

**PRELIMINARY REVIEW SHEET – 12/29/2020 MEW**

**2 HOLLYHOCK – 18 RESIDENTIAL UNITS – 8-30G**

**Updated Responses by Clark Holdings, LLC - 2.1.2021**

1. Affordable Housing plan under review, additional comments will be forthcoming  
**Revised Affordable Housing Plan Submitted 1/3/2021**
2. Number of affordable units are rounded UP, not down. Required number of affordable is 6 units (17 units x 30% = 5.1, rounded up is 6 units)  
**New Affordable Housing Plan reflects 6 units**
3. Affordable Housing plan states units to be equally distributed throughout the project. Need to be specific and designate where each of the different size units are being placed. Parking Study seems to indicate proposed location of those units in the first chart on the second page. Please confirm.  
**Compliance Plan shows placement of units equally distributed throughout the building and apartment types. Chart and floor plans included in Affordable Housing Plan.**
4. Third floor plan shows large “X” through middle section of the building. Need to explain what that denotes.  
**X denoted position of beams in ceiling, eliminated**
5. Describe how basement area be used  
**Laundry machines for tenants, bike racks students, art studio**
6. Any new HVAC units proposed to be placed on exterior?  
**2 additional units may be added**
7. Screening fence required around dumpster  
**Agreed , incorporated on Site Plan**
8. After meeting with Architectural Review Board and coming to an agreement on minor changes, need to see those changes in both hard copy and a pdf available for posting on the website.  
**Revised color elevations and site plan provided on 11/18/2020 reflecting all changes recommended by ARB, a summary page to be provided.**
9. Traffic arrows need to be added to pavement, showing one-way flow of traffic, given the configuration of the angled parking spaces.  
**Approved and applied to Architect’s provided Site Plan**
10. No loading space proposed?  
**Dumpster space shown on Architect created Site Plan and gravel Loading area with signage stating Loading 9:00AM-4:00PM. Loading area on North margin of property along “Private Hollyhock Road” (Road owned by 6 property owners circumventing Hollyhock Road all using similar margin for deliveries)  
This has functioned as the offloading area for UPS/Fed Ex/Tenant Moving Trucks/Fire Trucks for 14 years. It provides most direct access to the main entrance and elevator, it is non-disruptive to Hollyhock traffic.**
11. Site plan shows “Existing Catch Basin -02” in middle of parking space 1 – may be a drafting error. **Drafting error corrected**
12. Confirm that parking lot is proposed to be repaved and restriped.

Parking lot to be restriped and refurbished where necessary, it has been looked at by a asphalt contractor.

13. Confirm that drainage system can handle runoff from additional paved area.

The Architect created site plan shows a Net change of ZERO adding some and removing other paved areas. The overall permeability remains the same. The site has been performing very well in this regard to drainage since completed in 2006.

14. Parking spaces need to be dimensioned.

Site plan has now been more dimensioned. An “Overlay Site Plan” now provided showing the 2004 survey with new parking revisions overlaid.

15. Proposed space #23 is located directly adjacent to large existing evergreen. Need a tree preservation plan in order to show this mature tree can be saved and properly maintained. This tree will be saved. It is at the back corner of parking spot #23, its position shown on site plan. Spaces 22 and 23 are to be for Compact Cars, 8’6” x 16’ in depth. See actual photo showing layout and clearances. The permeable Belgium block parking spots adjacent to it will maintain root health providing adequate water.



16. How was this tree located? Nothing on a survey indicating location, critical to know exact location.

Location shown on Site plan 15.5 feet from Belgium block border.

17. Mature trees at east end of parking lot do not provide any appreciable screening of cars and headlights. A hedge row or shrubs should be reviewed for this area.

We plan to add some shrubs in this area as well as around the dumpster area. There is an elevation change on this margin as well. New Architect created Site plan reflects additional shrubs.

18. Parking Study notes a parking comparison with another application - specifically with an 8-30g application for 17 additional residential units at 3 Hubbard Road. That application

was withdrawn and was never analyzed by the P&Z in regards to the proposed parking plan, so the premise that this project should be able to use that application as a guide is false.

Parking Study engineer, P.W.Scott Engineering and Architecture, P.C., revised eliminating this comparison.

19. Same Parking Study mentions that there are ...”side street parking opportunities”... Need to demonstrate where that parking is and show that it is functional and allowed by code. Historically/”Grandfathered in for at least 60 years” the private Hollyhock Road has had side street parking, with all member/owners of the street participating. There are already 14 spaces on neighboring properties utilizing these curb margins (Refer to Road View GIS Map Overlay provided).
20. Will parking spaces on site be assigned to individual apartments?  
Yes there will be 20 Assigned Spaces. (1) per Studio per code, (2) per 2 –Two Bedroom units per Code and (1) for of the 4 of the Two Bedroom units per lease agreement.
21. Will leases denote number of spaces available to each specific unit?  
Yes, and a parking Sticker provided for each vehicle windshield.
22. Are visitor spaces going to be marked as “Visitors Parking Only” ?  
Yes
23. Be prepared to elaborate on the conclusion of the Parking Study, which allows that ride share and proximity to facilities along the Route 7 corridors and the expansion of commercial and office facilities in the area, etc. reduce the need for parking on site.  
We will provide some additional facts and figures to support this assertion. ASML has hired hundreds of new employees directly outside our front door. Many use public transportation and appear to be the demographic to become tenants in our building. We will also open communications with ASML and surrounding corporations to consider securing revolving space for their international workforce where they can have the convenience of residing next store to their corporate campus.
24. Parking and traffic studies need to be signed and sealed by engineer of record.  
Provided
25. “Rain Forest Detention Basin” is noted on site plan at Danbury Road end of project – explain what it is and it’s function  
This is part of the original drainage system built in 2005. It helps to disperse overflow from the two catch basins. The system has performed perfectly with the basement remaining completely dry at all times.
26. Will need to update survey, submitted survey dated 2004 does not show proposed parking dimensions, etc.  
An” Overlay Site Plan” has now been provided showing the original 2004 Survey and proposed changes. An “As Built” Survey has been budgeted and planned for after completion of the actual alterations. A road GIS drawing has been provided with an overlay of available surveys as well.
27. When requested information is submitted, provide written signoffs from Fire and DPW, verifying that project complies with their standards. Fire Sign Off complete and DPW sign off letters provided.