



HOLLIS, NH

**MASTER PLAN
UPDATE
2022**

STAY THE COURSE



HOLLIS MASTER PLAN UDATE

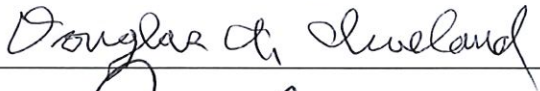
March 15, 2022

On March 15th, 2022 the Hollis Planning Board held a duly noticed public hearing relative to the adoption of the Master Plan Update. After said meeting, the Board unanimously voted to adopt the Hollis Master Plan Update.

Bill Moseley, Chairman

A handwritten signature in black ink, appearing to read "Bill Moseley", written over a horizontal line.

Doug Cleveland

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David Petry

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Chet Rogers

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Ben Ming

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Virginia Mills

A handwritten signature in blue ink, appearing to read "Virginia Mills", written over a horizontal line.

Julie Mook

A handwritten signature in black ink, appearing to read "Julie Mook", written over a horizontal line.

STAY THE COURSE

The seal of the Hollis School District is a circular emblem. The outer ring contains the text "SAFETY • LEARNING • INDUSTRY" at the top and "HOLLIS • NEW HAMPSHIRE • HOLLIS" at the bottom, separated by dots. Inside the ring is a rope border. The center of the seal features a landscape illustration with a body of water, trees, and a small building. A signature is visible above the landscape.

HOLLIS

PRESERVE OUR RURAL CHARACTER

ACKNOWLEDGMENTS

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Jen Govostes - Lieutenant Fire Inspector
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Special Thanks

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CHAPTER 1 - A VISION FOR HOLLIS



INTRODUCTION

RSA 674:2, which sets forth the purpose and description of a Master Plan, states that every Master Plan is required to have “a vision section that serves to direct the other sections of the plan. This section shall contain a set of statements which articulate the desires of the citizens affected by the master plan, not only for their locality but for the region and the whole state. It shall contain a set of guiding principles and priorities to implement that vision.”

One component of the Strategic Planning Committees Mission was to solicit the views of the Hollis community. To that end, the Committee conducted a town wide survey with a mailing to all households (2,737), with a response of 953 (34% return). This survey was crafted similarly to past community surveys completed in 1985, 1990 and 1996. Based upon the high response rate from this survey and the fact that similar surveys have been conducted over the last 25 years, a reliable “sense” of the community can be garnered from the survey results. These findings, along with concerns outlined from other community planning documents, were relied upon to craft a series of guiding vision statements for this master plan update. In 2016 the Planning Board again reached out to the community, mailing a survey to every household in Hollis. Over 800 responses were received.

It is clear from these surveys that the citizens of Hollis treasure the rural surroundings in which they live. The forest and farm lands that envelop much of the community are both beautiful and cherished. Any change to this landscape is lamented. Needless to say, growth and development, along with protecting the environment are also are key concerns.

As we move into the future, maintaining this atmosphere that Hollis residents enjoy so much will be a challenge as development pressures continue in our region. Accommodating this change and living with the “flip side” of residing in a rural community will also continue to confront to us. Our rural areas consist of active agricultural lands, horse farms, and wood lots. All of these uses can have “perceived” negative consequences to abutting homeowners, many who are relatively new to the community and enjoy the “rural life”, but could do without the “rural noise”. Balancing these conflicting ways of life will be our community’s challenge over the next ten years and beyond. We can continue to accept the negative along with the positive aspects of an active rural community or lose this lifestyle and be left with nothing but memories of our pastoral heritage.



PRESERVE OUR RURAL CHARACTER

We recognize that we must continue to preserve, protect, and enhance the character and quality of Hollis in a manner that promotes traditional rural lifestyles, farmland and agricultural enterprises, open space, wildlife habitats, scenic vistas, recreation, and historic resources, while also allowing for compatible limited residential development and service areas. Protecting a lifestyle and environment that has been cherished for generations while allowing for new development necessary for people, schools, and businesses to grow, is a balancing act key to preserving our rural character.

The definition of rural character varies from community to community, and, indeed, from person to person. Often rural character is defined by what it is not, rather than what it is. Yet, people seem to recognize rural character when they see it and know when it is lacking.

Most people would agree that the concept of rural character includes:

- A small town with fewer numbers of people;
- Traditional rural lifestyles, rural-based economies, and opportunities to both live and work in rural areas;
- Vistas with open spaces, farmland, natural landscapes, and vegetation;
- Extensive areas of lands and wildlife corridors that provide habitats for wildlife and fish;
- Homes and business structures, even when new or renovated, that respect the historic heritage of the area;
- Recreational trails throughout for walking, biking, x-country skiing, snowmobiling;
- Visual landscapes that are traditionally found in rural areas and communities;
- Open skies, stars in the night sky, peace and quiet, solitude;
- Protected natural water sources, like rivers, streams, wetlands and drinking water supply areas;
- A sense of community based on shared values that includes an appreciation for the land and its natural beauty;
- Residents knowing, trusting, and interacting with one's neighbors;
- Residents organizing and participating in community events and having a feeling of community spirit and belonging.



STRATEGIES TO PRESERVE RURAL CHARACTER

Preserving Hollis' rural character is one of the highest priorities of our community. Many people state that Hollis' rural character is a major reason they moved here. But as more people move to Hollis, balancing future development with preserving Hollis' rural character and natural resources becomes more of a challenge.

Preserving the rural character of Hollis impacts all aspects of land use and its natural resources. A variety of strategies are needed to ensure our community retains its rural character. Town planning and regulations should help ensure that these qualities are being protected, while allowing for compatible, limited residential development.

ZONING & SUBDIVISION REGULATIONS

Current and future land use and development regulations should help ensure that:

- Open space, the natural landscape, and vegetation predominate over the built environment;
- Visual compatibility of the rural development and landscapes are assured with the surroundings;
- Land use is compatible for wildlife and fish habitats;
- Natural water sources and ground water are protected;
- Historic sites and features are preserved;
- Wetlands are conserved;
- Open space is available for recreation and when possible, join abutting open spaces.

The 1998 Master Plan for Hollis outlined many recommendations that if implemented, would continue to help preserve the town's rural character. Over the years, many of these recommendations have been integrated into Hollis's zoning ordinances. One of the more significant and impactful was the adoption of the Rural Character Ordinance that is in place today and which incorporates many of the recommendations outlined in the 1998 Master Plan.

The main objective of the Rural Character Ordinance is "to preserve and maintain Hollis' scenic vistas and rural character, particularly as seen from Public Roads, and maintain woodlands and open spaces using visually unobtrusive and environmentally sound development, while permitting the landowner to exercise his/her property rights in a manner that does not affect the density of development."

The Rural Character Ordinance helps assure that any new development will maintain visual compatibility with our rural character and help protect Hollis' rural landscape. Within its Design Standards there are specific requirements and guidelines, for example, to:

- Minimize the removal of existing vegetation that serves as a screen and, when needed, add native plantings to enhance screening of buildings;
- Preserve existing stone walls, stone foundations, and incorporate them into the landscape design;
- Limit construction on slopes, hillsides, and/or ridgeline situations to preserve vistas;
- Protect the visual character of open fields;
- Locate roads or driveways to best conform to the natural contours of the land and try to minimize earthwork;
- Route utilities underground;
- Require erosion control to match pre-development conditions.



HOLLIS OPEN SPACE PLANNED DEVELOPMENT (HOSPD) ORDINANCE

The *Hollis Open Space Planned Development Ordinance* was adopted by Town Meeting Vote in 1993, amended in 1994. A Hollis Open Space Planned Development (HOSPD) is a land subdivision where the lot size and other dimensional standards may be reduced in exchange for the preservation of permanently protected open space, recreational land, forests, and/or farmland.

The purpose of the HOSPD is to:

- Promote a more efficient use of land requiring a smaller network of streets and utilities;
- Promote the preservation of open space, farmland, recreation areas, green space, fields and woods, valuable wildlife habitat, and outstanding topographic, natural, and historic features;
- Promote the efficient provision of municipal services and protect existing and potential water supplies;
- Maintain the rural and scenic character of the Town of Hollis;
- Promote siting of buildings which is sensitive to existing natural and historic features.

The HOSPD development offers an environment benefit with the connected open space providing a habitat for a greater variety of animal and plant life than would be seen in the same amount of open space parceled out into individual yards. Groundwater recharge of the aquifer is more effective because rain runs off much more slowly in woodlands, farmland, and other natural environments than from rooftops, patios, and barns.

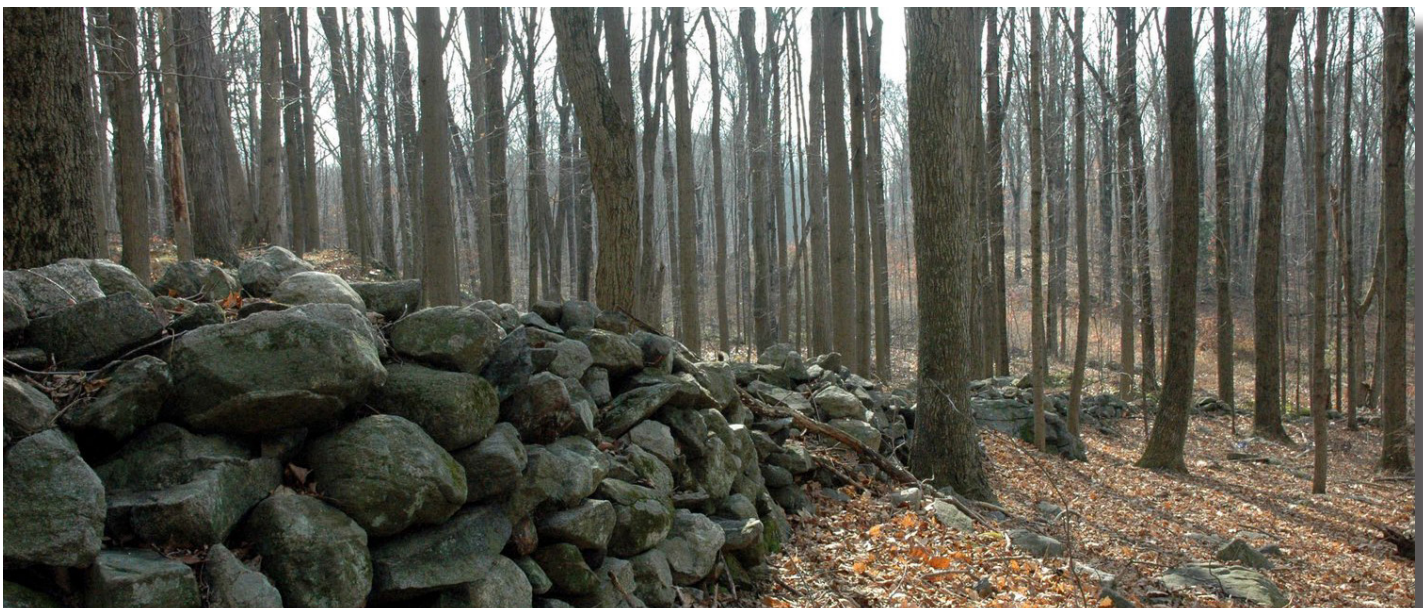
ROADSIDE RURAL CHARACTER

On a day-to-day basis, our community views the rural character of our community from its roadways. Our rural character can be preserved and enhanced by restoring, improving, and maintaining our rural roadsides, by working to:

- Clean up, reveal, repair, and maintain historic stone walls;
- Reduce invasive plants on roadsides and private edges of the road and restore native plant species;
- Open up and maintain historic views of fields and historic properties;
- Guide tree pruning by utilities to preserve shape and longevity of roadside trees;
- Improve appearance and placement of guard rails, lighting, signs;
- Improve public safety with better visibility for motorists, pedestrians, bicyclists.

A major component of Hollis' rural character is its unpaved and scenic roads. A designation as a scenic road helps to protect the intrinsic qualities of that stretch of road. These roads add to the aesthetic and environmental qualities of Hollis and help to retain a sense of history and rural quality. Hollis' residents have indicated a strong desire to retain and maintain these scenic roads.

