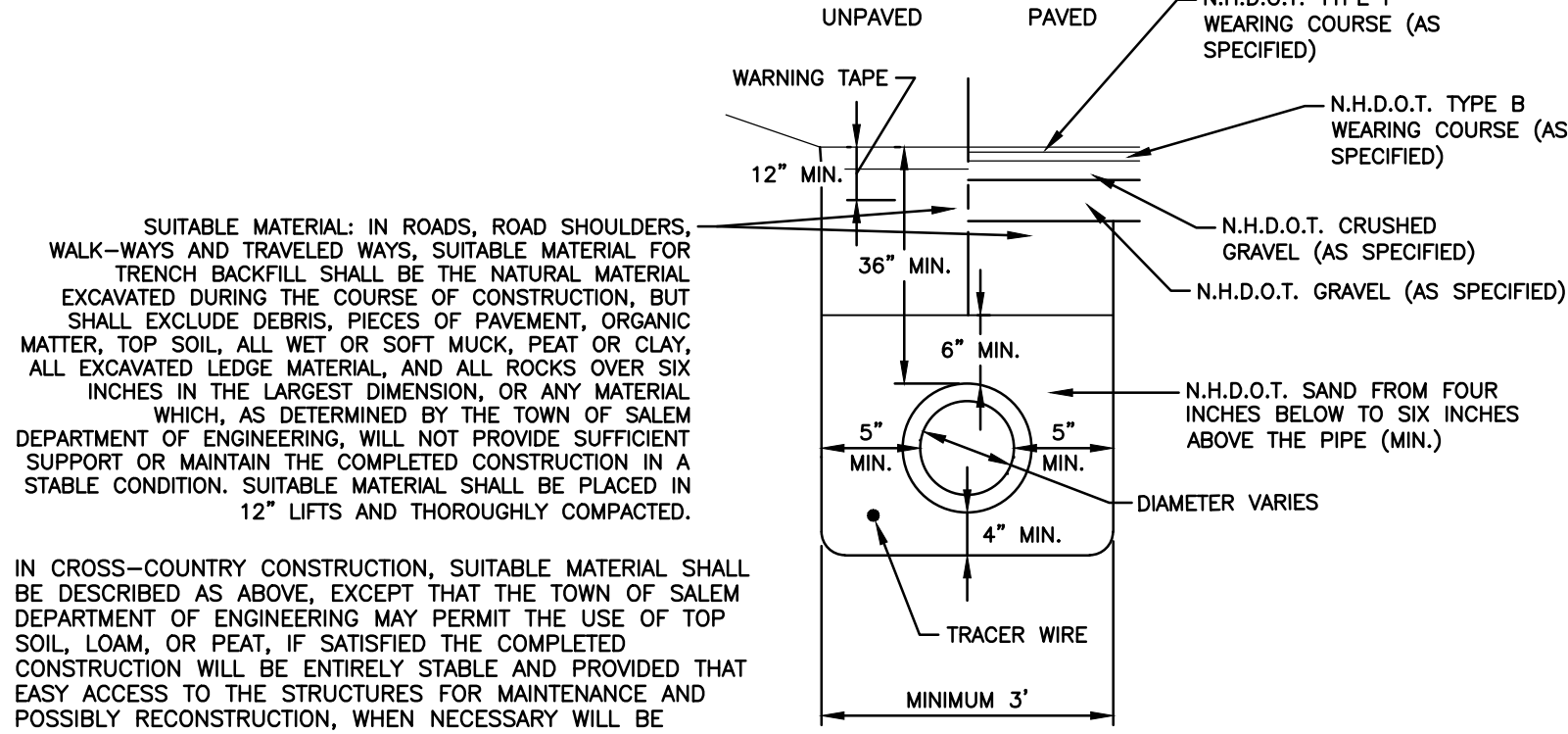
DEEP SUMP CATCH BASIN  
ECCENTRIC CONE

NOT TO SCALE



THRUST BLOCK

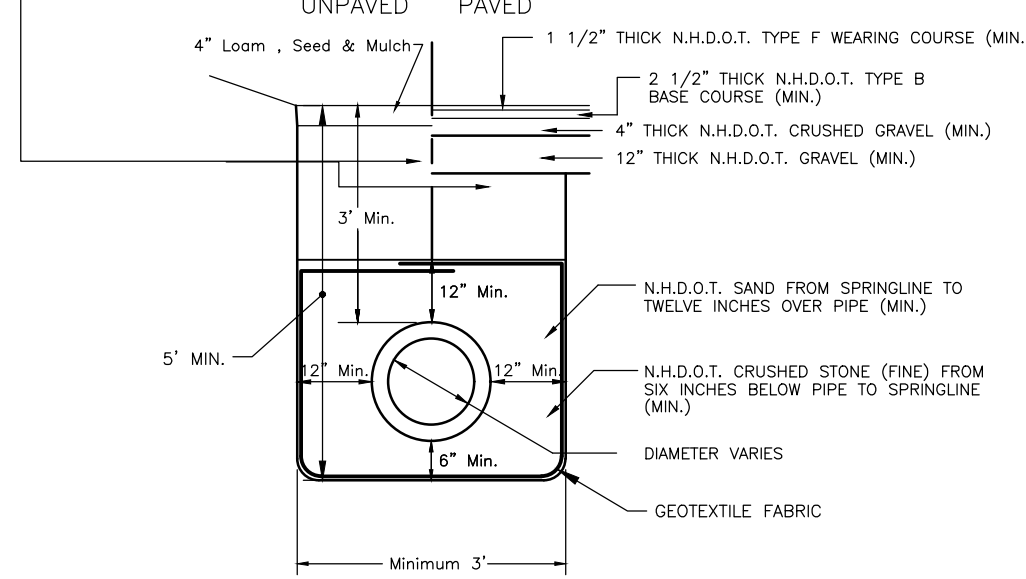
NOT TO SCALE



TYPICAL GAS TRENCH

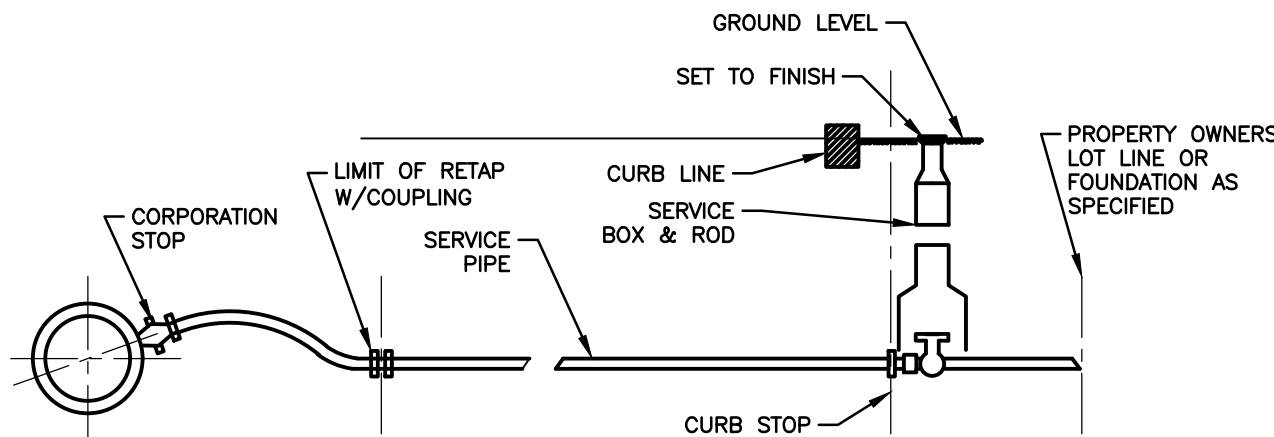
NOT TO SCALE

- SUITABLE MATERIAL: IN ROADS, ROAD SHOULDERS, WALK-WAYS AND TRAVELED WAYS, SUITABLE MATERIAL FOR TRENCH BACKFILL SHALL BE THE NATURAL MATERIAL EXCAVATED DURING THE COURSE OF CONSTRUCTION, BUT SHALL EXCLUDE DEBRIS, PIECES OF PAVEMENT, ORGANIC MATTER, TOP SOIL, ALL WET OR SOFT MUCK, PEAT OR CLAY, ALL EXCAVATED LEDGE MATERIAL, AND ALL ROCKS OVER SIX INCHES IN THE LARGEST DIMENSION, OR ANY MATERIAL WHICH, AS DETERMINED BY THE TOWN OF SALEM DEPARTMENT OF ENGINEERING, WILL NOT PROVIDE SUFFICIENT SUPPORT OR MAINTAIN THE COMPLETED CONSTRUCTION IN A STABLE CONDITION. SUITABLE MATERIAL SHALL BE PLACED IN 12" LIFTS AND THOROUGHLY COMPACTED.
- IN CROSS-COUNTRY CONSTRUCTION, SUITABLE MATERIAL SHALL BE DESCRIBED AS ABOVE, EXCEPT THAT THE TOWN OF SALEM DEPARTMENT OF ENGINEERING MAY PERMIT THE USE OF TOP SOIL, LOAM, OR PEAT, IF SATISFIED THE COMPLETED CONSTRUCTION WILL BE ENTIRELY STABLE AND PROVIDED THAT EASY ACCESS TO THE STRUCTURES FOR MAINTENANCE AND POSSIBLY RECONSTRUCTION, WHEN NECESSARY WILL BE PRESERVED. SUITABLE MATERIAL SHALL BE PLACED IN 18" LIFTS AND THOROUGHLY COMPACTED.



