

TECHNICAL MEMORANDUM

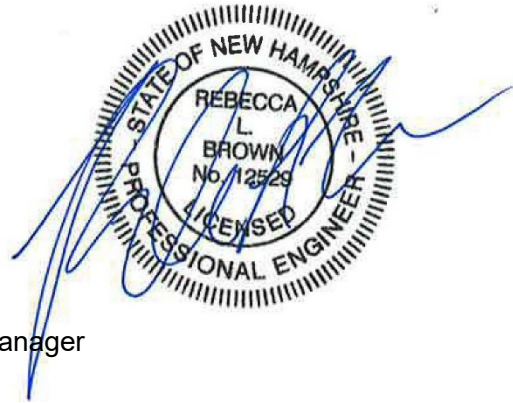
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3 Pleasant Street, Suite 400
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FROM: Ms. Rebecca L. Brown, P.E., Senior Project Manager
Ms. Cecilia Donaldson, EIT, Designer

RE: Trip Generation Supplemental
134 Pleasant Street – Portsmouth, New Hampshire



Introduction

Greenman-Pedersen, Inc. (GPI) previously prepared a *Traffic Impact Assessment* (TIA) for a proposed mixed-use development to be located at 134 Pleasant Street in Portsmouth, New Hampshire, which was updated on April 13, 2026. The site currently contains a 9,400 square foot (SF) Citizens Bank headquarters with two drive-through lanes and office space totaling 7,175 SF. The project consists of renovating the existing structures on site and constructing a new mixed-use building. Upon completion, the project will provide a $\pm 6,339$ SF retail banking office for Kennebunk Savings Bank, $\pm 3,423$ SF financial services offices, $\pm 13,998$ SF of professional office space, and 22 apartment units. The TIA included a detailed estimate of the trips to be generated by the proposed development, as well as a comparison to the trips generated by the former use of the site. The results of the analysis indicated that the redevelopment would result in an overall reduction in trips generated by the proposed development. During a Planning Board meeting held on March 26, 2026, Vice Chair Anthony Coviello questioned how the project could be resulting in a reduction in trips when the overall commercial square footage of the development is increasing by over 7,000 SF. This memorandum has been prepared to explain the causes reduction in trips despite the increase in overall square footage. This memorandum compares the trips generated under existing and proposed conditions by the type of use and explains the reasons for the change in trips related to each type of use.

Residential Trips

There are currently no residential units on the site and the site is proposed to provide 22 apartment units under build conditions. GPI utilized Institute of Transportation Engineers (ITE) trip rates for Land Use Code (LUC) 220 (Multi-Family Low-Rise Housing) in dense urban areas to estimate the trips to be generated by the proposed residential units. With the availability of walking, biking, and transit services in a downtown setting, along with close proximity to opportunities for employment, dining, shopping, and entertainment, the proposed residential units will generate a limited number of trips as demonstrated in Table 1.

Office Trips

The existing site contains a total of 7,175 SF of office space, while the proposed site will provide a total of 17,421 SF of office space. GPI utilized ITE trip rates for office buildings in dense multi-use urban settings for the estimate of both existing and proposed office spaces. However, ITE provides separate trip rates for offices of less than 10,000 SF in size (LUC 712 – Small Office Building) and offices over 10,000 SF in size (LUC 710 – General Office Building). Therefore, LUC 712 was utilized to estimate trips generated by the existing office space, while LUC 710 was utilized to estimate the trips generated by the proposed office space. Offices under 10,000 SF typically generate a higher number of trips on a per SF basis than larger offices as hallway, storage, restroom, lobby, breakroom and other ancillary spaces are limited in an office building under 10,000 SF. Larger offices tend to have a much higher percentage of ancillary spaces that do not generate new employee trips to the site. As a result, larger offices have a lower trip rate per SF than offices under 10,000 SF. Therefore, even though the size of the office space is increasing, the total number of trips generated by the office space is not resulting in a significant increase in trips over the existing office space, although some increase will occur.

The other item to note is that smaller office buildings tend to have more condensed peak periods. Because they are often operated by a single tenant, commuter trips tend to be concentrated around the tenant's hours of operation, resulting in a high percentage of the daily trips occurring in the weekday AM and PM peak hours. Larger office buildings may be operated by multiple tenants with varying schedules or have a broader range of types of employees that work varying schedules. As a result, the daily trips become more spread throughout the day and less concentrated on the weekday AM and PM peak hours. Due to this spreading of the peak hours, the proposed office space is estimated to result in a net decrease in vehicle trips during the weekday AM peak hour as compared to the existing office space, but a slight increase in trips during all other time periods. The comparison of existing and proposed office trips is summarized in Table 1.