The 1998 Master Plan suggested that the preservation of Hollis' roadway rural character could be furthered with the development of an overall plan for the protection and preservation of the visual rural aspects of the town's roadways. Town scenic road regulations could be more stringent and be applied to all improvements to and maintenance of scenic roads.



VISUAL IMPACT STUDY

The visual compatibility and rural characteristics of new developments are review in the planning process. To better visualize the view of a proposed development, a Visual Impact Study can be requested and should depict what the proposed development will look like, usually at its entrance. Designed features of the proposed development that are visible from one or more points on the adjacent public way are to be realistically rendered in perspective view. Features included are:

- Proposed grade changes: roads, stormwater management, driveways, slopes, etc.;
- Structural depictions in anticipated locations;
- Landscaping plans with new plantings indicated;
- No cut zones and other undisturbed areas identified;
- Any unique aspects of the site or plan.

FRONTAGE & SETBACKS

The spacing of homes along our roadways, particularly when near the street, can impact the visual perception of rural character. If a view is more of buildings than open space, it is likely to detract from the rural character of the area.

The 1998 Master Plan suggested considering amendments to the Zoning Ordinance to require longer frontage and deeper setback requirements outside the center of Town on arterials roads. The plan suggested that increased setbacks would provide greater protection for residences from increased traffic volumes on these roads. These changes could help to retain a feeling of open space along the Town's major roads and contribute to the retention of Hollis rural character.



TOWN COMMISSIONS & COMMITTEES

Hollis is fortunate to have numerous volunteers that contribute their time and effort to help preserve the rural character of our community. Several of the Commissions that impact the future of Hollis and its rural character are listed below with a summary of their mission or purpose.

Agricultural Commission & Forest Commission

For the Town of Hollis, farming has not only been business but also a way of life. It is estimated that about half the land area in Hollis is currently under some form of agricultural use, including forestry. This helps preserve the town's open space and rural character, while providing a local source of food, income, and jobs that circle back into the community.

Conservation Commission

The Hollis Conservation Commission exists to conserve the natural resources and rural character of Hollis, with special emphasis on agricultural and forest resources, aquifers and waterways, greenways and viewsapes.

Heritage Commission

The Heritage Commission promotes the proper recognition, use and protection of the unique cultural and historic resources of Hollis, and integrate preservation planning into a partnership with individuals, businesses, town boards and other appropriate groups.

Historic District Commission

The Historic District Commission promotes the educational, cultural, economic, and general welfare of the public for the protection, enhancement, perpetuation, and preservation of the Historic District.

Trails Committee

The Hollis Trails Committee is a group of dedicated volunteers who preserve, map, and maintain the trails of Hollis. They collaborate with developers to create and preserve connecting trails, so the continuous trail system of Hollis is here for future generations to enjoy.

Farley Building Committee

The Farley Building Committee was reformed in 2020 to propose potential renovations to the Farley Building to repurpose it for a general, flexible office building for the Town. The Farley Building is of historical importance to the Town and its preservation is of interest to many in Hollis.



COMMUNITY WIDE VISION ¹

- We must preserve our rural character. We must keep some of our fields, our orchards, our forests, protected against development. We must preserve our historic sites. We must know where our water resources are, and protect them. We must be a town friendly to our agricultural businesses.
- We must understand, appreciate, and encourage a high rate of participation and volunteerism by town residents.
- We must maintain the many other aspects necessary for a well-functioning town. These include our schools, our community facilities, our police, fire, and emergency services, our roads, our utilities and communication systems.
- We must address emerging issues which reflect our growth and aging demographics. These include elderly services, recreational facilities, and public transportation.
- Hollis residents recognize that growth is inevitable and wish to develop a strong Master Plan to guide policy makers and when appropriate, create regulations as needed to direct and regulate this growth.

¹ From Final Report, Hollis Strategic Planning Committee, March 2008

POPULATION & HOUSING

The demographics of Hollis are changing, therefore housing types will change to meet the needs, along with service demands to meet these needs.

We require well-planned residential development which will not negatively impact areas of sensitive open space, wildlife corridors, working forests and farms, aquifers, rivers, wetlands, steep slopes, and viewsheds.

The reuse and adaptation of existing historical buildings and outbuildings, where feasible, is preferred over new housing construction.

Appropriate land use regulations can guide new development at a rate and in locations that will maintain the “look and feel of our Town.”





COMMUNITY FACILITIES

The maintenance of public facilities is a sound investment and in the long run, reduces future tax ramifications.

The renovation of Town Hall and other historically significant buildings should be a high priority within the community.

The availability of recreational assets for all age groups should be maintained and when appropriate, expanded to meet demand.

School enrollment levels and projections should continue to be monitored to anticipate potential capital facility needs.



NATURAL RESOURCES

Open space is highly valued by residents and regarded as essential to maintaining quality of life and the “look and feel” of Hollis.

Preservation of open space should be pursued strategically, following established priorities and assisted by the Select Board, Conservation Commission and Heritage Commission.

Hollis has a wealth of natural assets that can be protected and enhanced, while at the same time supporting economic vitality. They are:

- Water resources including town aquifers, wetlands and shoreland buffers, ponds, rivers, and streams.
- Scenic views such as ridgelines, rivers, wetlands, farmlands, and larger expanses of undeveloped forestland.
- Sufficient open space that preserves healthy ecological processes including water, air, and soil quality, as well as wildlife habitat and corridors, and the survival of native flora and fauna.
- Agricultural lands for producing locally-grown food, both now and for future generations.
- Open space lands for a variety of passive recreation uses including hiking, cross country skiing, hunting, fishing, and nature study.
- Forests for sources of timber and fuel wood, watershed protection, climate moderation, air quality protection, wildlife habitat, recreation, and education opportunities.
- Cultural and natural features that help to define the region, such as Class VI roads, stonewalls, cellar holes, mill sites, barns, hayfields, orchards, etc.

The protection of our water resources and aquifers is critical to meeting the current and future needs for water. Stormwater management is an integral component of protecting our water resources – both above and below ground.



HISTORIC RESOURCES

Historic resources are important to Hollis because they:

- Give character and memory to a place;
- Provide a framework for the present and the future;
- Add to the quality and diversity of a place;
- Provide a tangible link to the past, thereby creating a sense of continuity of time and place.
- Therefore, Hollis should protect, enhance, maintain and preserve these resources.

Reuse and adaptation of historic buildings and barns can save important buildings, offer housing diversity and affordability, and add density and vitality to existing neighborhoods.

Hollis should retain its unique character. The way the Town “looks and feels” is an important component of economic vitality and serves as an attraction and inspiration for people and businesses.

Continued maintenance of the information contained in Town records, archival material, photography, and town histories is vital to creating a legacy for future generations and providing a way for the future to build on the past.

The planning process should be an integral part of the preservation efforts to avoid and/or mitigate the gradual and pervasive erosion of historical character that can result from incremental changes to buildings, places and landscapes.



TRANSPORTATION

Trails are highly desired throughout Town to create connections between open space areas and neighborhoods.

Pedestrian safety can be encouraged through the installation of sidewalks in neighborhoods in the town center and school areas.

Streetscaping and landscaping of town streets create perceived friction/obstructions to both slow vehicles down and enhance aesthetics.

While maintaining public safety, continue to support road design standards that maintain and enhance the rural character of the community.



ECONOMIC DEVELOPMENT

Agriculture is a vital part of the local economy and preserving our farming community should be supported.

Existing businesses should be encouraged to grow and remain in the community, helping to maintain the tax base and provide local employment opportunities.

Economic development should not have a negative impact on the environment; in addition, it can be the vehicle for providing resources and energy for positive actions to preserve both natural and cultural resources.

All commercial/industrial developments must be carefully designed, in order to harmonize and be consistent with the scale and character of Hollis.



COMMUNITY SURVEY KEY FINDINGS

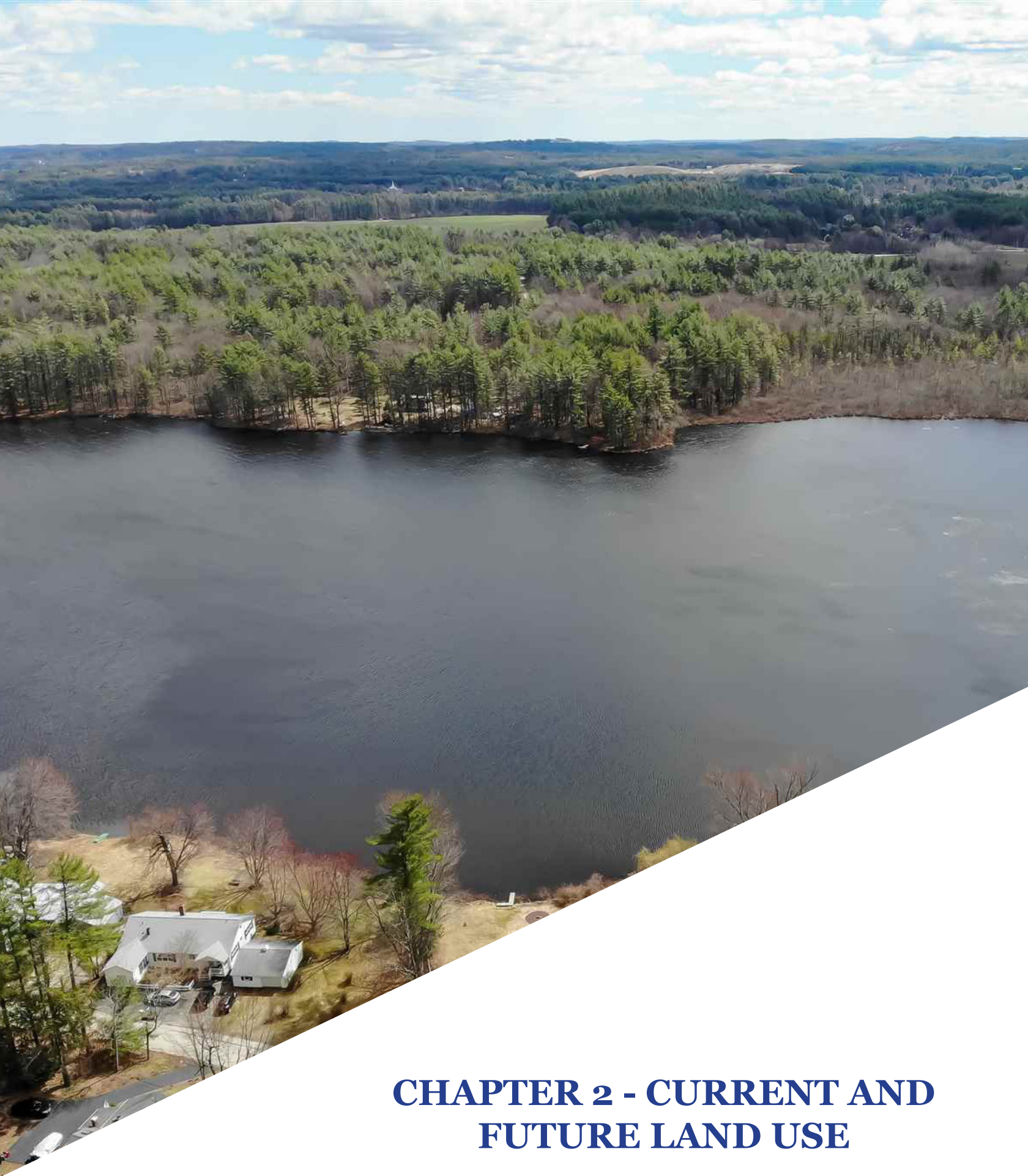
In the fall of 2015 a Master Plan survey was mailed to every household in Hollis, 3,332 in total. Residents were encouraged to respond to the Survey online or by returning the survey to Town Hall. In total 833 responses were received, equating to a 25% response rate. The full survey responses are located in the Appendix, with key findings noted here:

- A majority of respondents have lived in the community over 10 years and were between the ages of 45-65.
- Residents appreciate Hollis for its rural character, schools and location.
- Residents are most concerned about the town's growth rate, housing costs and loss of rural lifestyle.
- A majority believe there is an adequate supply of single family homes.
- A majority believe the growth rate for light industry – residential-commercial growth was “about right”.
- A majority believe there is a lack of restaurants in Hollis.
- The community was evenly divided on the need for improved wireless services, if a cell tower could be seen from their property 52.19% to 47.81%.
- A majority of the community supports solar installations.
- There is strong support for the police, fire and EMS services.
- Residents are open to alternative deicing agents, even if they cost more than traditional road salt.
- Preservation of groundwater, agriculture lands, forests wildlife habitat and open fields are priorities, with a willingness to increase taxes in order to protect these features. In addition, zoning should be used to protect these features as necessary.
- All four grade level of school buildings were rated as “good”, with teachers/administrators and the quality of education receiving an excellent rating.