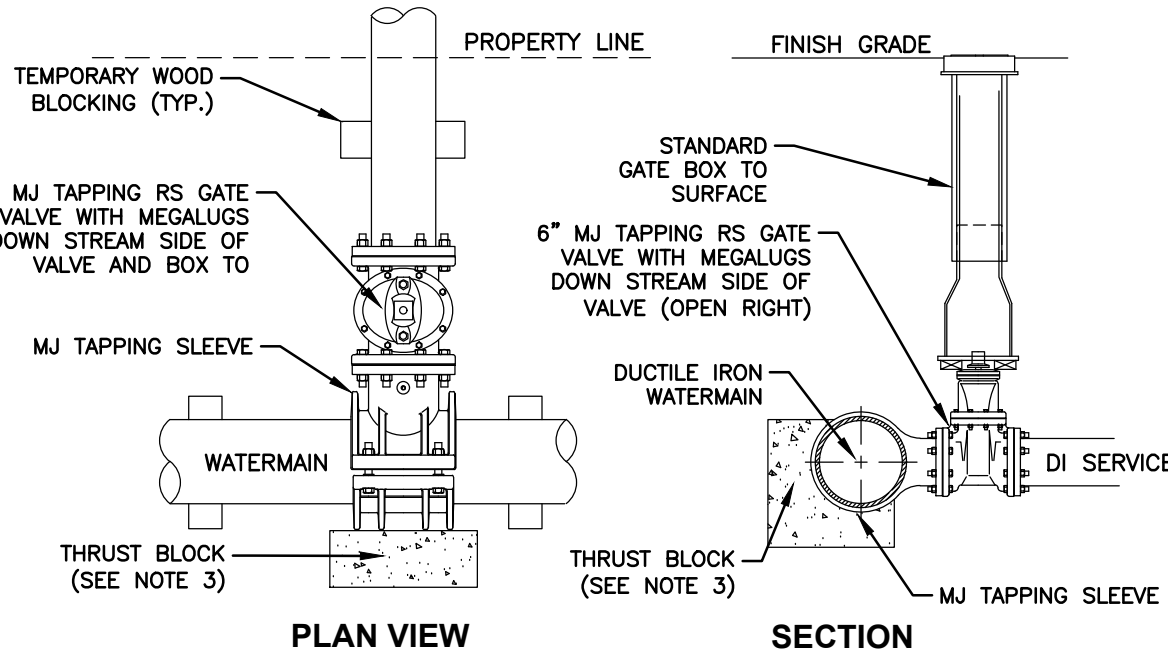
DRAIN TRENCH W/LESS THAN 4 FT OF COVER

NOT TO SCALE



TYPICAL WATER SERVICE CONNECTION

NOT TO SCALE

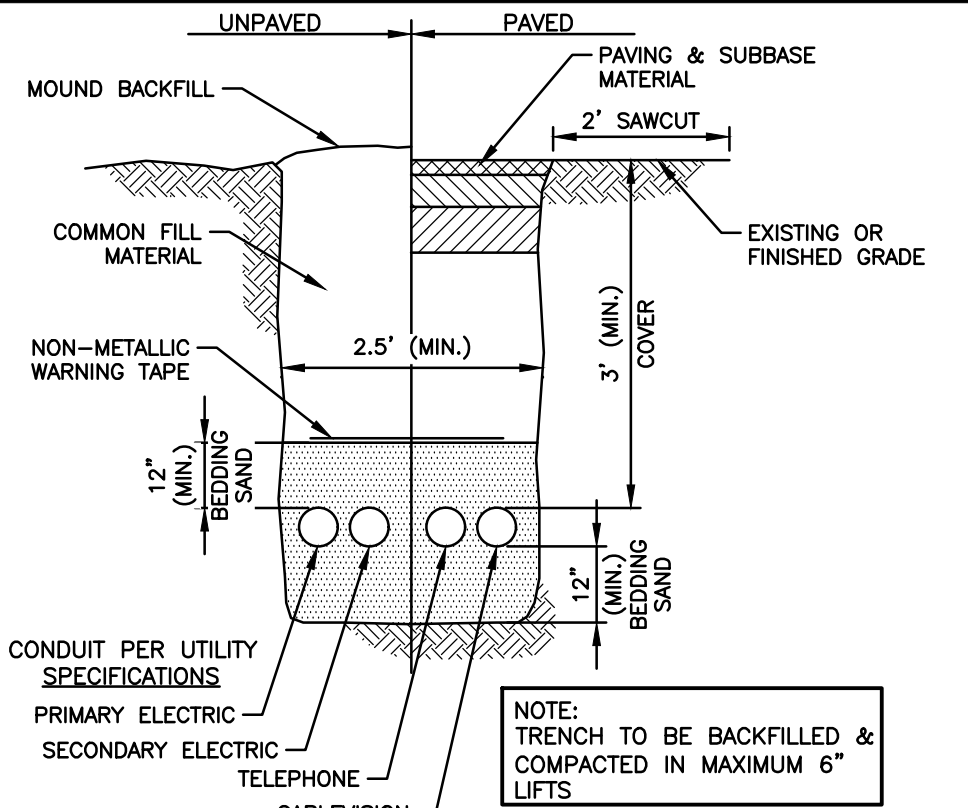


NOTES:

1. ALL MATERIAL AND INSTALLATION PROCEDURES WILL CONFORM TO D.P.W. TECHNICAL SPECIFICATIONS.
2. ALL PIPE SHOULD HAVE A MINIMUM DEPTHS OF 5' FROM TOP OF PIPE TO FINISH GRADE.
3. MIN 2'x2'x4' PRECAST CONCRETE THRUST BLOCK MAY BE USED WITH D.P.W. APPROVAL OR CONCRETE THRUST BLOCK POURED AGAINST UNDISTURBED EARTH - SIZE TO BE BASED ON SIZE OF FITTING AND PRESSURE IN WATERMAIN.

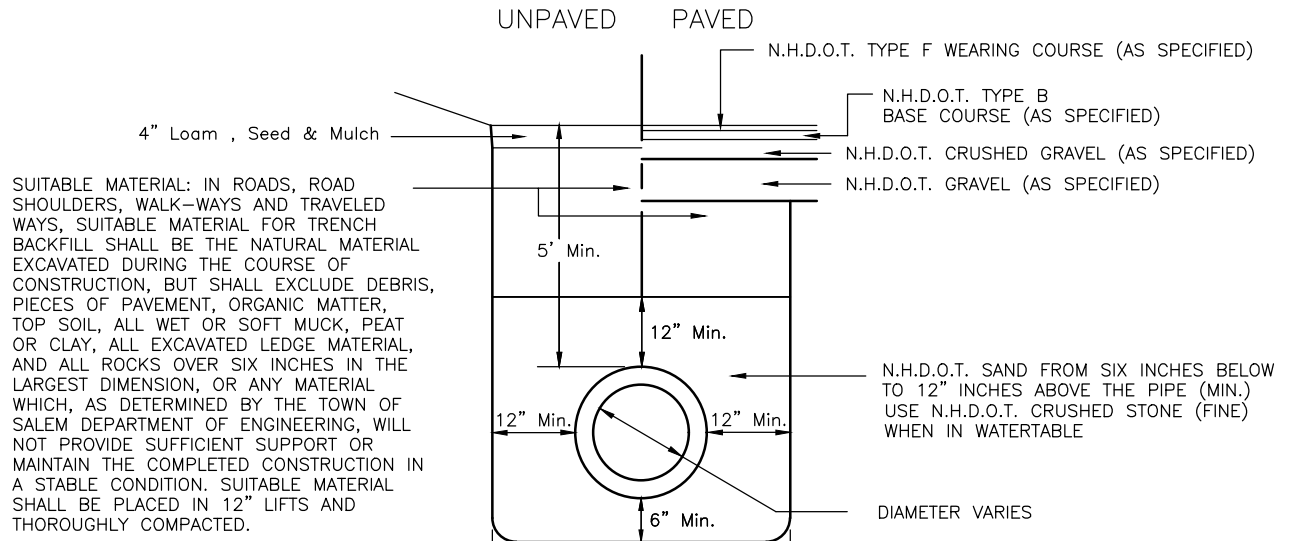
WET TAP TEE INSTALLATION

NOT TO SCALE



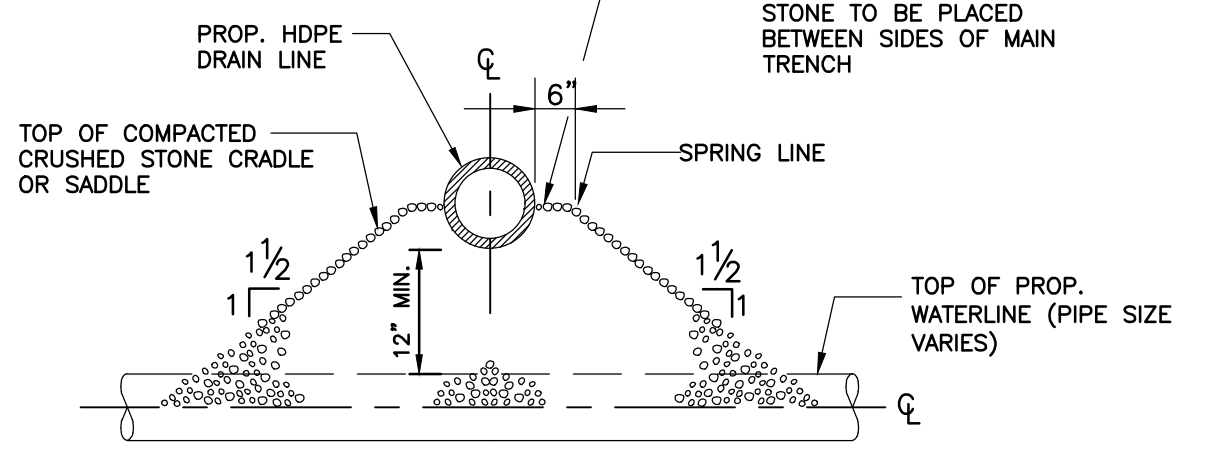
UTILITY TRENCH

NOT TO SCALE



TOWN OF SALEM TYPICAL WATER TRENCH (ON-SITE)

NOT TO SCALE



PIPE CROSSING DETAIL

NOT TO SCALE

| NO. | DESCRIPTION          | BY  | DATE    |
|-----|----------------------|-----|---------|
| 3   | RESPONSE TO COMMENTS | CMY | 5/30/25 |
| 2   | RESPONSE TO COMMENTS | CMY | 4/15/25 |
| 1   | RESPONSE TO COMMENTS | CMY | 8/16/23 |