Bank Trips

The site currently contains a 9,400 SF Citizens Bank with two drive-through lanes. The proposed site will contain a 6,339 SF Kennebunk Savings Bank with two drive-through lanes. GPI utilized ITE trip rates for LUC 912 (Drive-In Bank) to estimate the trips generated by both the existing Citizens Bank and the proposed Kennebunk Savings Bank. As demonstrated in Table 1, the reduction in banking square footage results in a reduction in trips generated by the bank use on the site as compared to the existing use.

During the March 26, 2026 Planning Board Meeting, Vice Chair Coviello questioned how a reduction in banking square footage could result in such a substantial decrease in trips since both the existing and proposed banks both provide two drive-through lane. Mr. Coviello stated a belief that a similar number of drive-through lanes should result in a similar number of trips. While Mr. Coviello is correct that the drive-through portion of the site is likely to generate a similar number of trips under existing and future conditions, the drive-through only accounts for a portion of the total trips generated by the banking use.

Years ago, the drive-through lanes generated a high volume of traffic as a significant portion of banking activities occurred at drive-up tellers. As a result, it was not unusual for branch banks to provide as many as 10-12 drive-up teller lanes. At that time, the volumes of traffic generated by a bank was largely dependent on the number of drive-through lanes provided, as evidenced by trip rates contained in older versions of the *ITE Trip Generation Manual* that demonstrated a high correlation between number of lanes and trips generated. Modern banking practices have resulted in far fewer patron trips to banks for simple transactions like deposits and withdrawals. The implementation of direct-deposit of paychecks, mobile banking and check deposit, and cash exchange applications like Venmo and CashApp have reduced the need for bank patrons to visit the bank for these services. The majority of patron trips to the bank are for the application for loans and mortgages or the initial opening or closing of an account. As a result, most banks now only provide one to two drive-through lanes, with one often being dedicated to ATM service. Empirical trip

generation data in recent versions of the ITE *Trip Generation Manual* no longer demonstrate a strong correlation between number of drive-through lanes and the number of trips generated by a bank. Instead, there is a strong correlation between the size of the bank and the trips it generates, as many more of the trips generated by banks are now from employees than from patrons as compared to banks even just 10 years ago.

As the proposed bank will represent a reduction in the banking square footage on the site, it will also result in a reduction in the number of trips generated by the banking use. This occurs largely because the smaller bank size accommodates fewer employees than the existing bank space, and fewer employees results in fewer patron appointments for loan applications and other complex banking services.

TRIP GENERATION SUPPLEMENTAL

134 Pleasant Street – Portsmouth, New Hampshire

TABLE 1 – Trip Generation Comparison by Use

Time Period/Direction	Residential Trips (LUC 221)	Office Trips			Bank Trips (LUC 912)		
	Proposed ^a	Existing (LUC 712) ^b	Proposed (LUC 710) ^c	Net Change ^d	Existing ^e	Proposed ^f	Net Change ^g
Weekday Daily	64	72	162	90	930	626	-304
Weekday AM Peak Hour:							
<i>Enter</i>	1	20	13	-7	55	37	-18
<i>Exit</i>	<u>14</u>	<u>4</u>	<u>2</u>	<u>-2</u>	<u>39</u>	<u>26</u>	<u>-13</u>
<i>Total</i>	15	24	15	-9	94	67	-27
Weekday PM Peak Hour:							
<i>Enter</i>	8	4	2	-2	99	67	-32
<i>Exit</i>	<u>1</u>	<u>7</u>	<u>13</u>	<u>6</u>	<u>99</u>	<u>66</u>	<u>-33</u>
<i>Total</i>	9	11	15	4	198	133	-65
Saturday Daily	58	6	24	18	812	548	-264
Saturday Midday Peak Hour:							
<i>Enter</i>	2	0	0	0	126	85	-41
<i>Exit</i>	<u>4</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>121</u>	<u>81</u>	<u>-40</u>
<i>Total</i>	6	1	3	2	247	166	-81

^a ITE LUC 220 (Multi-family Housing (Low-Rise)) in Dense Multi-Use Urban setting for 22 units.

^b ITE LUC 712 (Small Office Building) in Dense Multi-Use Urban setting for 7.175 ksf.

^c ITE LUC 710 (General Office Building) in Dense Multi-Use Urban setting for 17.421 ksf.

^d Proposed Office Trips minus Existing Office Trips

^e ITE LUC 912 (Drive-In Bank) in Dense Multi-Use Urban setting for 9.40 ksf.

^f ITE LUC 912 (Drive-In Bank) in Dense Multi-Use Urban setting for 6.339 ksf.

^g Proposed Bank Trips minus Existing Bank Trip