**3,332 Households
Surveyed**

25% Response Rate

**Majority of
Respondents
Aged 45-65**



CHAPTER 2 - CURRENT AND FUTURE LAND USE

INTRODUCTION

The Land Use chapter is a critical component of the Hollis Master Plan. Decisions regarding how Hollis uses its land impact everything from its transportation network and community design to its natural resources and economic vitality. The landscape of Hollis has changed dramatically during its history, but the inception of zoning in the 1940s began guiding changes to the landscape through the development of a future land use plan and the subsequent adoption of ordinances, regulations, and policies designed

to implement the plan. This chapter examines the existing uses of land in Hollis by type and analyzes patterns of development. The key issue for Hollis' future land use is to balance future development opportunities with the preservation of Hollis' natural resources, rural character, and sense of community.



VISION

Hollis' reputation as an active farming community gives the Town a strong sense of identity to guide decisions in the future. Staying the course in order to preserve this image for its residents is critical to Hollis' future. Appropriate land use regulations should guide new development at a rate and in locations that will maintain the look and feel of the Town. All commercial and industrial developments must be carefully designed, in order to harmonize and be consistent with the

scale and character of Hollis. Furthermore, the protection of Hollis' water resources and aquifers is critical to meeting the current and future needs for residents' water supply. By addressing emerging issues related to growth, Hollis will preserve its rural character for current and future residents.

CURRENT CONDITIONS & EXISTING LAND USES

EXISTING LAND USES

Land use simply describes the type of activity that occurs on a parcel of land. Existing land use is influenced by natural resource constraints and opportunities, accessibility, and zoning. The land uses described and mapped in this chapter were derived by the Nashua Regional Planning Commission using a combination of assessing data interpretation, field surveys, parcel-based data, and input from the Hollis Planning Board. They are meant to be general in nature. Calculated acreages are based on Town assessing data from September 2017. There are a variety of land uses, which fall into the following general categories. For the purposes of this Master Plan, land uses in Hollis fall into the following general categories:

- **Residential**—this category includes single family, two family, three family, and multi-family dwelling units. In Hollis, residential development primarily consists of single-family homes. Residential land can be found throughout town.
- **Commercial**—Hollis has very limited commercial land use. The highest concentration of commercial activity is located along Ash Street, with additional development near Route 111.
- **Industrial**—in addition to industrial development, this land use category includes utilities and mining and waste disposal. Industrial activity does not comprise a substantial portion of land use in Hollis, although there are several large industrial parcels. Commercial printing, metalworking, and automotive repair operations make up many of the industrial land uses, occupying the southeast portion of Hollis along Route 111 and areas on Route 130 near the Brookline Town border.
- **Natural Resources**—this land use category includes agriculture, open space, recreation, and surface water. Natural resources are an essential component of Hollis' rural character and quality of life. According to the Town of Hollis' Assessing data, over 6,400 acres or 31.4% of Hollis' land is permanently protected. **See also Map 2-1: Conservation Parcels**, which highlights conserved parcels and delineates ownership.
- **Municipal/Government/Institutional**—this category includes municipal government facilities, such as Town Hall, Police Department, and Fire/Ambulance Service; the library; public and private schools (not including daycare centers); and churches. This category does not include town-owned recreation lands, which are included under natural resources. Hollis' municipal facilities are primarily located near the Town Center.

See Map 2-1: Land Use

- **Vacant**—vacant land is located throughout town and is defined as any parcel that does not have a structure or specific use assigned to it.

Table 2-1 shows the proportions of land use classifications in Hollis in 2017. The three largest land uses: single family residential, open space, and vacant land demonstrates Hollis' rural character.

Since it was noted in 1998 Master Plan that there was a lack of current and accurate land use data at the time, direct comparisons to specific land uses cannot be made in this update. However, certain trends can be seen for some broad categories. For example, Hollis has seen a reduction in over 1,000 acres of agricultural land with an increase of 4,000 acres of residential land. This correlates with a population increase of over 2,000 people from 1990 to 2016. Commercial and industrial acreages have increased but still remain very small percentages of Hollis' total land area.

Table 2 - 1 Land Uses in Hollis

<i>Use</i>	<i>Acreage</i>	<i>Percentage</i>
Single Family Residential	8,341	40.4%
Two Family Residential	669	3.2%
Three Family Residential	36	0.2%
Four Family Residential	13	0.1%
Multi-Family Residential	129	0.6%
Commercial	148	0.7%
Industrial	135	0.7%
Mixed Use	262	1.3%
Municipal Facility	239	1.2%
School	142	0.7%
Institutional	11	0.1%
Other Government	12	0.1%
Recreation	150	0.7%
Open Space	5,410	26.2%
Agricultural	1,280	6.2%
Vacant	2,749	13.3%
Road/Right-of-Way	595	2.9%
Utility	14	0.1%
Water	315	1.5%

TOWN FACILITIES

The type and adequacy of facilities and services a town provides often affects just how well a town functions. Added levels of service required by residential, commercial, and industrial growth places greater demands on existing facilities and services. Many of Hollis' town facilities are located near its historical Town Center.

See Map 2-2: Street Index and Town Facilities

LAND USE CONSTRAINTS

Developable land can be thought of as vacant or partially developed parcels with no significant natural, legal, or practical constraints on their development. For the purposes of this Master Plan, constraints on future development in Hollis include:

- **Water Bodies and Wetlands**—water bodies and wetlands can be found throughout Hollis. According the NRPC GIS database, 1.5% (315 acres) of Hollis' total land area is surface water (lakes, ponds, rivers). National Wetlands Inventory data was used to map these features.
- **Conserved Land**—as of the 2018 Conserved Tracts Inventory, more than 6,168.37 acres or roughly 33.4% of Hollis' land area is permanently protected. These lands

can be found throughout town, with the largest concentrations in the southwestern and central part. NH Granit Conserved Lands Type 1 data, along with Town assessing data was used to map these features.

- **Municipal Properties**—in some cases, current land use is unlikely to change and therefore precludes future development., current land use constraints include roads and road right of ways, municipal/government facilities, and schools. There are a limited number of parcels that fall under this category in Hollis. The Nashua Regional Planning Commission GIS database was used to map these features.

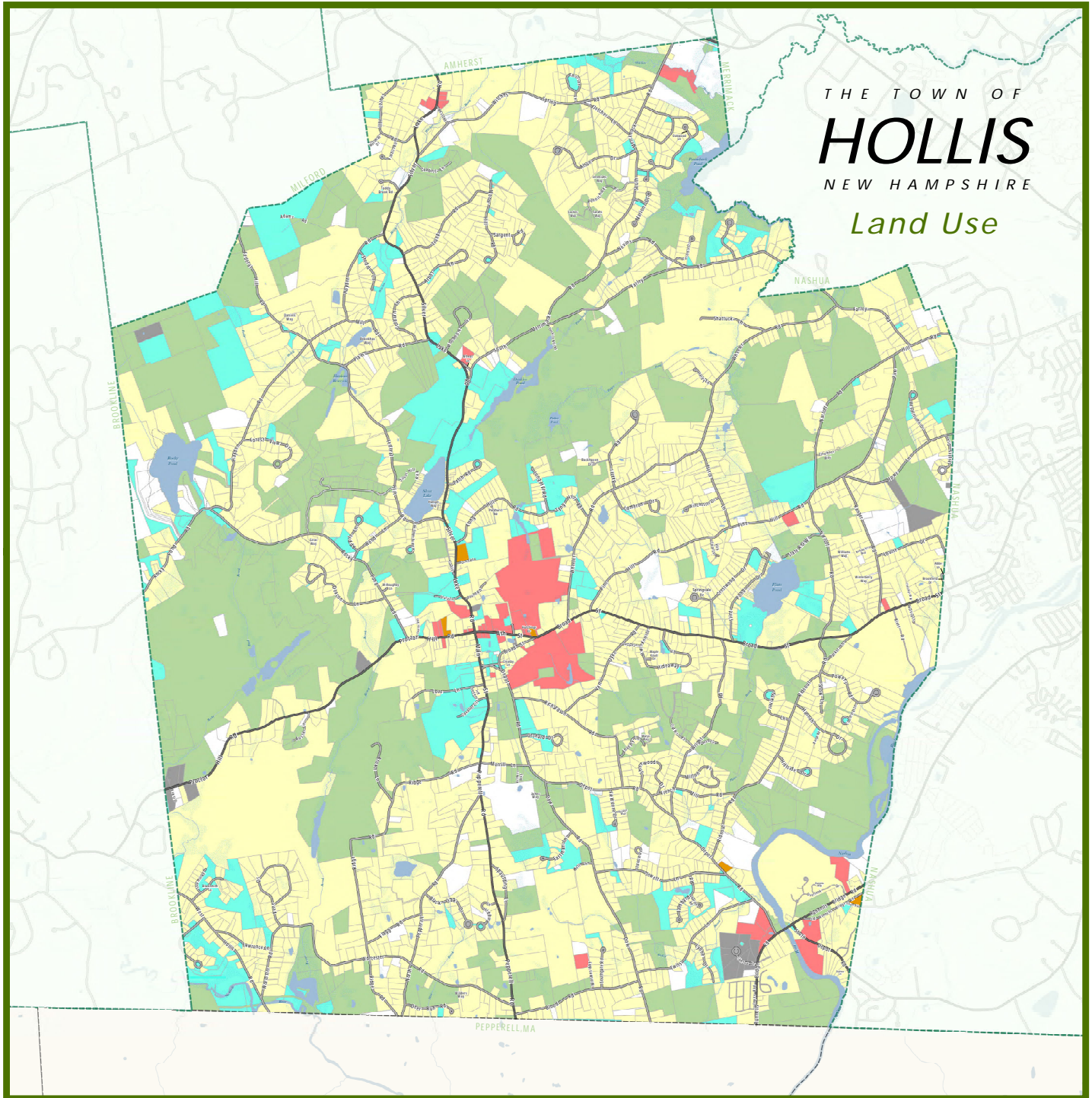
- **Poorly and Very Poorly Drained Soils**—these soils result from repeated, prolonged periods of saturation or inundation. They pose significant challenges to development and their active use for development purposes is prohibited under the Wetlands Conservation Overlay Zone. The NH Granit SSURGO database was used to map these features.

Hollis' constraints map illustrates that a significant portion of town has limitations on its development potential. Poorly drained soils can be found throughout town, steep slopes are prevalent in the western half and many parcels have some level of conservation protection.