DETAIL SHEET

SALEM PROPERTY MAP 96 - LOT 7775  
PROPERTY ADDRESS - 44 PELHAM ROAD

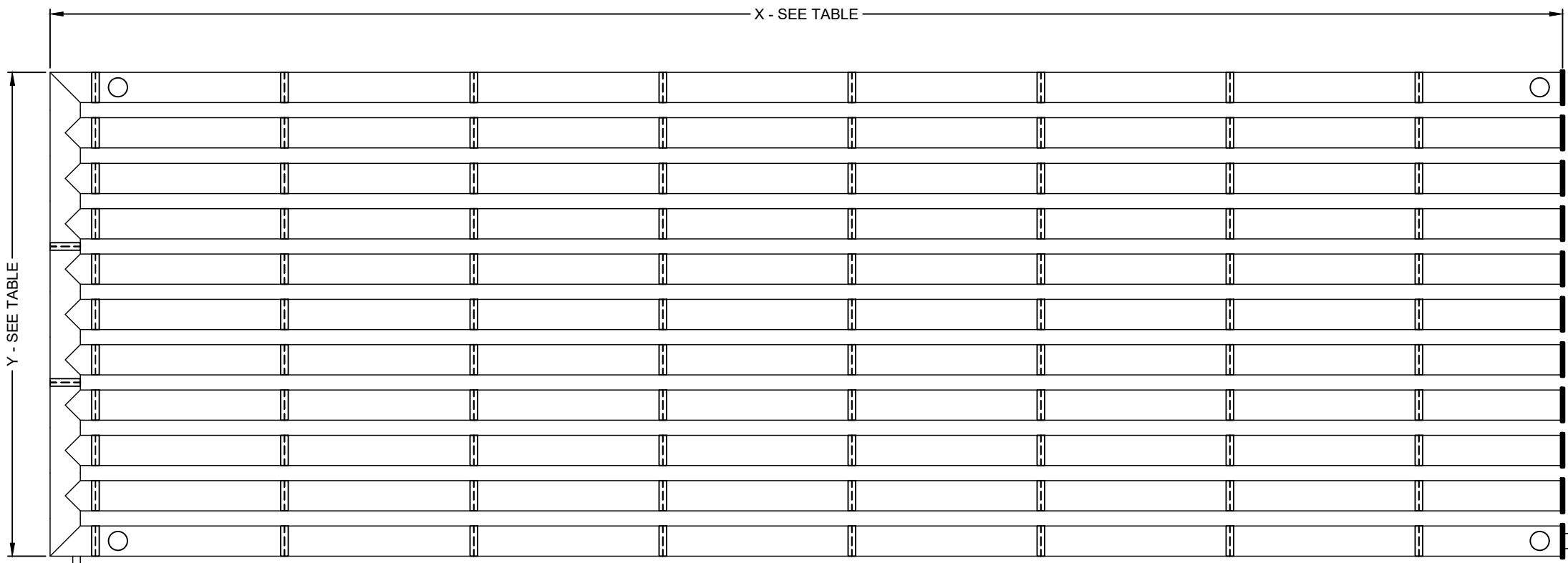
PREPARED FOR:  
**SURAJ REALTY**  
345 RIVER ROAD  
ANDOVER, MA 01810

**GPI**  
Engineering  
Design  
Planning  
Construction Management  
603.893.0720  
GPINET.COM

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

| SCALE:          | AS SHOWN                                                                    | DATE:                | APRIL 3, 2023 |
|-----------------|-----------------------------------------------------------------------------|----------------------|---------------|
| DESIGNED BY:    | NID                                                                         | DRAWN/CHECKED        | CCC/DRJ       |
| DWG. NAME       | 2200130_DET                                                                 | PROJECT No.          | NEX-2200130   |
| SHEET No.       | 22 OF 25                                                                    | SALEM PLANNING BOARD | APPROVAL      |
| OWNER OF RECORD | YOUNG LAND HOLDINGS, LLC.<br>36 PELHAM RD, SALEM, NH<br>BOOK 6069 PAGE 1819 | SALEM PLANNING BOARD | APPROVAL      |
| ZONE:           | RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)                               |                      |               |





| UNDERGROUND STORMWATER DETENTION SYSTEM TABLE |            |           |                          |                          |                     |                                    |
|-----------------------------------------------|------------|-----------|--------------------------|--------------------------|---------------------|------------------------------------|
| UG DETENTION SYSTEM                           | LENGTH (X) | WIDTH (Y) | SPACING (Y1) (O.C. TYP.) | PIPE SIZE (INCHES) SOLID | INV. PIPE ELEV. (A) | INV. PIPE ELEV./BOTTOM OF PIPE (B) |
| UG-DET #1                                     | 249.00'    | 46.00'    | 72.0"                    | 48"SOLID(WT)             | 199.35              | 196.35                             |
| UG-DET #2                                     | 200.00'    | 64.00'    | 72.0"                    | 48"SOLID(WT)             | 157.00              | 155.35                             |
| UG-DET #3                                     | 100.00'    | 70.00'    | 72.0"                    | 48"SOLID(WT)             | 150.00              | 148.35                             |

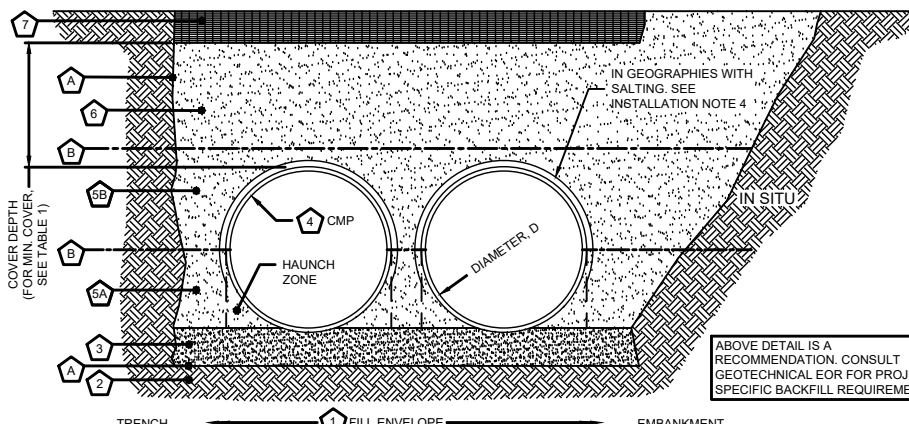
WT = WATERTIGHT JOINTS

#### DETENTION SYSTEM NOTES:

- 1) ALL SITE DRAINAGE PIPE SHALL BE CORRUGATED METAL PIPE, SOLID WALL, SMOOTH INTERIOR AS MANUFACTURED BY CONTECH ENGINEERED SOLUTIONS LLC.
- 2) CONTRACTOR SHOULD CONFIRM SYSTEM PARTS AND OBTAIN SHOP DRAWINGS FROM MANUFACTURER. SUBSTITUTIONS AND SHOP DRAWINGS SHOULD BE APPROVED BY THE ENGINEER.
- 3) PARTS SPECIFICATIONS SHOWN ARE AS PROVIDED BY CONTECH ENGINEERED SOLUTIONS LLC. ANY CHANGES TO THESE SPECIFICATIONS SHOULD BE APPROVED BY DESIGN ENGINEER FOR PERFORMANCE.
- 4) SYSTEM TO BE LAID LEVEL.

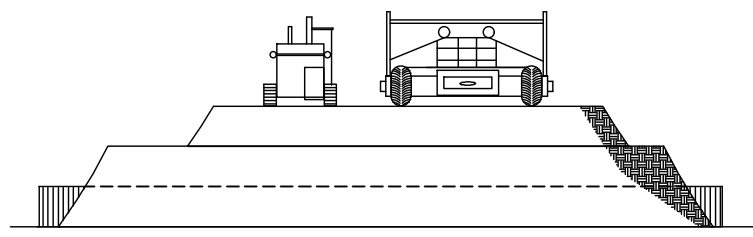
| TABLE 1:    |            |                |  |
|-------------|------------|----------------|--|
| DIAMETER, D | MIN. COVER | CORR. PROFILE  |  |
| 8"-10"      | 12"        | 1.125" x 1.14" |  |
| 12"-14"     | 12"        | 2.25" x 1.12"  |  |
| 16"-18"     | 12"        | 2.75" x 2.11"  |  |
| 20"-24"     | 12"        | 2.75" x 2.11"  |  |
| 30"         | 18"        | 2.75" x 2.11"  |  |

- STRUCTURAL BACKFILL MUST EXTEND TO LIMITS OF THE TABLE
- TOTAL HEIGHT OF COMPACTED COVER FOR CONVEYANCE OF VEHICLES SHALL BE MAINTAINED FROM TOP OF PIPE TO BOTTOM OF FLEXIBLE PAVEMENT OR TOP OF ROAD PAVEMENT
- ULTRALO ALSO AVAILABLE FOR SIZES 18" - 120" WITH S&W 7.125" CORRUGATION



- INSTALLATION NOTES
1. WHEN PLACING THE FIRST LIFT OF BACKFILL IT IS IMPORTANT TO MAKE SURE THAT THE BACKFILL IS PROPERLY COMPACTED UNDER AND AROUND THE PIPE HAUNCHES.
  2. OTHER ALTERNATE BACKFILL MATERIAL MAY BE ALLOWED DEPENDING ON SITE SPECIFIC CONDITIONS, AS APPROVED BY SITE ENGINEER.
  3. BACKFILL USING CONTROLLED LOW STRENGTH MATERIAL (CLSM "FLASH FILL" OR "FLUORABLE FILL") MAY BE USED WHEN THE SPACING BETWEEN THE PIPES WILL NOT ALLOW FOR PLACEMENT AND ADEQUATE COMPACTION OF THE BACKFILL. CONTACT CONTECH FOR FURTHER EVALUATION.
  4. IF SALTING AGENTS FOR SNOW AND ICE REMOVAL ARE USED ON OR NEAR THE PROJECT, A GEOMEMBRANE BARRIER IS RECOMMENDED OVER THE UPPER HALF OF THE PIPE. THE GEOMEMBRANE LINER IS INTENDED TO HELP PROTECT THE SYSTEM FROM THE POTENTIAL ADVERSE EFFECTS THAT MAY RESULT FROM A CHANGE IN THE SURROUNDING ENVIRONMENT OVER A PERIOD OF TIME. PLEASE REFER TO THE CORRUGATED METAL PIPE DETENTION DESIGN GUIDE FOR ADDITIONAL INFORMATION.

