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Members of the Hollis Planning Board

I am writing to point out several problems with the plan set submitted by the developer for the 50 unit condo development at 365 Silver lake Rd. The developer submitted a site plan titled Condominium site plan revised Sept 7 2021. This plan is on file in the town offices. The comments below address this plan set specifically

1 The plans show more than the maximum allowable parking spaces.

41 units have	2	parking spaces	82	spaces for this group
9 units have	1	parking space	9	spaces for this group
Totals			91	spaces Total

Section V.1 A of the site plan regulations lists 1.5 spaces per dwelling as the maximum number of spaces for a Housing for Older Persons Development. This yeilds a max of 75 spaces.

The submitted plans are not compliant. The board has indicated that this plan was to be submitted with no waivers. If the board is to have credibility, it must require the developer to reduce the number of parking spaces. At the August meeting the planning board made it clear that no additional waivers would be considered. In order to back up its assertions at the August meeting, the board must forcibly assert that plans without waivers must be submitted. In plain terms the board should explain that a denial can be expected if non-compliant plans are submitted.

2 The plans show intersections in the loop road in three locations. Each of these is a T intersection with 3 legs. The town engineer has previously confirmed that all legs of an intersection are required to have <3% Slope within 150 feet

Loop Road Station	10 +75	Exact elevations needed to confirm slope
Clubhouse Station	11 +60	at least 1 leg with 6% Slope is not compliant
Spur Station	27+70	2 legs with 6.2% Slope are not compliant

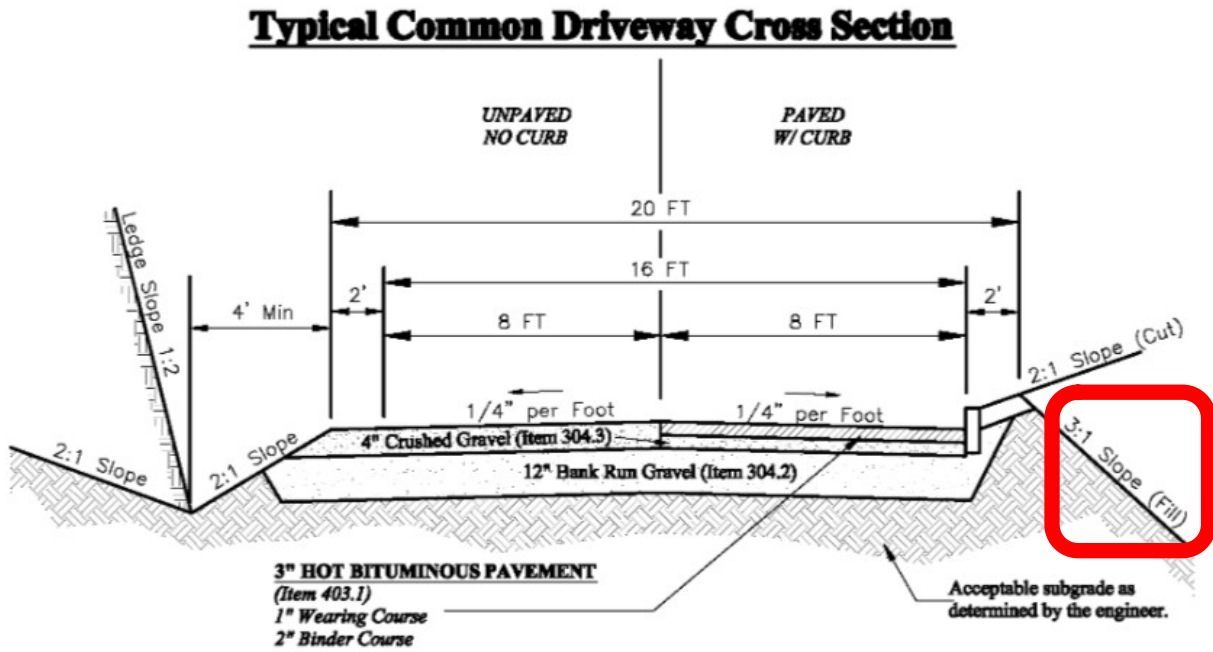
This requirement is clearly stated in the road standards of the subdivision regulations in the table of geometric standards as item #7 Maximum Grade 100' from intersection: 3%

The developer claims this is for legs with stop signs only but there is NO support for this claim. The town of Hollis regulations are permitted to be more strict than state standards and more strict than the AASHTO design guidelines. Arguments based on those standards do not relieve the developer from requesting a waiver from the clear Hollis regulation. The board needs to follow up clearly on its statement that this project will not be permitted waivers. If the road does not comply it should be redesigned to be compliant with the understanding that units may need to be removed in order for the roadway design to be compliant

3 Sight distance on roads designed in Hollis must meet the requirements of our regulation even if it is more strict than the AASHTO Guidelines.

Section IV H 3 K of the road standards section of the Hollis subdivision regulations requires 200 foot sight distance for all roads marked with a speed limit of 0 to 39 miles per hour. Many thanks to Mr. Kevin Anderson who pointed this out at the last meeting. Why is the developer proposing that reducing the speed limit posting will relieve him of the 200 foot requirement? Please explain to the developer that the Hollis planning board intends to enforce the strict requirements of our ordinance. The proposal is once again not compliant and should be redesigned to be compliant which may require the removal of units.

4 The thirteen road profiles provided on sheet EH-10 do not meet the requirement for 3:1 side slopes on the fill side. See the figure from the Road and driveway specifications appendix below



The board must require the developer to modify the side slopes to no less than 3:1 on the fill side. Again, it is up to the board to require the developer to submit plans which are compliant with our ordinance without waivers. The board has said on numerous occasions that the developer must submit a compliant design. Please be sure that it is understood that no waivers will be issued in this case.

5 Unallowable note on sheet SP-1 indicating that changes can be made after the planning process

The developer included a note on sheet SP1 indicating that it would be possible to make changes to the size, type, location, garage configuration, elevation, driveway and utility locations **without approval of the planning board**. This note **MUST** be removed. The point of the process of site plan review is to make sure these items meet Hollis' regulations. It is not acceptable for the developer to make changes to these items outside of the planning board process. The planning board **MUST** make it clear that if an approval is issued on a project the plans submitted **MUST** be the configuration that is built. If changes can be made after the planning board process then we are all wasting our time.

6 Open Items from my prior engineering reviews in the design review phase have not been addressed

I have written many prior letters outlining additional non-compliance with our ordinance. Each of the points in my prior reviews as well as the reviews of an independent licensed engineer still apply to this latest iteration of the design. This includes the licensed engineer's claim that the road design is UNSAFE. I respectfully request that the planning board have the developer provide a response in writing to each concern raised during this design review phase. Issuing a waiver to build an unsafe road just to allow for a 35 foot setback certainly does not meet the conditions for waiver issuance!

In conclusion, this plan set has many non-compliant items. I request that the planning board deny any request for relief from Hollis regulations on this project. Please also have the developer address the concerns raised in writing so we can all be sure to have the same understanding.

Regards

Joseph Garruba