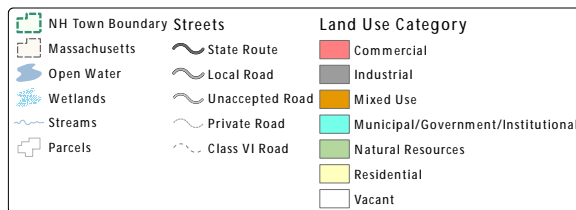
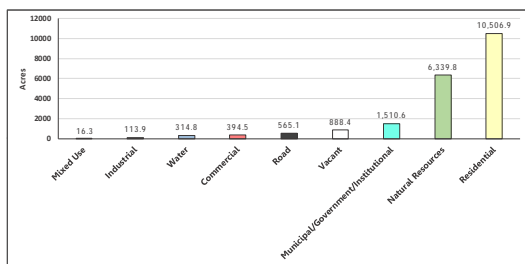
See Map 2-3: Development Constraints



Map 2 - 2 Land Use



Acreage By Land Use Category



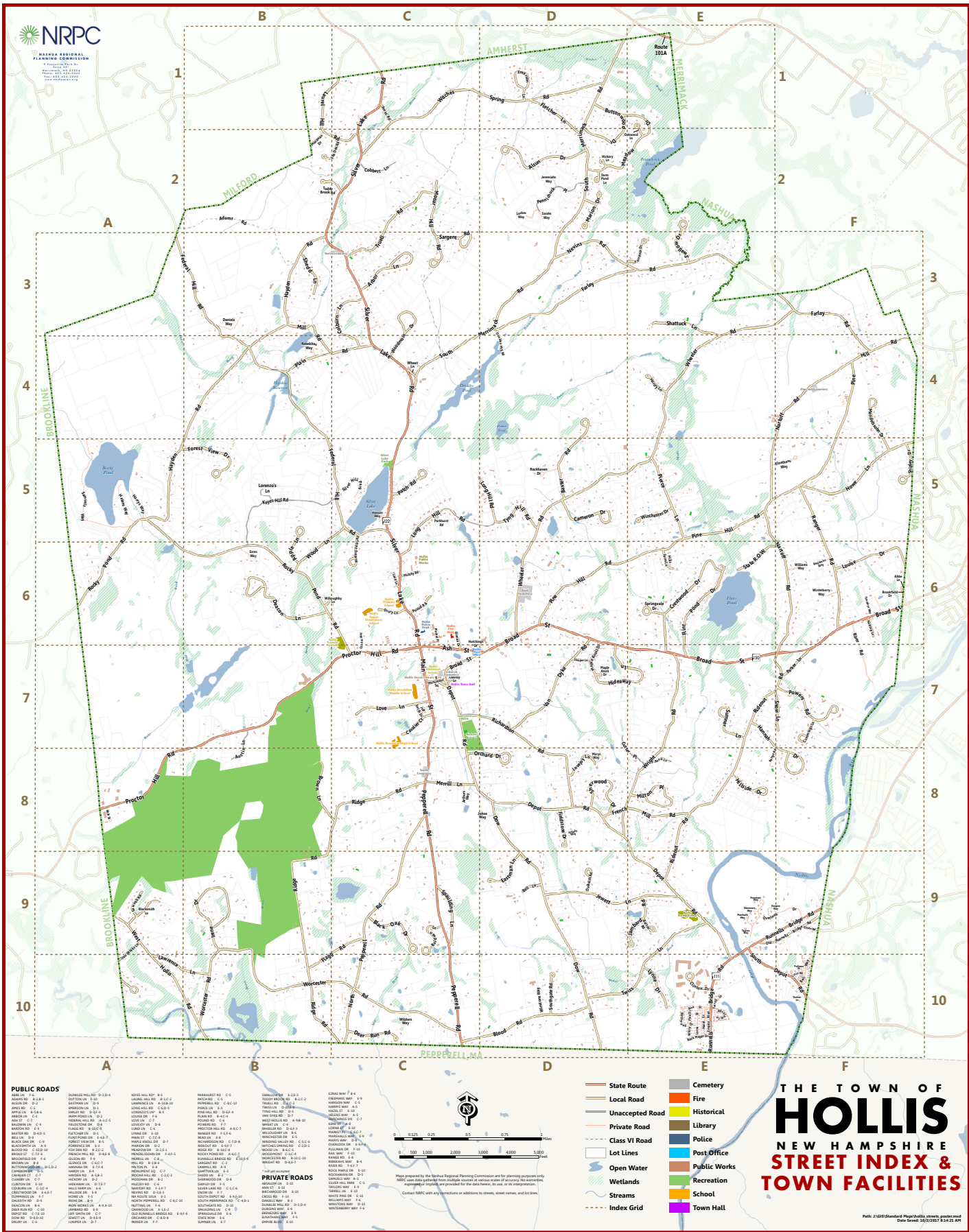
NASHUA REGIONAL
PLANNING COMMISSION

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Map 2 - 3 Street Index and Town Facilities



Map 2 - 4 Development Constraints



HOLLIS' ZONING DISTRICTS

Zoning ordinances segregates the municipality into special districts and establish regulations concerning the use, placement, spacing, and size of land and buildings within the respective district. Zoning is intended to avoid disruptive land use patterns by preventing activities on one property from having detrimental effects on other properties.

Zoning is an essential tool for implementing Master Plan goals, protecting community resources, and guiding new development. In turn, the Master Plan can be used to guide future zoning. There should be a clear link between zoning ordinance requirements and the goals of the master plan.

All land in Hollis is located in one of the following primary zoning districts: Agricultural and Business, Commercial, Industrial, Mobile Home-1, Mobile Home-2, Recreational, Residential and Agricultural, Rural Lands, Town Center, and Water Supply Conservation. Table 2-2 shows the proportions each zone is of the Town's total land area. In addition, Hollis utilizes the following overlay zones: Aquifer Protection, Flood Plain, Wetland Conservation, and Multi-Family.

Table 2 - 2 Zoning Districts in Hollis

<i>Zone</i>	<i>Acreage</i>	<i>Percentage</i>
Agricultural and Business	204.7	0.99%
Commercial	21.9	0.11%
Industrial	217.5	1.05%
Mobile Home-1	46.8	0.23%
Mobile Home-2	85.9	0.42%
Recreational	1,482.0	7.17%
Residential and Agricultural	13,838.0	66.97%
Rural Lands	4,048.8	19.59%
Town Center	488.4	2.36%
Water Supply Conservation	229.3	1.11%

RESIDENTIAL ZONES

Residential development in Hollis has occurred throughout the community, comprising nearly 45% of Hollis' land area. The Hollis Zoning Ordinance provides for eight different residential districts: Agricultural and Business, Residential and Agricultural, Rural Lands, Town Center, Recreational, Water Supply Conservation, Mobile Home-1, and Mobile Home-2. With the exception of the Agricultural and Business and Mobile Home-1 Zones, these residential districts do not generally provide for differing uses, lot sizes, frontage or setback requirements. This has resulted in single family homes being the primary type of housing stock in Hollis. Homes built along scenic roads, however, must meet a 100-foot front setback requirement (twice the standard setback). As a result of these regulations, Hollis has been able to preserve its historic Town Center while dispersing new development throughout, so the Town can maintain its rural character. However, the westernmost extreme of Hollis (the Rural Zone) remains less developed and includes extensive conservation lands, as well as land that has more development constraints. Hollis should review its provisions for the Rural District and consider lowering density requirements since that area of Town is further away from services and many of the roads are dirt or gravel.

Hollis adopted a Workforce Multi-Family overlay zone to provide the opportunity to construct multi-family housing with a waiver from the otherwise applicable density requirements. The overlay zone is located in the Residence and Agricultural Zone east of the Nashua River. This district permits the construction of workforce housing developments while also creating design standards that maintain the character of Hollis. Similarly, Hollis amended the Housing for Older Persons Ordinance in 2017 to further encourage the construction of housing for elderly people by waiving applicable density requirements. The Town should monitor the effectiveness of these regulations and adjust depending on the need for Hollis' future populations.



COMMERCIAL ZONES

Commercial land uses comprise about 1% of the zoning districts in Hollis and 0.7% of the total land area of the Town. Commercial development of all types encompasses less than 200 acres of land in Hollis, which is almost a 100% increase from 1998. Most commercial uses are concentrated in the Town's central Agricultural and Business Zone (A&B Zone) in the vicinity of the junction of NH Routes 122 and 130 along Main and Ash Streets and Proctor Hill Road. This district contains a shopping center, a scattering of small retail and service establishments, restaurants, and professional offices. The District also includes existing residences, the Police and Fire Stations, the Post Office, and some agricultural uses. Most establishments in the Agricultural and Business zone serve local residents.

Due to the restricted nature of allowable uses within the Agricultural and Business Zone, Hollis has chosen through standard zoning measures to disallow strip commercial development that characterizes commercial areas in most communities. The mixture of commercial, residential, institutional and recreational land uses within the District as well as its proximity to Monument Square enhances the function of the area as the Town's center. Furthermore, the location of the Zone within the Historic District provides for the review of building design and appearance.

A second, far smaller A&B Zone is located in the northern extreme of Town along NH Route 122 at the Amherst town line. This District's existing commercial uses are limited to a seasonal flea market. The remainder of the District includes residences and undeveloped land. Unlike the central Agricultural and Business District, this district is relatively shallow and is located along a single road. Much of this District is also made up of non-conforming uses. An additional problem results from the shallow depth of the Zone and the split zoning of most parcels in the District.

In addition to the two Agricultural and Business Districts, there is also a Commercial District located on Route 111 in the southeast corner of the Town. This district was created by the Town in 1996 for the purpose of providing a space in the Town that was devoted to general commercial uses, rather than the more restrictive Agricultural and Business Districts. To date, the parcels within the Commercial District are still primarily single-family residences.

Scattered commercial uses exist outside these two districts, which are primarily associated with agricultural or animal care practices. These types of commercial operations are either nonconforming uses, allowed by right or with a special exception in most residential zones.

Seasonal farm stands are a traditional part of the New England landscape. In Hollis, some such uses have grown beyond traditional bounds to become significant commercial enterprises. The Brookdale and Lull farm stands along Broad

Street near Town Center attract many non-resident patrons to Hollis. These two agricultural businesses, along with two additional agricultural/commercial and non-agricultural businesses are situated in the central Agricultural and Business District and near the institutions around Monument Square. Visually, the whole area appears to be a part of a single central district. Other nurseries, garden centers, and farm stands operate throughout the Town, adding to the agricultural and rural character of Hollis.

The results of the 2016 Master Plan Survey indicated a desire for limited expansion of commercial development within existing commercial areas only. The majority of respondents felt there was adequate supply of most retail and medical services. However, a majority cited the desire for increased restaurant and entertainment uses in Hollis. Restaurant development in Hollis is limited by the lack of municipal water and sewer, more so than zoning restrictions. The Town should continue to research technological advances in septic and well water systems, which may help with the establishment of these services.



Lull Farm Farmer's Market

INDUSTRIAL ZONES

Industrial land uses encompass only 217 acres of land in Hollis, which is a significant increase from 81 acres in 1998. As industrial land represents only 1% of Hollis' land area, significant future expansion is unlikely unless additional areas are zoned for industrial uses.

Hollis has two industrial areas; the largest district is located on either side of Proctor Hill Road (NH Route 130) at the Brookline Town line. In the southeastern corner of Town, a second industrial area is located on Clinton Drive adjacent to NH Route 111. This district is almost completely developed with light industrial and support uses. Some industrial uses lie outside these zones, including Diamond Castings, an industrial use located on Proctor Hill Road in the Water Supply Conservation District.

Industrial development in Hollis is limited, as is the potential for increased development within the two industrial districts. A balance must be struck between the need to allow for viable uses of property within the industrial zones and the need to provide sufficient room for the expansion of existing industries and the development of new industries.

It is important to note that the existence of each of the two industrial areas results in land use and environmental protection conflicts for the Town. The Clinton Drive industrial area has been developed over a major aquifer. As a result of passage of the Aquifer Protection Overlay District, many uses in the Clinton Drive area are now non-conforming.

Because there is no compelling tax base reason to expand industrial areas, little demand for additional space, and little public support for the creation of new industrial districts, only minor modifications to existing regulations may be considered.