| TABLE 2: CMP DETENTION AND CMP DRAINAGE STANDARD BACKFILL SPECIFICATIONS |                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| MATERIAL LOCATION                                                        | MATERIAL SPECIFICATION                                                         | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| FILL DEVELOPE WIDTH                                                      | PER ENGINEER OF RECORD                                                         | MINIMUM TRENCH WIDTH MUST ALLOW ROOM FOR PROPER COMPACTION OF BACKFILL MATERIALS UNDER THE PIPE. THE SUGGESTED MINIMUM TRENCH WIDTHS ARE: PIPE 12" - 18" D = 12" PIPE 18" - 24" D = 12" PIPE 24" - 30" D = 12" PIPE 30" - 48" D = 12" PIPE 48" - 60" D = 12" PIPE 60" - 72" D = 12" PIPE 72" - 84" D = 12" PIPE 84" - 96" D = 12" PIPE 96" - 108" D = 12" PIPE 108" - 120" D = 12"                                                                                                                                                                                              |
| FOUNDATION                                                               | AASHTO 26.5.2 OR PER ENGINEER OF RECORD                                        | PRIOR TO PLACING THE BEDDING, THE FOUNDATION MUST BE CONSTRUCTED TO A UNIFORM AND STABLE GRADE. IN THE EVENT THAT UNSUITABLE FOUNDATION MATERIALS ARE ENCOUNTERED DURING EXCAVATION, THEY SHALL BE REMOVED AND FOUNDATION BROUGHT BACK TO GRADE WITH FILL MATERIAL APPROVED BY THE ENGINEER OF RECORD.                                                                                                                                                                                                                                                                          |
| BEDDING                                                                  | AASHTO M 40.1, 2, 3, 4, 4.07, 5, 6, 8, 9 (APPROVED) (EQUIVALENTS INCLUDE C.A.) | ENGINEER OF RECORD TO DETERMINE IF BEDDING IS REQUIRED. PIPE MAY BE PLACED ON THE TRENCH BOTTOM OF A RELATIVELY CLOSE, NATIVE SUITABLE WELL GRADED GRANULAR MATERIAL THAT IS SUFFICIENTLY SHAPED TO FIT THE BOTTOM OF THE PIPE. 2" MIN DEPTH. THE BEDDING MATERIAL MAY BE SUITABLE IF THE BEDDING MATERIAL IS USED TO AVOID OPENINGS WITH A MAXIMUM PARTICLE SIZE OF 3" (PER AASHTO 26.5.1 AND 12.4.13).                                                                                                                                                                        |
| CORRUGATED METAL PIPE                                                    |                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| CRITICAL BACKFILL                                                        | AASHTO M 146. A-1, A-2, A-3.1                                                  | HAUNCH ZONE MATERIAL SHALL BE HAND SHOVELED OR SHOVEL SLIDED INTO PLACE TO ALLOW FOR PROPER COMPACTION WITHOUT SOFT SPOTS. THAT THERE IS NO MORE THAN A THREE (3) INCH DIFFERENTIAL BETWEEN ANY OF THE PIPES AT ANY TIME DURING THE BACKFILL PROCESS. THE BACKFILL SHALL BE PLACED SUCH THAT THERE IS NO MORE THAN A THREE (3) INCH DIFFERENTIAL BETWEEN ANY OF THE PIPES AT ANY TIME DURING THE BACKFILL PROCESS. THE BACKFILL SHALL BE PLACED SUCH THAT THERE IS NO MORE THAN A THREE (3) INCH DIFFERENTIAL BETWEEN ANY OF THE PIPES AT ANY TIME DURING THE BACKFILL PROCESS. |
| BACKFILL                                                                 | AASHTO M 146. A-1, A-2, A-3.2                                                  | BACKFILL SHALL BE PLACED SUCH THAT THERE IS NO MORE THAN A THREE (3) INCH DIFFERENTIAL BETWEEN ANY OF THE PIPES AT ANY TIME DURING THE BACKFILL PROCESS. THE BACKFILL SHALL BE PLACED SUCH THAT THERE IS NO MORE THAN A THREE (3) INCH DIFFERENTIAL BETWEEN ANY OF THE PIPES AT ANY TIME DURING THE BACKFILL PROCESS.                                                                                                                                                                                                                                                           |
| COVER MATERIAL                                                           | UP TO MIN. COVER, SEE SA AND SB ABOVE ABOVE MIN. COVER, PER ENGINEER OF RECORD | COVER MATERIAL MAY INCLUDE NON-BITUMINOUS, GRANULAR ROAD BASE MATERIAL WITHIN MIN. COVER LIMITS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| RIGID OR FLEXIBLE PAVEMENT (IF APPLICABLE)                               | PER ENGINEER OF RECORD                                                         | FLEXIBLE PAVEMENT SHALL FOLLOW THE PROJECT PLANS AND SPECIFICATIONS PER THE ENGINEER OF RECORD.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| OPTIONAL SIDE GEOTEXTILE                                                 | NONE                                                                           | GEOTEXTILE LAYER IS RECOMMENDED ON SIDES OF EXCAVATION TO PREVENT SOIL MIGRATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| OPTIONAL GEOTEXTILE BETWEEN LAYERS                                       | NONE                                                                           | IF SOIL TYPES DIFFER AT ANY POINT ABOVE PIPE INVERT, A GEOTEXTILE LAYER IS RECOMMENDED TO BE PLACED BETWEEN THE LAYERS TO PREVENT SOIL MIGRATION.                                                                                                                                                                                                                                                                                                                                                                                                                               |



FOR TEMPORARY CONSTRUCTION VEHICLE LOADS, AN EXTRA AMOUNT OF COMPACTED COVER MAY BE REQUIRED OVER THE TOP OF THE PIPE. THE HEIGHT OF COVER SHALL MEET THE MINIMUM REQUIREMENTS SHOWN IN THE TABLE BELOW THE USE OF HEAVY CONSTRUCTION EQUIPMENT NECESSITATES GREATER PROTECTION FOR THE PIPE THAN FINISHED GRADE COVER MINIMUMS FOR NORMAL HIGHWAY TRAFFIC.

| PIPE SPAN INCHES  | 15-50 | 50-75 | 75-100 | 100-150 |
|-------------------|-------|-------|--------|---------|
| AXLE LOADS (KIPS) |       |       |        |         |
| 12-42             | 3.0   | 3.0   | 3.0    | 3.0     |
| 48-72             | 3.0   | 3.0   | 3.0    | 4.0     |
| 78-100            | 3.0   | 3.0   | 4.0    | 4.0     |
| 108-144           | 3.0   | 4.0   | 4.0    | 4.0     |

\*MINIMUM COVER MAY VARY, DEPENDING ON LOCAL CONDITIONS. THE CONTRACTOR MUST PROVIDE THE ADDITIONAL COVER REQUIRED TO AVOID DAMAGE TO THE PIPES. MINIMUM COVER IS MEASURED FROM THE TOP OF THE PIPE TO THE TOP OF THE MAINTAINED CONSTRUCTION ROADWAY SURFACE.

#### SPECIFICATION FOR CORRUGATED STEEL PIPE-ALUMINIZED TYPE 2 STEEL

- COATING
- THIS SPECIFICATION COVERS THE MANUFACTURE AND INSTALLATION OF THE CORRUGATED STEEL PIPE (CSP) DETAILED IN THE PROJECT PLANS.
- MATERIALS
- THE ALUMINIZED TYPE 2 STEEL COILS SHALL CONFORM TO THE AISC REQUIREMENTS OF AASHTO M 283 OR ASTM A583.
- PIPE
- THE CSP SHALL BE MANUFACTURED IN ACCORDANCE WITH THE PIPE SIZES, SIZES AND CORRUGATIONS SHALL BE AS SHOWN ON THE PROJECT PLANS.
- ALL FABRICATION OF THE PRODUCT SHALL OCCUR WITHIN THE UNITED STATES.
- HANDLING AND ASSEMBLY
- SHALL BE IN ACCORDANCE WITH RECOMMENDATIONS OF THE NATIONAL CORRUGATED STEEL PIPE ASSOCIATION (NCSPA).
- INSTALLATION
- SHALL BE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SECTION 26, DIVISION 3 OR AASHTO AND IN CONFORMANCE WITH THE PROJECT PLANS AND SPECIFICATIONS. IF THERE ARE ANY INCONSISTENCIES OR CONFLICTS THE CONTRACTOR SHOULD DISCUSS AND RESOLVE WITH THE SITE ENGINEER.
- IT IS AWARE THE RESPONSIBILITY OF THE CONTRACTOR TO FOLLOW OSHA GUIDELINES FOR SAFE PRACTICES.
- ANTI-FLOTATION PROVISIONS DUE TO HIGH GROUNDWATER OR OTHER FLOTATION CONCERN ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.

#### MATERIAL SPECIFICATION

NOT TO SCALE

#### TYPICAL UNDERGROUND DETENTION SYSTEM LAYOUT

NOT TO SCALE

#### JELLYFISH DESIGN NOTES

JELLYFISH TREATMENT CAPACITY IS A FUNCTION OF THE CARTRIDGE LENGTH AND THE NUMBER OF CARTRIDGES. THE STANDARD PEAK DIVERSION STYLE WITH PRECAST TOP SLAB IS SHOWN. ALTERNATE OFFLINE VAULT AND/OR SHALLOW ORIENTATIONS ARE AVAILABLE. PEAK CONVEYANCE CAPACITY TO BE DETERMINED BY ENGINEER OF RECORD.

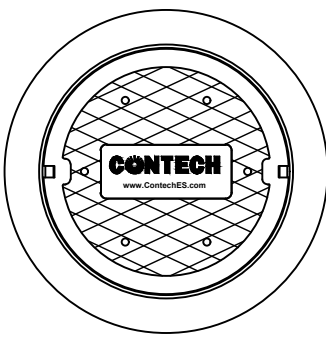
| CARTRIDGE SELECTION                           |               |               |               |               |
|-----------------------------------------------|---------------|---------------|---------------|---------------|
| CARTRIDGE LENGTH                              | 54"           | 40"           | 27"           | 15"           |
| OUTLET INVERT TO STRUCTURE INVERT (A)         | 6'-6"         | 5'-4"         | 4'-3"         | 3'-3"         |
| FLOW RATE HI-FLO / DRAINDOWN (CFS) (PER CART) | 0.178 / 0.089 | 0.133 / 0.067 | 0.089 / 0.045 | 0.049 / 0.025 |
| MAX. TREATMENT (CFS)                          | 1.96          | 1.47          | 0.98          | 0.54          |
| DECK TO INSIDE TOP (MIN) (B)                  | 5.00          | 4.00          | 4.00          | 4.00          |

#### GENERAL NOTES

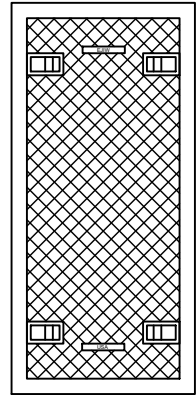
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR SITE SPECIFIC DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS REPRESENTATIVE. [www.conteches.com](http://www.conteches.com)
3. JELLYFISH WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
4. STRUCTURE SHALL MEET AASHTO HS-20 OR PER APPROVING JURISDICTION REQUIREMENTS, WHICHEVER IS MORE STRINGENT, ASSUMING EARTH COVER OF 0' - 10' AND GROUNDWATER ELEVATION AT OR BELOW THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 LOAD RATING AND BE CAST WITH THE CONTECH LOGO.
5. STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-857, ASTM C-918, AND AASHTO LOAD FACTOR DESIGN METHOD.
6. OUTLET PIPE INVERT IS EQUAL TO THE CARTRIDGE DECK ELEVATION.
7. THE OUTLET PIPE DIAMETER FOR NEW INSTALLATIONS IS RECOMMENDED TO BE ONE PIPE SIZE LARGER THAN THE INLET PIPE AT EQUAL OR GREATER SLOPE.
8. NO PRODUCT SUBSTITUTIONS SHALL BE ACCEPTED UNLESS SUBMITTED 10 DAYS PRIOR TO PROJECT BID DATE, OR AS DIRECTED BY THE ENGINEER OF RECORD.