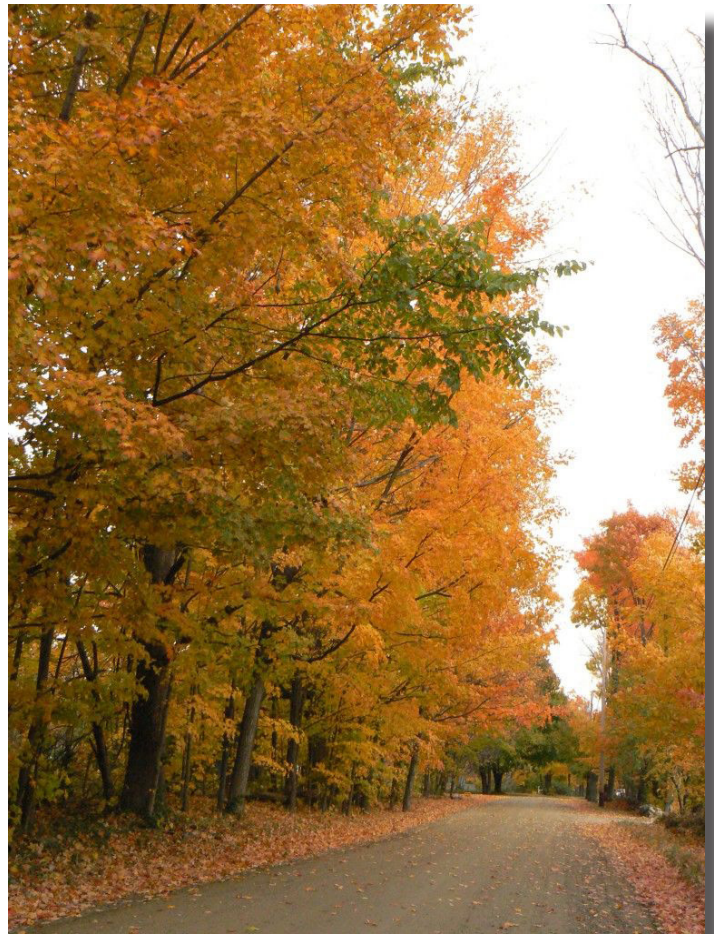


FUTURE LAND USE

The preservation of Hollis' historic rural character is the overriding goal of the Master Plan. As has been described in this chapter, Hollis' character is defined by its rich and varied landscape and the diversity of interspersed land uses. Central to this landscape is the presence and wide distribution of extensive conservation lands, active agricultural uses, numerous historic sites and structures, and low and moderate density residential development patterns. Much of what has contributed to this character is the direct result of the natural conditions of the land, such as the terrain and the extent of prime farmland soils. Given its natural resources, the second major contributor to Hollis' character is the pattern of land use development that has been influenced by local land use regulations.

The low-density development in Hollis is largely a function of its landscape, the allowance of back lots and economics, and desire of it's residents to maintain rural character. Density and development is now controlled through minimum lot size requirements, setbacks, the existence of a Wetlands Conservation Overlay Zone, septic system standards that exceed minimum State requirements, and other regulatory factors. The designation of scenic roads has been another method of preserving local character as has been the creation of a Historic District.

Future land use should be based on the Town's expressed desire to preserve its historic rural character. This should include balancing residential, commercial, and clean industrial development with protecting the town's natural resources, rural character, small town feel, and the integrity of existing residential neighborhoods without burdening Town facilities. Valuable agricultural land and productive soils should be protected through conservation easements, Town acquisitions, and appropriate land use regulations. Furthermore, land use regulations should address the needs of the current and future populations. At this time and for the foreseeable future, no major land use changes are necessary or recommended.



CONCLUSION

Over many years, Hollis has created a carefully crafted set of regulations to ensure that the rural character of the community is maintained for current and future residents. Hollis has a wealth of natural assets, including water resources, scenic views, open space, agricultural lands, forestlands, and cultural features. Future development should be balanced to ensure that these resources are protected.





CURRENT & FUTURE LAND USE RECOMMENDATIONS

RECOMMENDATIONS

TIME FRAME

The Town should continue to make strategic land purchases to maintain the rural character of the community, while also providing areas for environmental protection, amenities for Town services, and recreational features.

Ongoing

The Planning Board should consider amending the minimum lot size requirement for the Rural District from 2 acres to 3 acres to restrict development the western side of Hollis.

3-5 Years

Future conservation and recreational land acquisitions by the Town may be targeted to sites that would provide links for a greenway. Where land acquisitions are not possible or desirable, the acquisition of easements should be pursued.

Ongoing

The Town should continue to monitor the number of building permits that are issued each year to track rates of development in Hollis.

Ongoing

The Town should continue to monitor non-conforming uses and make adjustments, when necessary, to the regulations in an attempt to bring these uses into greater conformity.

Ongoing

CHAPTER 3 - HOUSING & POPULATION



INTRODUCTION

Population and housing trends and characteristics in the Town of Hollis are examined in this chapter, including historical and future growth. As a significant percentage of the Town's land area, housing's cost, availability, and location are critical components in the range of elements

that together define the character of the community. Predominantly single-family homes, Hollis' historic housing stock and rural character are two assets that attract people.



DATA SOURCES, LIMITATIONS & UNITS OF ANALYSIS

The information in this chapter is based primarily on the 2010 US Census, American Community Survey data, and the 2014 Nashua Region Housing Needs Assessment as included in the NRPC Regional Plan in conjunction with other local and state studies, estimates and reports. Wherever possible more recent data from other sources have been utilized;

however, alternative up-to-date data or estimates are often only available for larger geographical units, such as the county, statistical areas or the state. Note that given the small sample size, some of the data sources, including the American Community Survey, are used with caution for analysis and recommendations.

POPULATION

HISTORICAL TRENDS

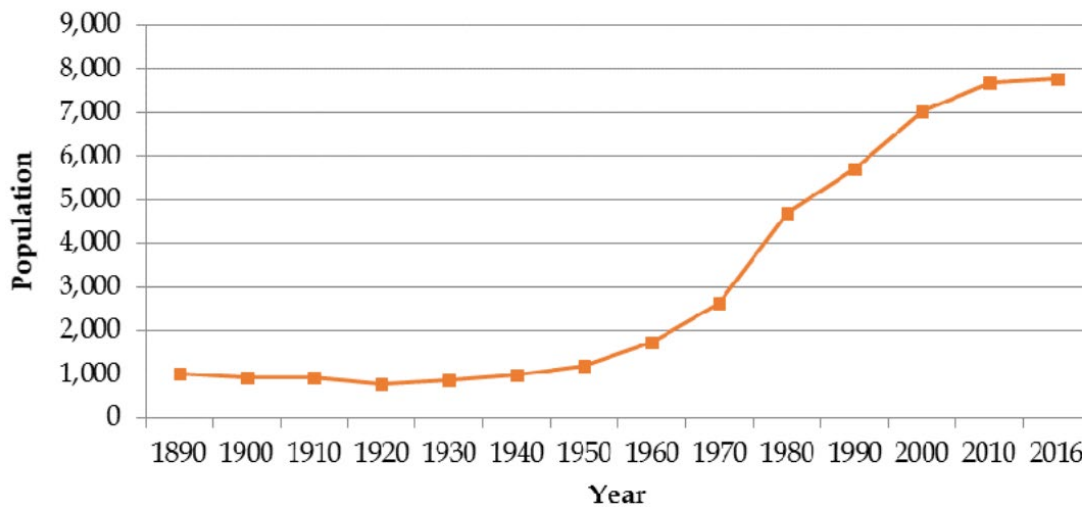
Hollis population trends are illustrated in Table 3-1 and Figure 3-1. During the first part of the 20th century, the population decreased in conjunction with economic decline in the textile industry. Then, for 30 years it increased at a slow but steady rate through the 1950s. From 1960 through 2000, population growth nearly exploded, especially from 1970 to 1980 with an annual change of 7.9%. Since 1990, Hollis' population growth has started to plateau with current growth rates falling around 1%. The most recent NH Office of Strategic Initiatives population estimates place the 2016 town population at 7,775.

Table 3 - 1 Population Change 1890-2016

Year	Population	% Change	Numerical Change	Avg. Annual % Change
1890	1,000	-	-	-
1900	910	-9%	-90	-0.9
1910	935	3%	25	0.3
1920	775	-17%	-160	-1.7
1930	879	13%	104	1.3
1940	996	13%	117	1.3
1950	1,196	20%	200	2.0
1960	1,720	44%	524	4.4
1970	2,616	52%	896	5.2
1980	4,679	79%	2,063	7.9
1990	5,705	22%	1,026	2.2
2000	7,015	23%	1,310	2.3
2010	7,684	10%	669	1.0
2016	7,775	1%	91	0.1

Source: U.S. Census (1890-2010), OSI Population Estimates (2016)

Figure 3 - 1 Hollis Residential Population 1890-2016



Continuing trends established in the 1950s and 60s the Nashua region continued to experience rapid population growth during the 1980s. This stemmed from two broad trends, the growth of the greater Nashua economy and in-migration from the Boston area following improvements

in the state and federal highway system. The population of the NRPC region in 2010 was 205,765 persons and the 2010 State population was 1,316,256 persons. Table 3-2 shows recent population changes for Hollis, the Region, Hillsborough County and the State.

Table 3 - 2 Population Change 1960-2010

	Hollis Population	% Change from Prior Decade	NRPC Region Population	% Change from Prior Decade	Hillsborough County Population	% Change from Prior Decade	NH Population	%Change from Prior Decade
1960	1,720	-	63,216	-	178,161	-	606,900	-
1970	2,616	52.1%	100,862	57.9%	223,941	25.7%	737,579	21.5%
1980	4,679	78.9%	138,089	36.9%	276,608	23.5%	920,475	24.8%
1990	5,705	21.9%	171,478	24.2%	335,838	21.4%	1,109,252	20.5%
2000	7,015	23.0%	195,788	14.2%	380,841	13.4%	1,235,786	11.4%
2010	7,684	9.5%	205,765	5.1%	400,721	5.2%	1,316,470	6.5%

Source: US Decennial Censuses 1960 – 2010, NH Office of Strategic Initiatives

Table 3-3 presents population shares for the NRPC region municipalities from 1950 to 2016. Hollis' share of the regional population increased from 2.3 percent in 1950 to 3.7 percent in 2016. The towns of Merrimack, Pelham and Litchfield have also increased their share of the regional population. This shows that historic central cities and

town centers were demonstrating steady or declining populations at the same time that suburban areas near the central cities and interstate highways were growing.

Table 3 - 3 Local and Regional Population Shares (NRPC), Percent 1950-2016

Municipality	1950	1960	1970	1980	1990	2000	2010	2016
Amherst	2.8%	3.2%	4.6%	6.0%	5.3%	5.5%	5.4%	5.4%
Brookline	1.3%	1.2%	1.2%	1.3%	1.4%	2.1%	2.4%	2.5%
Hollis	2.3%	2.7%	2.6%	3.4%	3.3%	3.6%	3.7%	3.7%
Hudson	7.9%	9.2%	10.6%	10.2%	11.4%	11.6%	11.9%	11.9%
Litchfield	0.8%	1.1%	1.4%	3.0%	3.2%	3.7%	4.0%	4.0%
Lyndeborough	1.0%	0.9%	0.8%	0.8%	0.7%	0.8%	0.8%	0.8%
Mason	-	-	-	-	-	0.6%	0.7%	0.7%
Merrimack	3.6%	4.7%	8.5%	11.2%	12.9%	12.8%	12.4%	12.2%
Milford	7.9%	7.6%	6.6%	6.3%	6.9%	6.9%	7.3%	7.3%
Mont Vernon	0.8%	0.9%	0.9%	1.1%	1.1%	1.0%	1.2%	1.2%
Nashua	65.5%	61.2%	55.3%	49.2%	46.5%	44.0%	42.0%	42.1%
Pelham	2.5%	4.1%	5.4%	5.9%	5.5%	5.5%	6.3%	6.3%
Wilton	3.7%	3.2%	2.3%	1.9%	1.8%	1.9%	1.8%	1.8%

Note: Mason was previously a member of SWRPC

Sources: U.S. Census and NH OSI

AGE DISTRIBUTION

Examining the age profile of community population provides insight into future changes in local population and the future needs of the Town. Hollis' age distributions are depicted in Table 3-4 and Figure 3-2 along with the NRPC region, Hillsborough County and the State. It shows population distribution among 18 age cohorts. The percentage of people

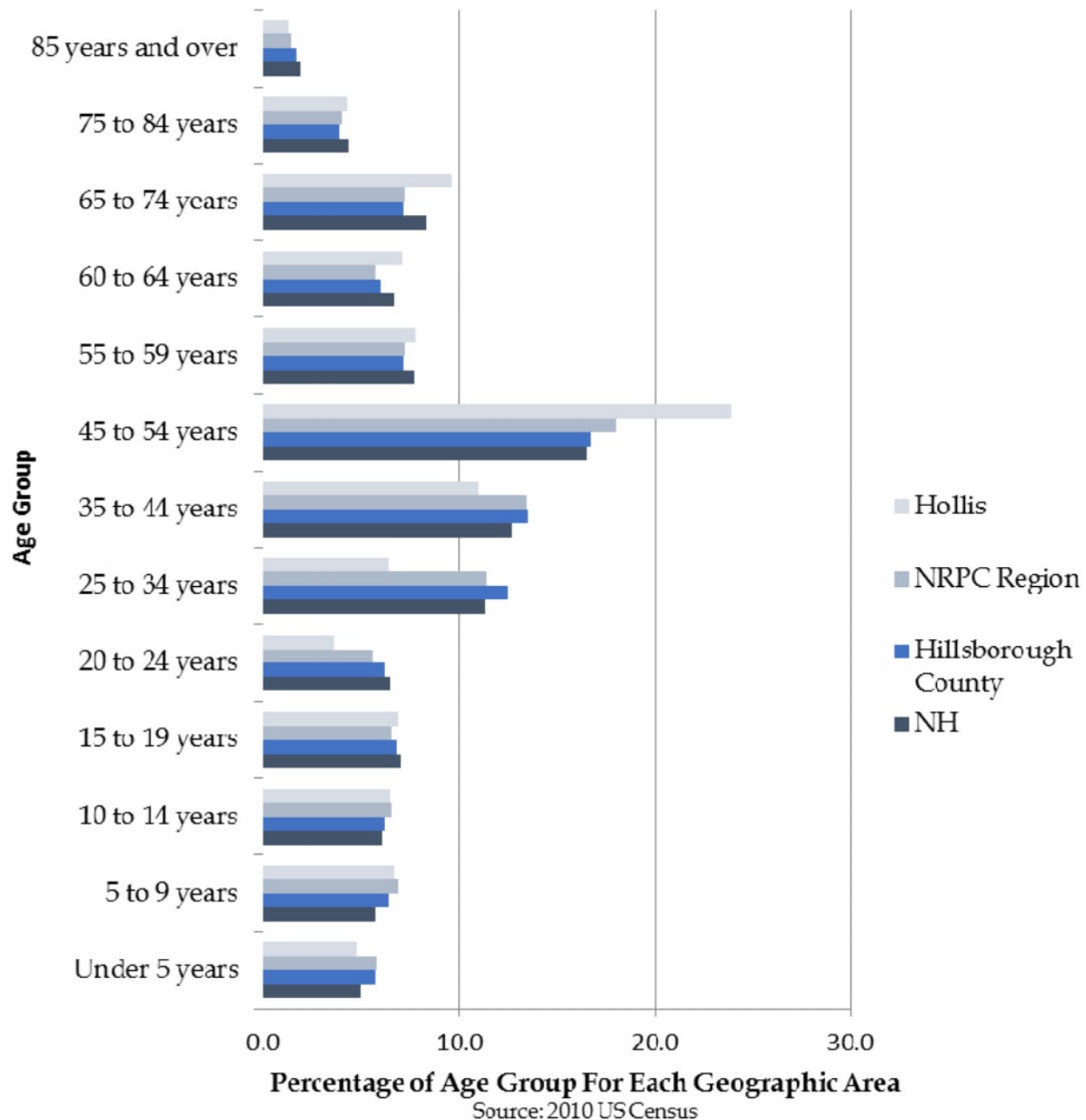
aged 0-19, about 25 percent, is on par with the Nashua region, the County or State, about 27, 26 and 25 percent respectively. However, Hollis has a much higher percentage of residents in the 45-54 age group than the region, county, or state.

Table 3 - 4 Age Distribution, Hollis

Age	Hollis	% Total	NRPC Region	% Total	Hillsborough County	% Total	State	% Total
0-4	372	4.8%	12,012	5.8%	22,823	5.7%	66,576	5.0%
5-9	521	6.7%	14,174	6.9%	25,911	6.4%	75,728	5.7%
10-14	503	6.5%	13,536	6.6%	25,023	6.2%	80,599	6.1%
15-19	536	6.9%	13,554	6.6%	27,303	6.8%	92,670	7.0%
20-24	277	3.6%	11,564	5.6%	24,924	6.2%	86,463	6.5%
25-34	492	6.4%	23,534	11.4%	50,232	12.5%	149,321	11.3%
35-44	849	11.0%	27,788	13.5%	54,465	13.5%	167,647	12.7%
45-54	1,849	23.9%	37,288	18.0%	67,333	16.7%	218,547	16.5%
55-59	603	7.8%	14,991	7.3%	28,962	7.2%	101,291	7.7%
60-64	549	7.1%	11,947	5.8%	24,010	6.0%	88,343	6.7%
65-74	740	9.6%	14,963	7.2%	29,024	7.2%	109,886	8.3%
75-84	330	4.3%	8,265	4.0%	15,760	3.9%	58,656	4.4%
85+	100	1.3%	2,979	1.4%	7,006	1.7%	25,342	1.9%
Total	7,721	100.0	206,595	100.0	402,776	100.0	1,321,069	100.0

Source: 2012-2016 American Community Survey

Figure 3 - 2 Age Cohort Distribution, 2010 - Hollis, NRPC Region, Hillsborough County and New Hampshire



NATURAL INCREASE AND MIGRATION

Table 3-5 shows the number of natural increase (the number of deaths subtracted from births) and population change for each decade. Migration is calculated as the difference between the population change and the natural increase. Between 1980 and 2000, approximately two-thirds of the

population change in Hollis was due to in-migration of people into Town, with the other third due to births. After 2000, this trend has increased, with in-migration slowly increasing, but not yet matching its 1970s levels.

Table 3 - 5 Hollis Natural Increase/Migration

Decade	Births	Deaths	Natural Increase	Population Change	Migration	% Migration
1970-79	369	189	180	2,063	1,883	91.3%
1980-89	625	625	387	1,026	639	62.3%
1990-99	714	276	438	1,310	872	66.6%
2000-09	533	364	189	669	480	71.8%

Source: NH Vital Statistics, US Census, NH Office of Strategic Initiatives

HOUSEHOLD SIZE

Table 3-6 is a breakdown of the number of households and average household size for Hollis and the surrounding communities. A household is composed of one or more people who occupy a housing unit; not all households contain families. A family consists of a householder and one or more other people living in the same household who are related to the householder by birth, marriage, or adoption. Under the U.S. Census Bureau definition, family households consist of

two or more individuals who are related by birth, marriage, or adoption, although they also may include other unrelated people. In 2010, the average household size in Hollis was 2.73, down slightly from the 2000 average household size of 2.88. This is consistent with the national trend towards smaller household sizes that is also reflective in all of these communities, as well as the NRPC region, Hillsborough County and the state.

Table 3 - 6 Households, 2000 and 2010

Community	Total HH	Total HH	% Change	Average # of Persons per Household		Average # of Persons per Family HH	
	2000	2010		2000	2010	2000	2010
Amherst	3,590	4,063	13.18	3.00	2.76	3.26	3.06
Brookline	1,343	1,631	21.44	3.11	3.06	3.36	3.31
Hollis	2,440	2,811	15.20	2.88	2.73	3.16	3.05
Hudson	8,034	8,900	10.78	2.83	2.73	3.17	3.13
Litchfield	2,357	2,828	19.98	3.12	2.92	3.35	3.22
Lyndeborough	560	643	14.82	2.83	2.62	3.20	2.89
Mason	433	529	22.17	2.65	2.61	3.02	2.96
Merrimack	8,832	9,503	7.60	2.84	2.67	3.19	3.06
Milford	5,201	5,929	14.0	2.58	2.53	3.11	3.04
Mont Vernon	693	838	20.92	2.90	2.87	3.17	3.18
Nashua	34,614	35,044	1.24	2.46	2.42	3.05	3.01
Pelham	3,606	4,357	20.83	3.03	2.96	3.33	3.28
Wilton	1,140	1,418	24.39	2.65	2.59	3.06	3.02
NRPC Region	72,410	78,494	8.29	2.68	2.60	3.14	3.07
Hillsborough County	149,961	166,053	10.73	2.58	2.53	3.10	3.05
State	474,606	518,973	9.35	2.53	2.46	3.03	2.96

Sources: 2000 and 2010 US Census

INCOME

The standard of living in New Hampshire is high. Hollis embodies the Nashua Region and the Southern Tier overall with some of the highest levels of income in the State of New Hampshire. Table 3-7 shows the most recent detailed data available for median family, median household, and per capita income for individual municipalities, surrounding

communities, and the State. The median household income in Hollis is the second highest in the NRPC region, \$49,555 higher than Hillsborough county median and \$51,976 higher than the median for the State. The range of median household income for Hollis' surrounding communities extends from a low of \$68,944 in Nashua to a high of \$121,779 in Amherst.

Table 3 - 7 Median and Per Capita Income, 2000 & 2016

Community	Household Income		Family Income		Per-Capita Income	
	2000	2016	2000	2016	2000	2016
Amherst	\$89,384	\$121,779	\$97,913	\$131,205	\$35,531	\$51,452
Brookline	\$77,075	\$116,791	\$80,214	\$119,601	\$29,272	\$44,583
Hollis	\$92,847	\$120,461	\$104,737	\$135,543	\$44,936	\$56,726
Hudson	\$64,169	\$88,870	\$71,313	\$96,293	\$25,696	\$38,856
Litchfield	\$73,702	\$91,727	\$76,931	\$105,505	\$25,203	\$37,962
Lyndeborough	\$59,688	\$84,444	\$70,223	\$89,188	\$27,169	\$41,315
Mason	\$60,433	\$88,942	\$61,908	\$96,591	\$28,503	\$40,936
Merrimack	\$68,817	\$93,798	\$72,011	\$103,998	\$27,748	\$40,980
Milford	\$52,343	\$71,500	\$61,682	\$84,604	\$24,425	\$33,732
Mont Vernon	\$71,250	\$102,109	\$77,869	\$103,281	\$30,772	\$39,551
Nashua	\$51,969	\$68,944	\$61,102	\$82,913	\$25,209	\$33,896
Pelham	\$68,608	\$94,167	\$73,365	\$108,297	\$25,158	\$39,140
Wilton	\$54,276	\$71,063	\$61,311	\$86,313	\$26,618	\$35,211
NRPC Region	\$68,713	\$81,962	\$72,688	\$95,554	\$26,894	\$38,111
Hillsborough County	\$67,798	\$70,906	\$79,201	\$85,401	\$32,001	\$34,767
State	\$49,467	\$68,485	\$57,575	\$83,709	\$23,844	\$35,264

Sources: 2000 and 2010 US Census, 2012-2016 American Community Survey

POVERTY

Hollis has less poverty than the regional average with 1.8% of individuals and 1.5% of families below the poverty level in 2016. Low poverty rates are attributable to a combination of high education levels and high median incomes which keeps poverty levels and child poverty rates at some of the lowest in the country. This includes lower than the 5.8% of families in Hillsborough County and 5.3% of families in the State that fall below the poverty level.

HOUSING

HOUSING SUPPLY & TYPES

A history of new residential unit building development in Hollis is presented in Table 3-9. The trend for local residential development has followed population growth with the highest level of new building peaking in the 1980s.

Table 3-10 shows the annual number of building permits issued from 2010 to 2016 and the estimated number of housing units in 2016. Negative numbers suggest either a demolition was permitted or the number of dwelling units in a structure decreased.