#### INSTALLATION NOTES

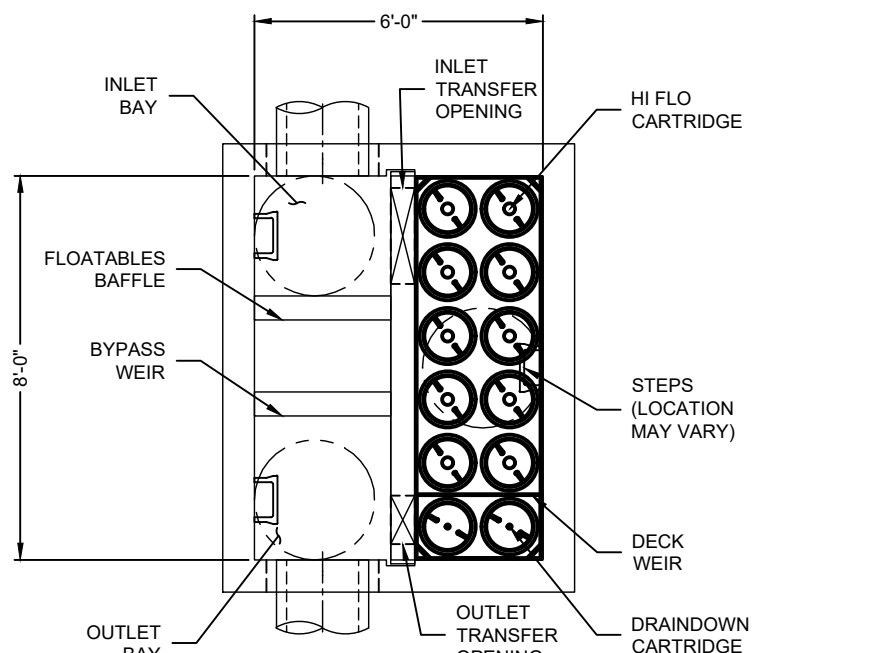
- A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
- B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STRUCTURE.
- C. CONTRACTOR WILL INSTALL AND LEVEL THE STRUCTURE, SEALING THE JOINTS, LINE ENTRY AND EXIT POINTS (NON-SHRINK GROUT WITH APPROVED WATERTIGHT OR FLEXIBLE BOOT).
- D. CARTRIDGE INSTALLATION, BY CONTECH, SHALL OCCUR ONLY AFTER SITE HAS BEEN STABILIZED AND THE JELLYFISH UNIT IS CLEAN AND FREE OF DEBRIS. CONTACT CONTECH TO COORDINATE CARTRIDGE INSTALLATION WITH SITE STABILIZATION.



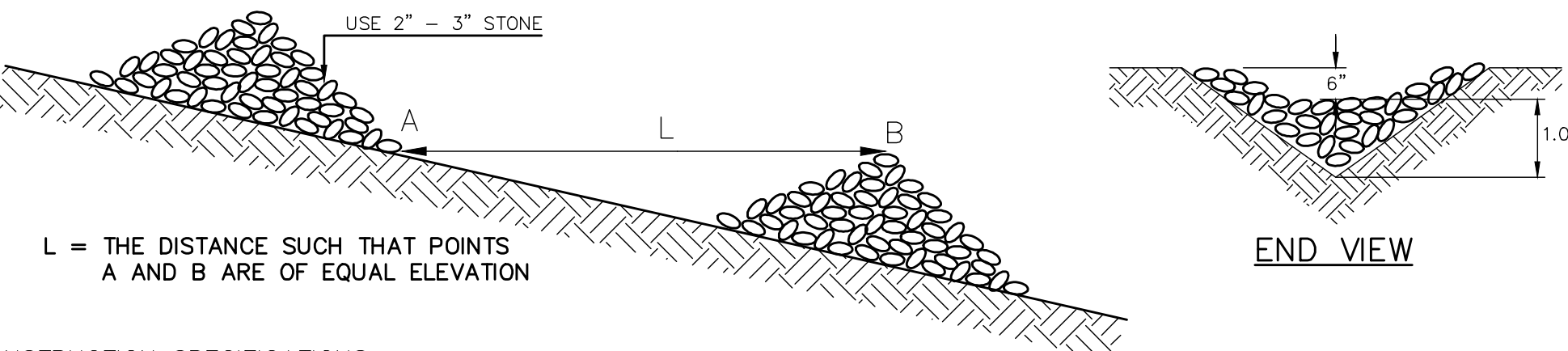
FRAME AND COVER (DIAMETER VARIES) N.T.S.



24" TRENCH COVER (LENGTH VARIES) N.T.S.



PLAN VIEW (TOP SLAB NOT SHOWN FOR CLARITY)



L = THE DISTANCE SUCH THAT POINTS A AND B ARE OF EQUAL ELEVATION

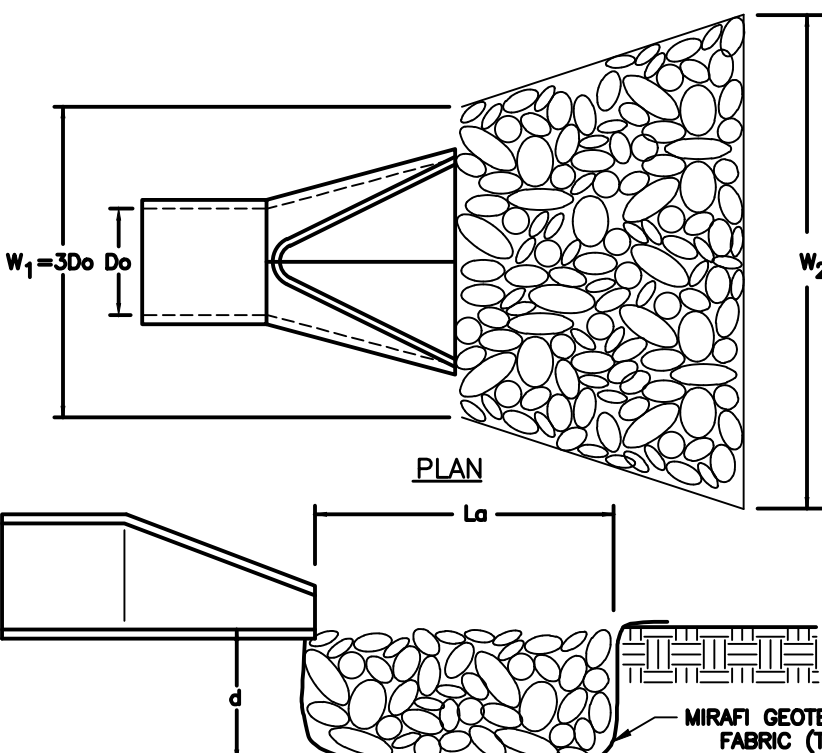
#### CONSTRUCTION SPECIFICATIONS

1. STRUCTURES SHALL BE INSTALLED ACCORDING TO THE DIMENSIONS SHOWN ON THE PLANS AT THE APPROPRIATE SPACING.
2. CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN SUCH A MANNER SO THAT EROSION AND AIR AND WATER POLLUTION WILL BE MINIMIZED.
3. WHEN HAY BALES ARE USED, THE BALES SHALL BE EMBEDDED AT LEAST 4 INCHES INTO THE SOIL. WHEN TIMBER STRUCTURES ARE USED, THE TIMBER SHALL EXTEND AT LEAST 18 INCHES INTO THE SOIL.
4. HAY OR STRAW BALES SHALL BE ANCHORED INTO THE SOIL USING 2" x 2" STAKES DRIVEN THROUGH THE BALES AND AT LEAST 18 INCHES INTO THE SOIL.
5. SEEDING, FERTILIZING, AND MULCHING SHALL CONFORM TO THE RECOMMENDATIONS N THE APPROPRIATE VEGETATIVE BMP.
6. STRUCTURES SHALL BE REMOVED FROM THE CHANNEL WHEN THEIR USEFUL LIFE HAS BEEN COMPLETED.

#### MAINTENANCE

1. TEMPORARY GRADE STABILIZATION STRUCTURES SHOULD BE CHECKED AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED STORMS.
2. ANY NECESSARY REPAIRS SHOULD BE MADE IMMEDIATELY. PARTICULAR ATTENTION SHOULD BE GIVEN TO END RUN EROSION AT THE DOWNSTREAM TOE OF THE STRUCTURE.
3. WHEN THE STRUCTURES ARE REMOVED, THE DISTURBED PORTION SHOULD BE BROUGHT TO THE EXISTING CHANNEL GRADE AND THE AREAS PREPARED, SEEDED, AND MULCHED. WHILE THIS PRACTICE IS NOT INTENDED TO BE USED PRIMARILY FOR SEDIMENT TRAPPING, SOME SEDIMENT WILL ACCUMULATE BEHIND THE STRUCTURES. SEDIMENT SHALL BE REMOVED FROM BEHIND THE STRUCTURES WHEN IT HAS ACCUMULATED TO ONE HALF OF THE ORIGINAL HEIGHT OF THE STRUCTURE.

#### STONE CHECK DAM NOT TO SCALE



|       | OUTLET | Do  | La | W1  | W2 | d50 | d |
|-------|--------|-----|----|-----|----|-----|---|
| FES-1 | 12"    | 9"  | 3' | 12" | 2" | 6"  |   |
| FES-2 | 12"    | 7"  | 3' | 10" | 2" | 6"  |   |
| FES-3 | 12"    | 12" | 3' | 15" | 3" | 8"  |   |
| FES-4 | 12"    | 8"  | 3' | 11" | 2" | 6"  |   |

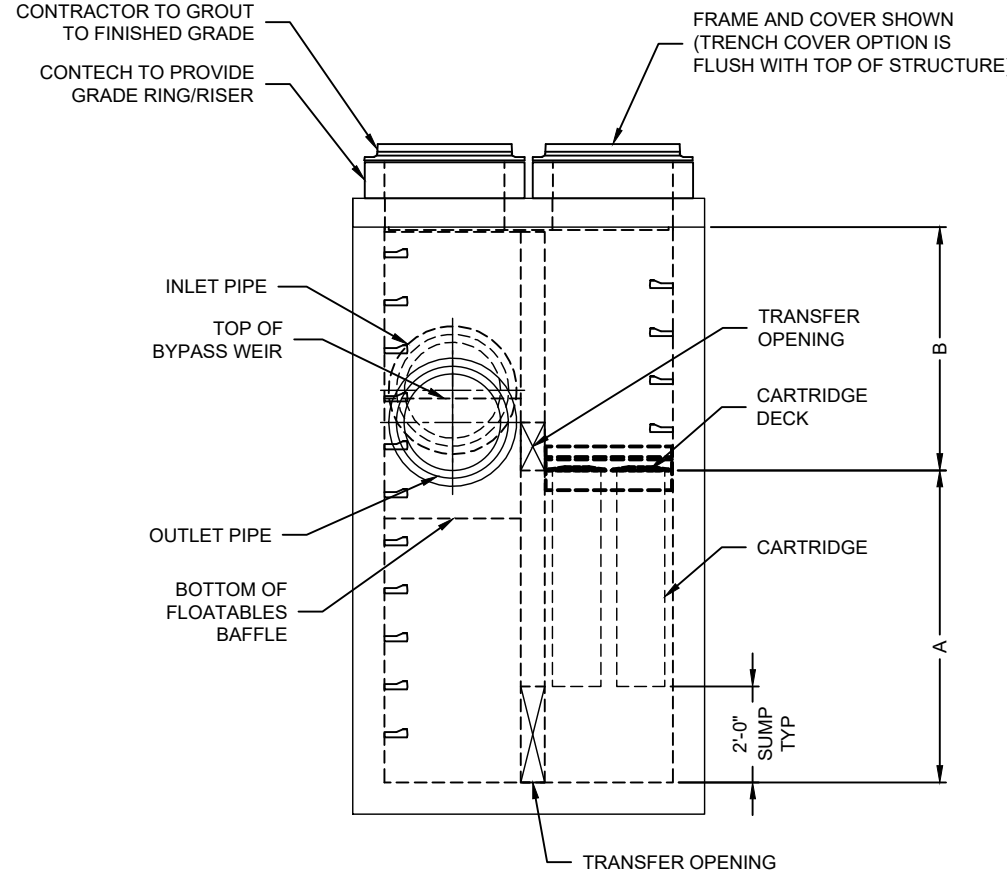
#### ROCK RIP-RAP GRADATION

| % OF WEIGHT SMALLER THAN THE GIVEN SIZE | SIZE OF STONE IN INCHES |
|-----------------------------------------|-------------------------|
| 100                                     | — TO 5.1                |
| 85                                      | 3.3 TO 4.6              |
| 50                                      | 2.6 TO 3.8              |
| 15                                      | 0.8 TO 1.3              |

1. THE SUBGRADE FOR THE RIP-RAP SHALL BE PREPARED TO THE LINES AND GRADES SHOWN ON THE PLANS.
2. THE RIP-RAP SHALL BE PLACED IN ACCORDANCE WITH THE PROJECT PLANS AND SPECIFICATIONS. IF THERE ARE ANY INCONSISTENCIES OR CONFLICTS THE CONTRACTOR SHOULD DISCUSS AND RESOLVE WITH THE SITE ENGINEER.
3. THE RIP-RAP SHALL BE PLACED IN ACCORDANCE WITH THE PROJECT PLANS AND SPECIFICATIONS. IF THERE ARE ANY INCONSISTENCIES OR CONFLICTS THE CONTRACTOR SHOULD DISCUSS AND RESOLVE WITH THE SITE ENGINEER.
4. STONE FOR THE RIP-RAP MAY BE PLACED BY EQUIPMENT AND SHALL BE CONSTRUCTED TO THE FULL LAYER THICKNESS IN ONE OPERATION AND IN SUCH A MANNER AS TO PREVENT SEGREGATION OF THE STONE SIZES.
5. THE MEDIAN STONE DIAMETER FOR THE RIP-RAP SHALL BE 4.75. FIFTY PERCENT BY WEIGHT OF THE RIP-RAP MIXTURE SHALL BE SMALLER THAN THE MEDIAN STONE SIZE. THE LARGEST STONE SIZE IN THE MIXTURE SHALL BE 1.5 x d50.

#### OUTLET PROTECTION-FLAT DETAIL

NOT TO SCALE



ELEVATION VIEW

#### JELLYFISH JFPD0806 DETAIL NOT TO SCALE

| NO. | DESCRIPTION          | BY  | DATE     |
|-----|----------------------|-----|----------|
| 5   | RESPONSE TO COMMENTS | CMY | 4/15/25  |
| 4   | ADDRESS AOT COMMENTS | CMY | 11/29/23 |
| 3   | ADDRESS AOT COMMENTS | CMY | 10/23/23 |
| 2   | ADDRESS AOT COMMENTS | CMY | 10/3/23  |
| 1   | RESPONSE TO COMMENTS | CMY | 8/16/23  |

#### DETAIL SHEET

SALEM PROPERTY MAP 96 - LOT 7775  
PROPERTY ADDRESS - 44 PELHAM ROAD

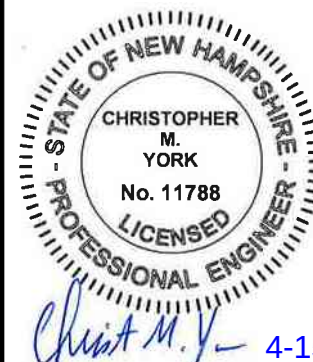
PREPARED FOR:  
SURAJ REALTY  
345 RIVER ROAD  
ANDOVER, MA 01810

GPI  
603.893.0720  
GPINET.COM

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

SCALE: AS SHOWN

DATE: APRIL 3, 2023



OWNER OF RECORD  
YOUNG LAND HOLDINGS, LLC.  
36 PELHAM RD, SALEM, NH  
BOOK 6069 PAGE 1819

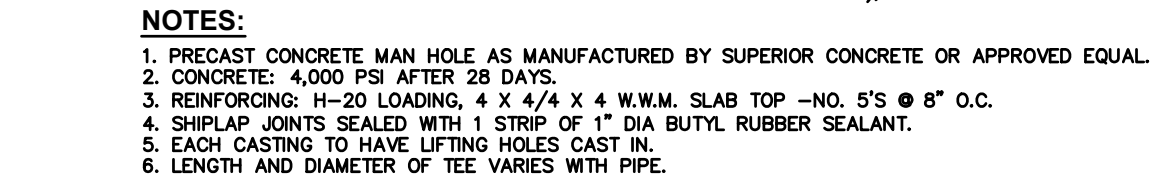
SALEM PLANNING BOARD  
APPROVAL

ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)

| DESIGNED BY: | DRAWN/CHECKED | DWG. NAME   | PROJECT No. | SHEET No. |
|--------------|---------------|-------------|-------------|-----------|
| NID          | CCC/DRJ       | 2200130_DET | NEX-2200130 | 23 OF 25  |



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NOT TO SCALE



1. SC-70 CHAMBERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F4314 "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" OR ASTM F4322 "STANDARD SPECIFICATION FOR POLYETHYLENE (PE) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. THE CHAMBERS SHALL BE MANUFACTURED FROM A HIGH DENSITY POLYMER (HDPE) OR THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE CHAMBERS SHALL BE FILL MATERIALS: TABLE ABOVE PROVIDES MATERIAL LOCATIONS, DESCRIPTIONS, GRADATIONS, AND COMPACTION REQUIREMENTS FOR FOUNDATION, EMBANKMENT, AND FILL MATERIALS.
4. THE "SITE DESIGN ENGINEER" REFERS TO THE ENGINEER RESPONSIBLE FOR THE DESIGN AND LAYOUT OF THE STORMCHIEF CHAMBERS FOR THIS PROJECT.
5. THE "FOUNDATION ENGINEER" IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STATE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
6. THE CHAMBERS MUST BE INSTALLED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
7. ONCE LAYER C IS PLACED, ANY SOL/MATERIAL CAN BE PLACED IN LAYER D UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL IN LAYER D. THE CHAMBERS SHALL BE INSTALLED AT THE SITE DESIGN ENGINEER'S DISCRETION.
8. SYSTEM TO BE INSTALLED LEVEL.

NOT TO SCALE



(OR APPROVED EQUAL  
NOT TO SCALE

| PARTS LIST |     |           |           |                                        |
|------------|-----|-----------|-----------|----------------------------------------|
| ITEM       | QTY | SIZE (in) | SIZE (mm) | DESCRIPTION                            |
| 1          | 1   | 48        | 1200      | I.D. PRECAST MANHOLE                   |
| 2          | 1   |           |           | INTERNAL COMPONENTS<br>(PRE-INSTALLED) |
| 3          | 1   | 30        | 750       | FRAME AND GRATE                        |
| 4          | 1   | 24 (MAX)  | 600 (MAX) | OUTLET PIPE (BY OTHERS)                |
| 5          | 1   | 24 (MAX)  | 600 (MAX) | INLET PIPE (BY OTHERS)                 |

(OR APPROVED EQUAL  
NOT TO SCALE

|     |                      |     |          |
|-----|----------------------|-----|----------|
|     |                      |     |          |
|     |                      |     |          |
| 4   | RESPONSE TO COMMENTS | CMY | 4/15/25  |
| 3   | ADDRESS AOT COMMENTS | CMY | 10/23/23 |
| 2   | ADDRESS AOT COMMENTS | CMY | 10/3/23  |
| 1   | RESPONSE TO COMMENTS | CMY | 8/16/23  |
| NO. | DESCRIPTION          | BY  | DATE     |
|     | REVISIONS            |     |          |

**SALEM PROPERTY MAP 96 - LOT 7775**  
**PROPERTY ADDRESS - 44 PELHAM ROAD**

**GPI** | Engineering  
Design  
Planning  
Construction Management

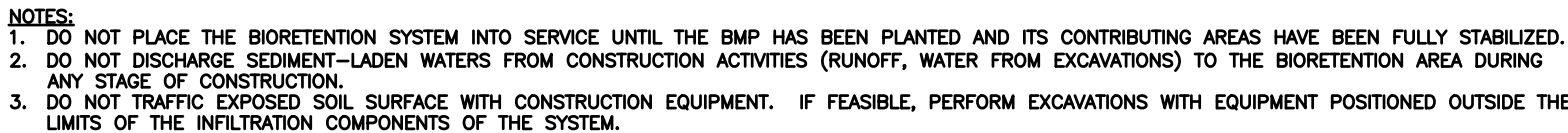
DATE: APRIL 3, 2023



CHRISTOPHER  
M.