Table 3 - 9 Decadal Housing Growth, 1970-2016

Year	Total Housing Units	Change	% Change Units
1970	821	-	-
1980	1,563	742	90.4%
1990	2,006	443	28.3%
2000	2,491	485	24.2%
2010	2,929	438	17.6%
2016	3,171	242	8.3%

Source: US Census 1970-2010, ACS 2012-2016

Table 3 - 10 Annual Residential Permits Issued in Hollis 2010-2016

Housing Type	Residential Permits, Net Change of Units							Total Estimated Housing Units in 2016
	2010	2011	2012	2013	2014	2015	2016	
Single Family	11	6	12	18	17	15	14	2,639
Multi-Family	0	0	1	0	0	0	0	280
Manufactured Housing	0	0	0	-1	0	0	1	104
Total Housing	11	6	13	17	17	15	15	3,023

Source: Hollis Building Department

OWNER-OCCUPIED HOUSING COSTS

Figure 3-3 indicates that the average sale price of homes has increased since 1990 in Hollis. As Table 3-11 shows, the average sales price of a home in Hollis was \$457,000 in 2017, the highest of all communities in the NRPC Region. Nearby communities that had low sample are designated as N/A.

Within the NRPC Region, from 2000 to 2010, the average sales price of a home increased 49.4% from \$160,000 to \$239,000. The bulk of that increase took place in the period from 2000 to 2005, when the average sales price increased 65.7% from \$160,000 to \$280,000.

Figure 3 - 3 Median Home Purchase Price of All Homes

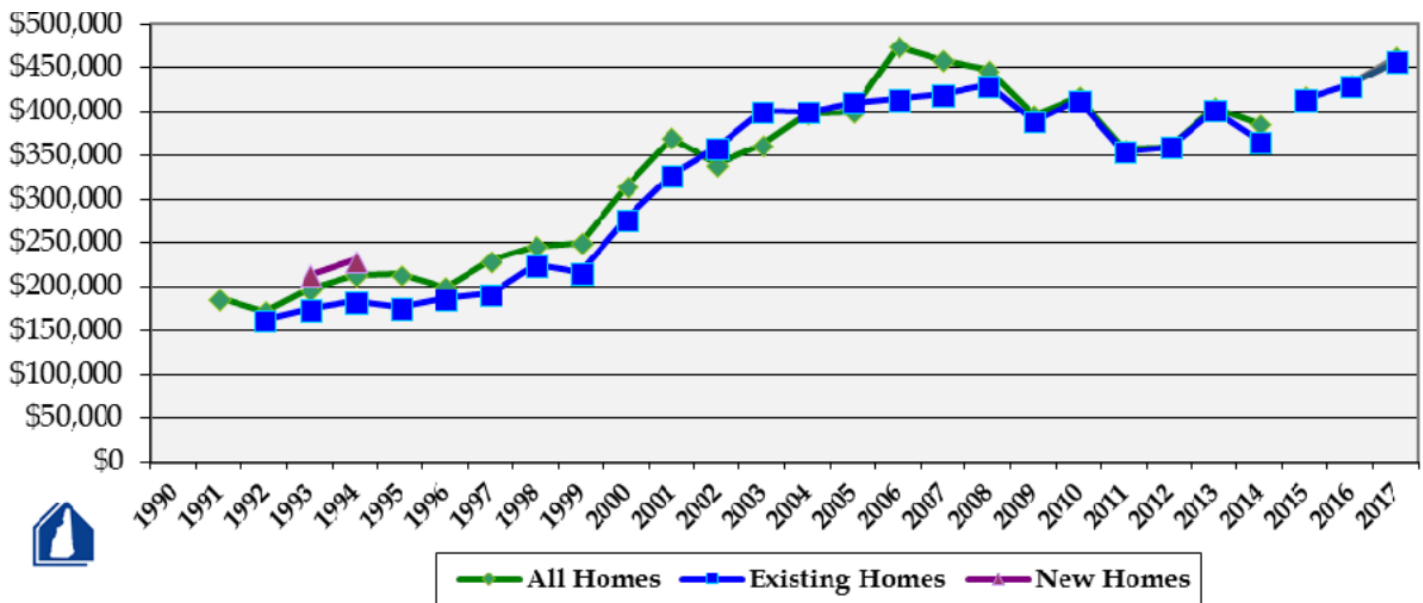


Table 3 - 11 Median Purchase Price by Home Type, 2017

Community	Existing Homes	New Homes	Condominiums
Amherst	\$348,500	N/A	\$278,500
Brookline	\$339,500	N/A	N/A
Hollis	\$457,000	N/A	N/A
Hudson	\$269,500	N/A	\$230,000
Litchfield	\$320,000	N/A	N/A
Lyndeborough	N/A	N/A	N/A
Mason	N/A	N/A	N/A
Merrimack	\$254,900	N/A	\$178,500
Milford	\$234,000	N/A	\$158,000
Mont Vernon	N/A	N/A	N/A
Nashua	\$244,000	N/A	\$189,000
Pelham	\$342,500	\$365,600	\$349,700
Wilton	\$212,000	N/A	N/A
NRPC Region	\$265,000	\$359,933	\$196,266

Note: Calculations based on a sample size of less than 50 are highly volatile and not considered valid (N/A). Does not include manufactured housing.

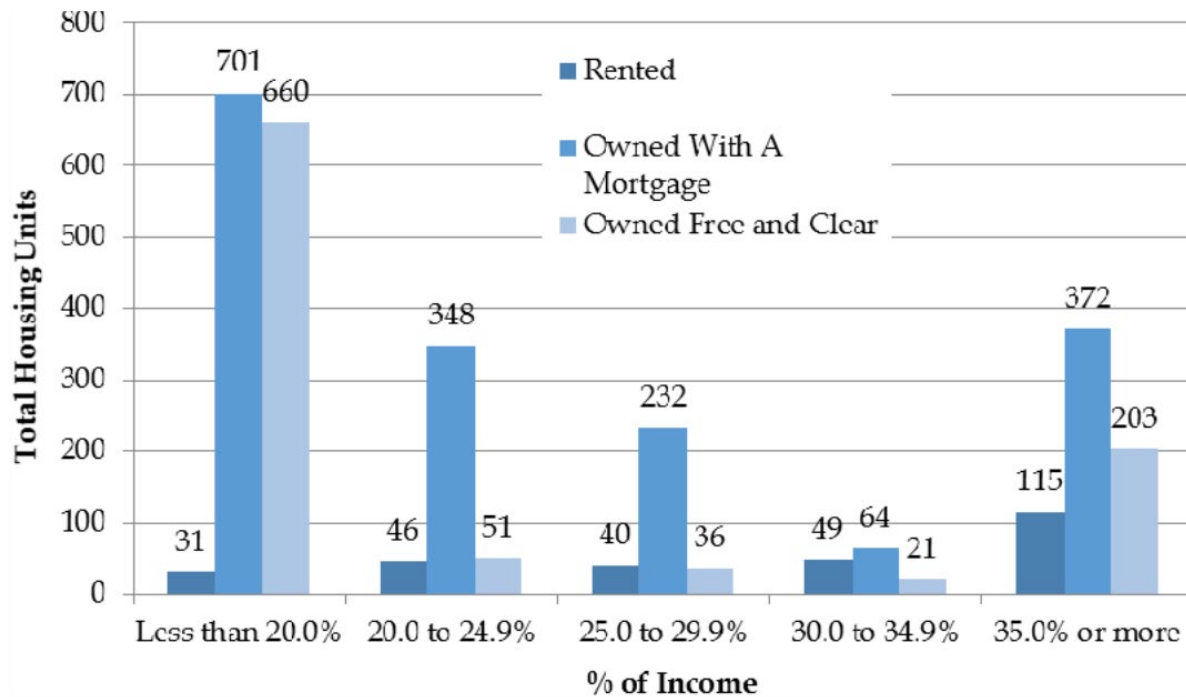
Source: 1990-2016 - NH Dept. of Revenue, PA-34 Dataset, Compiled by Real Data Corp. Filtered and analyzed by New Hampshire Housing

HOUSING AFFORDABILITY

Figure 3-4 portrays the cost of housing in Hollis relative to household income based on units that are owned with a mortgage, owned free and clear, or rented. For example, approximately 701 households own their home, have a mortgage, and pay less than 20% of their household income toward monthly mortgage and associated costs. However, when looking at the bars on the right side of the graph coupled with the fact that household incomes are relatively

high in Hollis, there are indications the town has some fairly expensive housing as well. Approximately 28% of all households spend over 30% of their income on mortgage costs. In order to adhere to the statutory Workforce Housing requirements, the Town amended its zoning ordinance in 2009 to allow for multi-family housing along with a number of other changes.

Figure 3 - 4 Housing Costs as a Percentage of Household Income, 2016



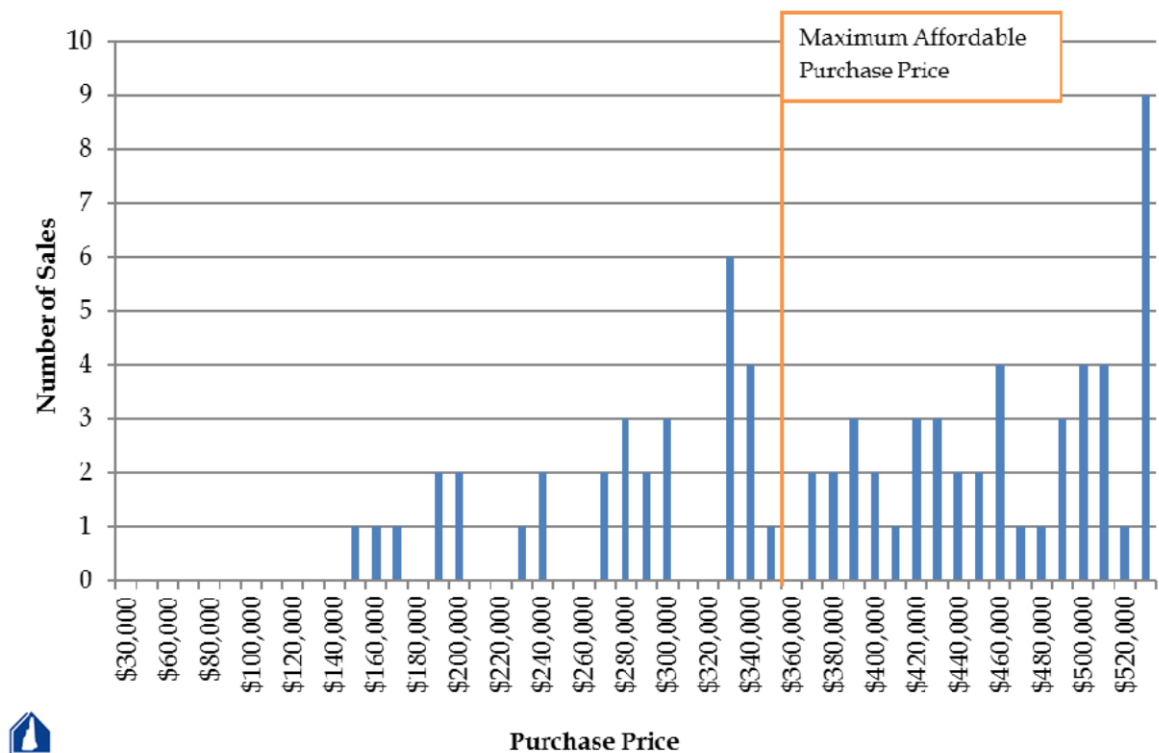
Source: ACS 2012-2016

The maximum affordable purchase price of homes in Hollis is estimated to be \$352,500 for a family of four that makes 100% of the median area income (orange line as shown in Figure 3-5).¹ The maximum affordable purchase price represents the point at which households are spending 30% of their income on housing. This is the threshold for the State's definition of Workforce Housing. It is generally

considered a healthy market when residents are putting 30% of their income toward housing. When the majority of residents are paying more than 30% of their income on housing it is reflective of an unaffordable housing market.