Christ M. V. - 4-19

|              |               |             |             |           |
|--------------|---------------|-------------|-------------|-----------|
| DESIGNED BY: | DRAWN/CHECKED | DWG. NAME   | PROJECT No. | SHEET No. |
| NID          | CCC/DRJ       | 2200130_DET | NEX-2200130 | 24 OF 25  |



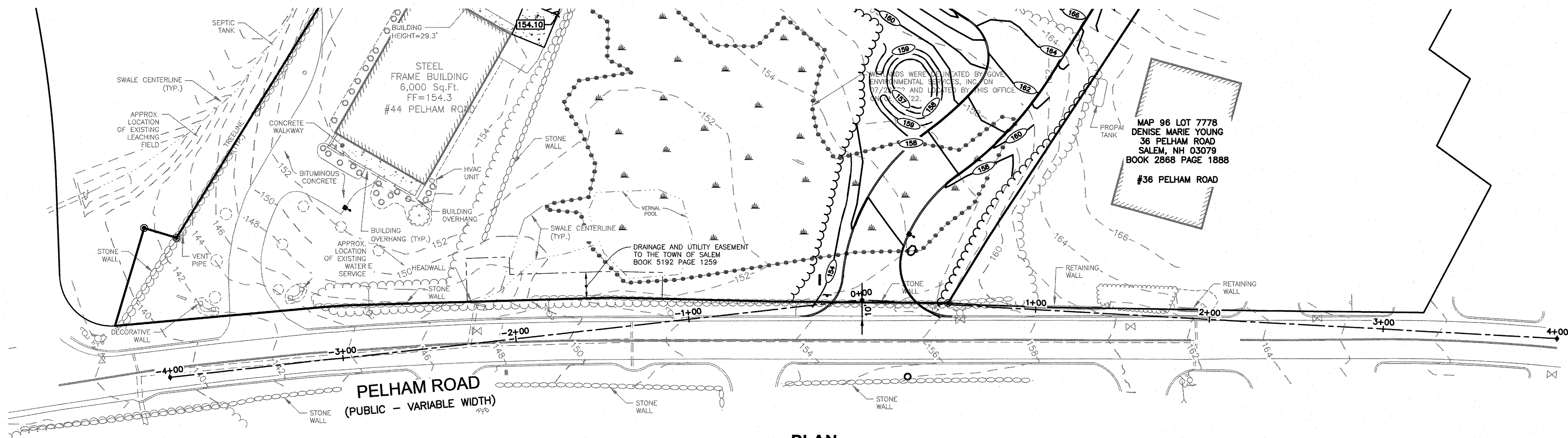
- NOTES:**
1. DO NOT PLACE THE BIORETENTION SYSTEM INTO SERVICE UNTIL THE BMP HAS BEEN PLANTED AND ITS CONTRIBUTING AREAS HAVE BEEN FULLY STABILIZED.
  2. DO NOT DISCHARGE SEDIMENT-LADEN WATERS FROM CONSTRUCTION ACTIVITIES (RUNOFF, WATER FROM EXCAVATIONS) TO THE BIORETENTION AREA DURING ANY STAGE OF CONSTRUCTION.
  3. DO NOT TRAFFIC EXPOSED SOIL SURFACE WITH CONSTRUCTION EQUIPMENT. IF FEASIBLE, PERFORM EXCAVATIONS WITH EQUIPMENT POSITIONED OUTSIDE THE LIMITS OF THE INFILTRATION COMPONENTS OF THE SYSTEM.

NOT TO SCALE

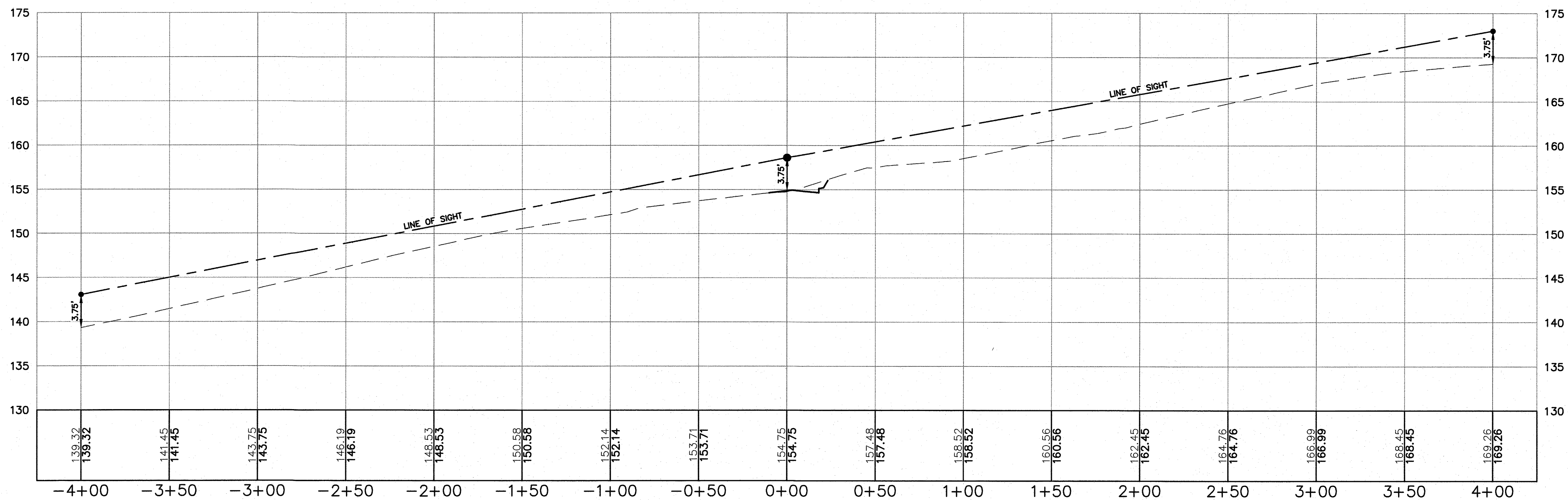
| Component Material                                                         | Percent of Mixture by Volume | Gradation of Material |                                          |
|----------------------------------------------------------------------------|------------------------------|-----------------------|------------------------------------------|
|                                                                            |                              | Sieve No.             | Percent by Weight Passing Standard Sieve |
| <i>Filter Media Option A</i>                                               |                              |                       |                                          |
| ASTM C-33 concrete sand                                                    | 50 to 55                     |                       |                                          |
| Loamy sand topsoil, with fines as indicated                                | 20 to 30                     | 200                   | 15 to 25                                 |
| Moderately fine shredded bark or wood fiber mulch, with fines as indicated | 20 to 30                     | 200                   | < 5                                      |
| <i>Filter Media Option B</i>                                               |                              |                       |                                          |
| Moderately fine shredded bark or wood fiber mulch, with fines as indicated | 20 to 30                     | 200                   | < 5                                      |
|                                                                            | 70 to 80                     | 10                    | 85 to 100                                |
|                                                                            |                              | 20                    | 70 to 100                                |
| Loamy coarse sand                                                          |                              | 60                    | 15 to 40                                 |
|                                                                            |                              | 200                   | 8 to 15                                  |



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PLAN  
SCALE: 1"=40'



PROFILE  
SCALE: 1"=40'H/4'V

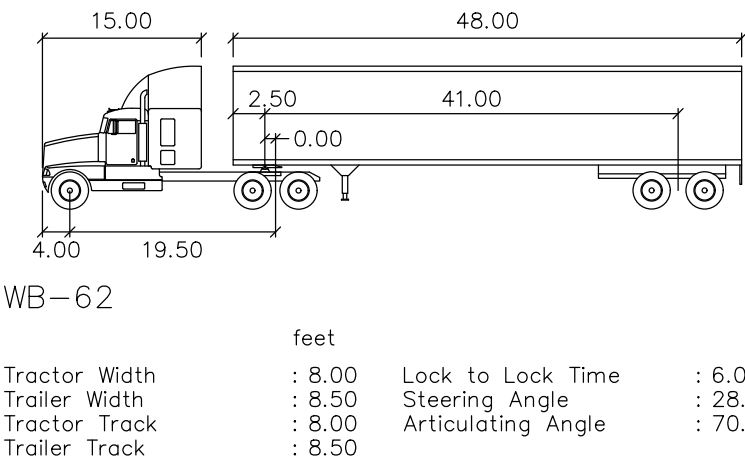
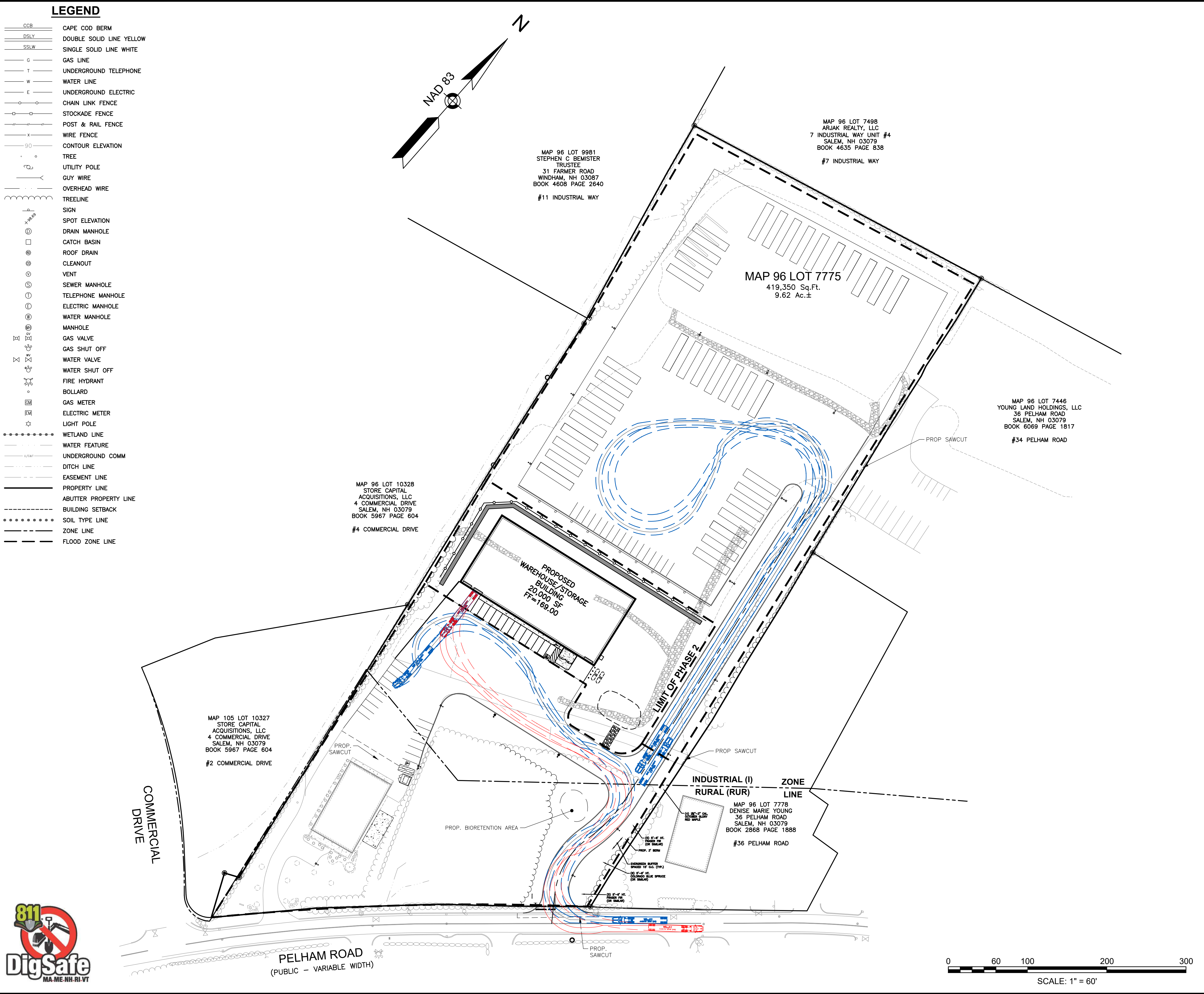


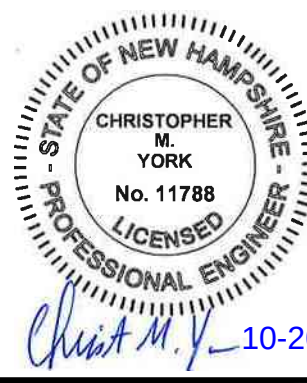
SCALE: 1" = 40' (H)  
1" = 8' (V)

|                                                                                                |               |                                                              |                                                                           |           |
|------------------------------------------------------------------------------------------------|---------------|--------------------------------------------------------------|---------------------------------------------------------------------------|-----------|
| 1                                                                                              |               | RESPONSE TO COMMENTS                                         | CMY                                                                       | 8/16/23   |
| NO.                                                                                            |               | DESCRIPTION                                                  | BY                                                                        | DATE      |
| REVISIONS                                                                                      |               |                                                              |                                                                           |           |
| SIGHT DISTANCE PLAN & PROFILE                                                                  |               |                                                              |                                                                           |           |
| SALEM PROPERTY MAP 96 - LOT 7775<br>PROPERTY ADDRESS - 44 PELHAM ROAD                          |               |                                                              |                                                                           |           |
| PREPARED FOR:<br>SURAJ REALTY<br>345 RIVER ROAD<br>ANDOVER, MA 01810                           |               |                                                              |                                                                           |           |
| GPI                                                                                            |               | Engineering<br>Design<br>Planning<br>Construction Management | Greenman-Pedersen, Inc.<br>44 Stiles Road<br>Suite One<br>Salem, NH 03079 |           |
| 603.893.0720                                                                                   |               | GPINET.COM                                                   |                                                                           |           |
| SCALE: 1" = 40'                                                                                |               |                                                              |                                                                           |           |
| DATE: APRIL 3, 2023                                                                            |               |                                                              |                                                                           |           |
| OWNER OF RECORD<br>YOUNG LAND HOLDINGS, LLC.<br>36 PELHAM RD, SALEM, NH<br>BOOK 6069 PAGE 1819 |               | SALEM PLANNING BOARD<br>APPROVAL                             |                                                                           |           |
| ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)                                            |               |                                                              |                                                                           |           |
| DESIGNED BY:                                                                                   | DRAWN/CHECKED | DWG. NAME                                                    | PROJECT No.                                                               | SHEET No. |
| NID                                                                                            | CCC/DRJ       | 2200130_SP-PH1                                               | NEX-2200130                                                               | 25 OF 25  |



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|                                                                                                   |                                                                                                |                                                                           |                                  |
|---------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|----------------------------------|
|                                                                                                   |                                                                                                |                                                                           |                                  |
|                                                                                                   |                                                                                                |                                                                           |                                  |
|                                                                                                   |                                                                                                |                                                                           |                                  |
|                                                                                                   |                                                                                                |                                                                           |                                  |
|                                                                                                   |                                                                                                |                                                                           |                                  |
|                                                                                                   |                                                                                                |                                                                           |                                  |
|                                                                                                   |                                                                                                |                                                                           |                                  |
| 2                                                                                                 | MISC REVS.                                                                                     | CMY                                                                       | 10/20/25                         |
| 1                                                                                                 | RESPONSE TO COMMENTS                                                                           | CMY                                                                       | 8/16/23                          |
| NO.                                                                                               | DESCRIPTION                                                                                    | BY                                                                        | DATE                             |
| REVISIONS                                                                                         |                                                                                                |                                                                           |                                  |
| TRUCK TURN PLAN                                                                                   |                                                                                                |                                                                           |                                  |
| SALEM PROPERTY MAP 96 - LOT 7775<br>PROPERTY ADDRESS - 44 PELHAM ROAD                             |                                                                                                |                                                                           |                                  |
| PREPARED FOR:<br>SURAJ REALTY<br>345 RIVER ROAD<br>ANDOVER, MA 01810                              |                                                                                                |                                                                           |                                  |
|              |                                                                                                | Greenman-Pedersen, Inc.<br>44 Stiles Road<br>Suite One<br>Salem, NH 03079 |                                  |
| 603.893.0720                                                                                      |                                                                                                | GPI.NET.COM                                                               |                                  |
| SCALE: 1" = 60'                                                                                   |                                                                                                | DATE: APRIL 3, 2023                                                       |                                  |
| <br>10-20-25 | OWNER OF RECORD<br>YOUNG LAND HOLDINGS, LLC.<br>36 PELHAM RD, SALEM, NH<br>BOOK 6069 PAGE 1819 |                                                                           | SALEM PLANNING BOARD<br>APPROVAL |
|                                                                                                   | ZONE: RURAL DISTRICT (RUR), INDUSTRIAL DISTRICT (I)                                            |                                                                           |                                  |
| DESIGNED BY:                                                                                      | DRAWN/CHECKED                                                                                  | DWG. NAME                                                                 | PROJECT No.                      |
| NID                                                                                               | CCC/DRJ                                                                                        | 2200130_SP-PH2                                                            | NEX-2200130                      |
|                                                                                                   |                                                                                                | SHEET No.                                                                 | 1 OF 1                           |



# VSCO<sub>2</sub> & N<sub>2</sub>O

## VERTICAL BULK STORAGE SYSTEMS

Our VSCO<sub>2</sub> & N<sub>2</sub>O Series of Bulk Carbon Dioxide and Nitrous Oxide Storage Tanks are engineered for the efficient storage supply of carbon dioxide and nitrous oxide. For maximum lifetime thermal efficiency, the VSCO<sub>2</sub> and N<sub>2</sub>O systems are manufactured with an all-welded outer container to contain our proprietary Composite Super Insulation™ system and superior vacuum technology.

### VACUUM-JACKETED COMPOSITE vs. FOAM INSULATION

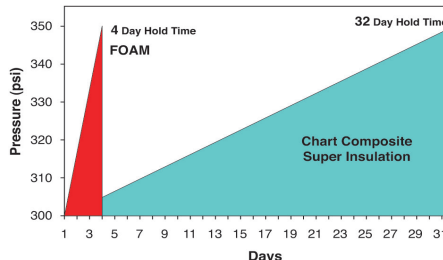
- An ultra-low heat leak – eliminating the need for a costly refrigeration system in most applications.
- No costly down time to refurbish water-soaked or deteriorated foam insulation.
- Lowest lifecycle costs for bulk CO<sub>2</sub> & N<sub>2</sub>O storage
- Hold time is 8 times longer than new foam designs

### PRODUCT HIGHLIGHTS

- Stainless steel inner vessel and piping eliminates dry ice safety concerns & complies with food grade standards
- Inner vessel designed and built to ASME Section VIII, Div. 1 pressure vessel code
- Oxygen cleaned inner vessel and piping per CGA S4.1
- Internal top head cleaning baffle for internal cleaning with external system eliminates need for manway
- CGA fill and return fittings with drain valves standard on all models
- Analog & digital (telemetry ready) liquid level gauges available with flexible stainless steel connecting lines
- Pressure builder and vaporizer systems available – see applications brochure P/N 2111520 for details
- Backed by a five-year vacuum warranty
- Optional internal vapor condensing coil available – see applications brochure P/N 2111520 for details
- Optional refrigeration system for condensing coil available
- Long-life urethane paint system



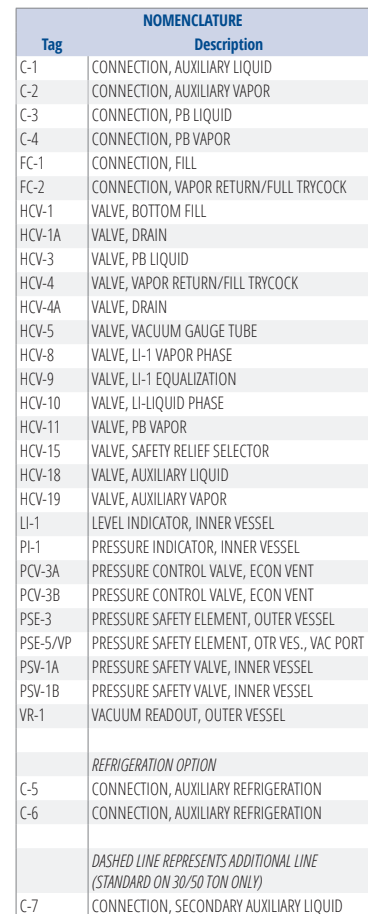
Thermal Performance - VSCO<sub>2</sub>  
Vacuum Jacketed vs. Foam CO<sub>2</sub> Tanks







\*MAWP - Maximum Allowable Working Pressure. \*\*Weights are for ASME design. (NER) = Nominal Evaporation Rate



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