¹ NH Housing, *2016 Workforce Housing Purchase and Rent Limits*, <http://www.nhhfa.org/assets/pdf/2016WrkfrHsngPurchaseAndRentLimits.pdf>

Figure 3 - 5 Primary Home Purchase Price Frequency, Town of Hollis, 2017

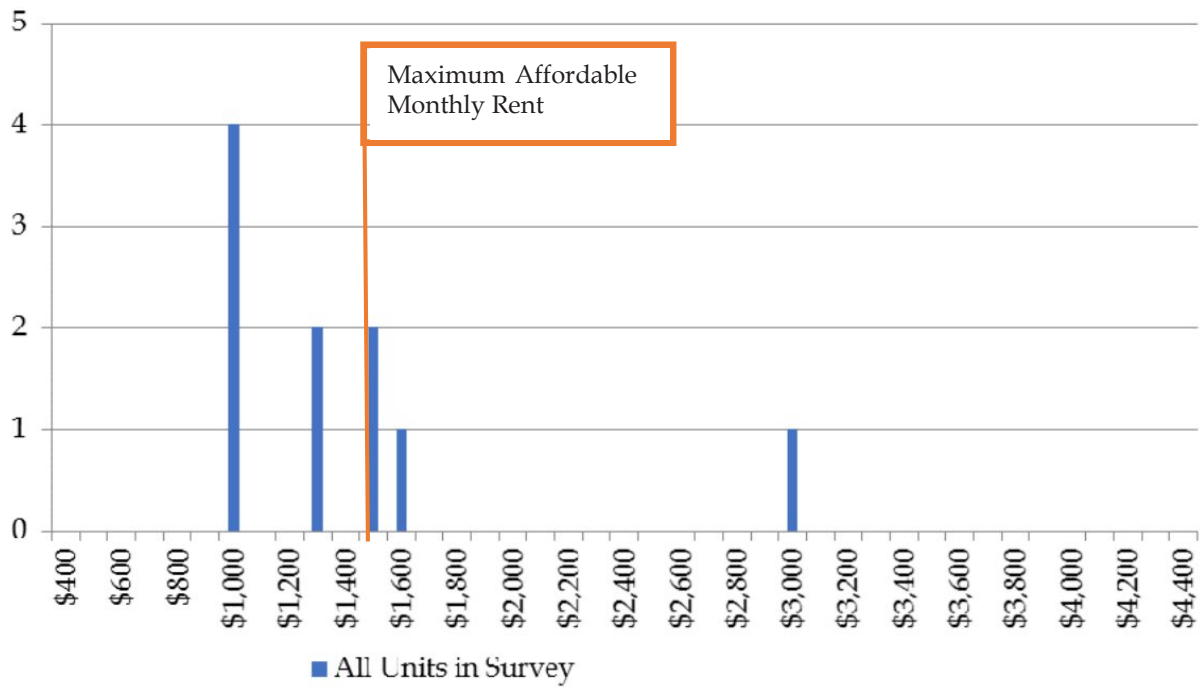


The maximum affordable monthly rent of units in Hollis is estimated to be \$1,440 for a family of three making 60% of the HUD median area income (orange line shown in Figure 3-6).² The maximum affordable monthly rent is similar to the maximum affordable purchase price, where is the point at which households are spending 30% of their income

on housing. Again, this threshold also meets the State’s definition of Workforce Housing. Although there were not many rental units sampled in Hollis, about half of them are considered affordable where households don’t have to pay more than 30% of their income on rent.

² NH Housing, 2016 Workforce Housing Purchase and Rent Limits, <http://www.nhhfa.org/assets/pdf/2016WrkfrHsngPurchaseAndRentLimits.pdf>

Figure 3 - 6 Primary Home Rental Price Frequency, Town of Hollis, 2017



Source: 1990-2017 - NH Dept. of Revenue, PA-34 Dataset, Compiled by Real Data Corp. Filtered and analyzed by New Hampshire Housing. 2017 - The Warren Group. Filtered and analyzed by New Hampshire Housing.

POPULATION PROJECTIONS

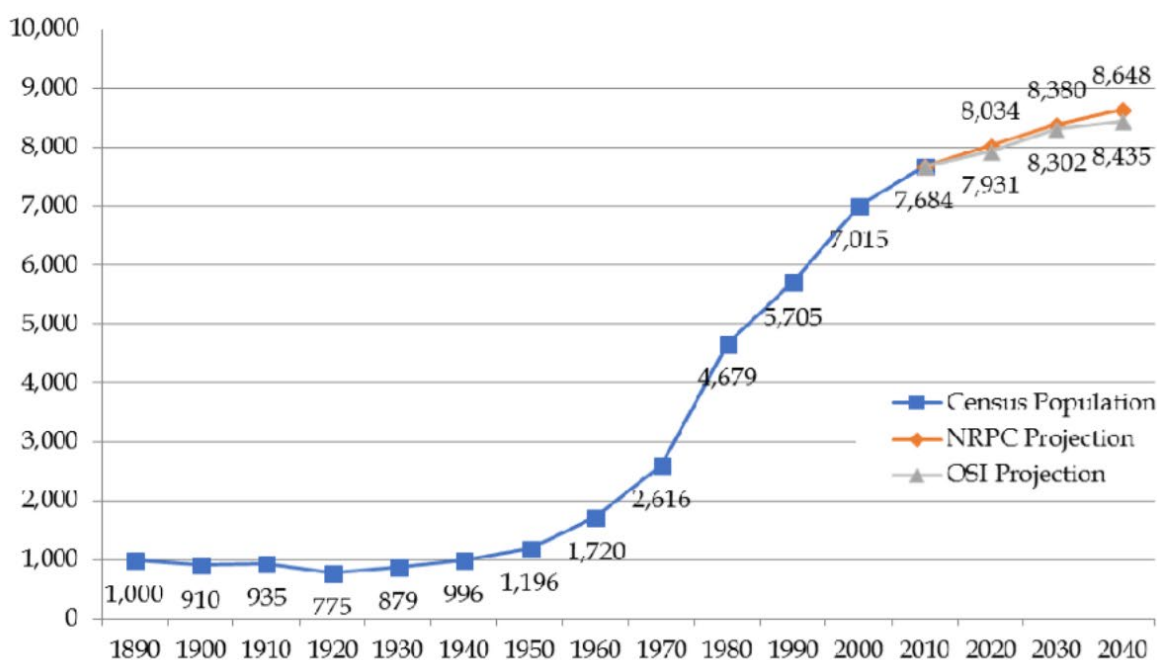
The Nashua Regional Planning Commission's population projections for the region are presented in Table 3-14 and depicted for Hollis in Figure 3-7. The forecasting methodology is based on building permit trends and a community's historical share of its respective county's growth according to the 1980, 1990, 2000 Census. Rates of change are applied to the most recent population estimate as a growth factor, from which the projection is derived. By this method, changes that have taken place in the 1980,

1990, and 2000 populations guide the projections beyond the year 2010. Hollis' population is expected to continue to grow approximately 0.39 percent annually over the next 25 years – the sixth highest rate of growth in the region. If projections hold true, this may mean the addition of about 1,000 persons by 2040; however, the actual rate of growth in any community is unpredictable and due to forces beyond most local control.

Table 3 - 14 Population Projections, NRPC Region

Community	2000 Census	2010 Census	2020	2025	2030	2035	2040	% Change (2010-2040)	% Annual (2010-2040)
Amherst	10,769	11,201	11,452	11,550	11,563	11,579	11,521	2.9%	0.09%
Brookline	4,181	4,991	5,470	5,681	5,857	5,984	6,060	21.4%	0.65%
Hollis	7,015	7,684	8,034	8,226	8,380	8,534	8,648	12.6%	0.39%
Hudson	22,928	24,467	25,692	26,119	26,369	26,581	26,596	8.7%	0.28%
Litchfield	7,360	8,271	8,808	9,087	9,312	9,571	9,764	18.1%	0.55%
Lyndeborough	1,585	1,683	1,798	1,826	1,837	1,819	1,790	6.3%	0.21%
Mason	1,147	1,382	1,524	1,565	1,587	1,577	1,548	12.0%	0.38%
Merrimack	25,119	25,494	25,949	26,312	26,380	26,908	27,120	6.4%	0.21%
Milford	13,535	15,115	16,203	16,629	17,146	17,756	17,738	17.4%	0.53%
Mont Vernon	2,034	2,409	2,635	2,731	2,814	2,873	2,901	20.4%	0.62%
Nashua	86,605	86,494	88,166	89,593	90,457	90,759	90,360	4.5%	0.15%
Pelham	10,914	12,897	13,905	14,357	14,723	15,063	15,282	18.5%	0.57%
Wilton	3,743	3,677	3,871	3,928	3,958	3,954	3,921	6.6%	0.21%
NRPC Region	196,935	205,765	213,507	217,605	220,381	222,959	223,249	8.5%	0.27%

Figure 3- 7 Population Projections for Hollis



STRATEGIES FOR MEETING LOCAL HOUSING NEEDS

HOUSING AFFORDABILITY

In Hollis, mixed-use developments are a permitted business or commercial use along with a dwelling unit(s) that occupies up to 50% of the total heated above-grade floor

area of the building. Currently, they are permitted within the Agricultural and Business District. They provide an alternative housing option.

MANUFACTURED HOUSING

Manufactured housing is merely a type of home construction. Such homes are generally far smaller than most homes built in Hollis. While the type of construction may reduce the cost of such homes somewhat, the principal cost factors affecting

the price of a home is land cost and density as well as the size of the home. Hollis currently has two zones which permit manufactured housing: The Mobile Home-1 and Mobile Home-2 zones, located in southeast Hollis.

ACCESSORY DWELLING UNITS

In response to the recommendations of the 1991 Master Plan, the Town adopted standards for the development of accessory housing. Following the adoption of NH RSA 674:71

and the 2017 Town zoning amendment, Hollis currently allows attached accessory dwellings units by special exception.

WORKFORCE HOUSING

New Hampshire's Workforce Housing Statute, enacted in 2008, requires each community to provide a reasonable and realistic opportunity to develop housing affordable codifying the NH Supreme Court's 1991 Britton v. Town of Chester ruling. Under RSA 674:58-61 local land use regulations and ordinances cannot discriminate against housing for families or certain income ranges, the collective impact of the regulatory framework must allow workforce housing to be economically feasible, workforce housing must be allowed in a majority of residentially zoned areas, and

multi-family must be allowed within the community. Under the statute workforce housing is defined as homes that are affordable for purchase by a family of four earning up to the median income or for rent at a price affordable for a family of 3 earning up to 60 percent of the median area income. Affordable is considered when a family pays no more than 30 percent of the household's income to housing costs.³ At the 2009 Town Meeting, Hollis amended its zoning ordinance to adhere to the Workforce Housing Statutory requirements, while still preserving community character.

ELDERLY HOUSING

In 2017, Hollis amended standards to encourage the development of housing for older persons. This ordinance conforms to NH 354-A:15 and provides housing by the

provision of a waiver from the otherwise applicable density requirements. The Town should continue to monitor the effectiveness of this zoning provision.

CONCLUSION

Residential development is a major influence on land use and has a significant impact on municipal finance and the local economy. Well-planned residential development which will not negatively impact areas of sensitive open space, wildlife corridors, working forests and farms, aquifers, rivers, wetlands, steep slopes, and viewsheds. Appropriate land use regulations can guide new development at a rate and in locations that will maintain the “look and feel of our Town.”



Image: hollismontessori.org



POPULATION & HOUSING RECOMMENDATIONS

Recommendations

Time Frame

The Planning Board should update the Housing chapter following the publication of the 2020 Census data.

2-4 Years

The Planning Board should consider amending the minimum lot size requiremeent for the Rural Lands Zone from 2 acres to 3 acres to restrict development on the western side of Hollis.

3-5 Years

The Town should continue to monitor the number of building permits that are issued each year to track rates of development in Hollis.

Ongoing

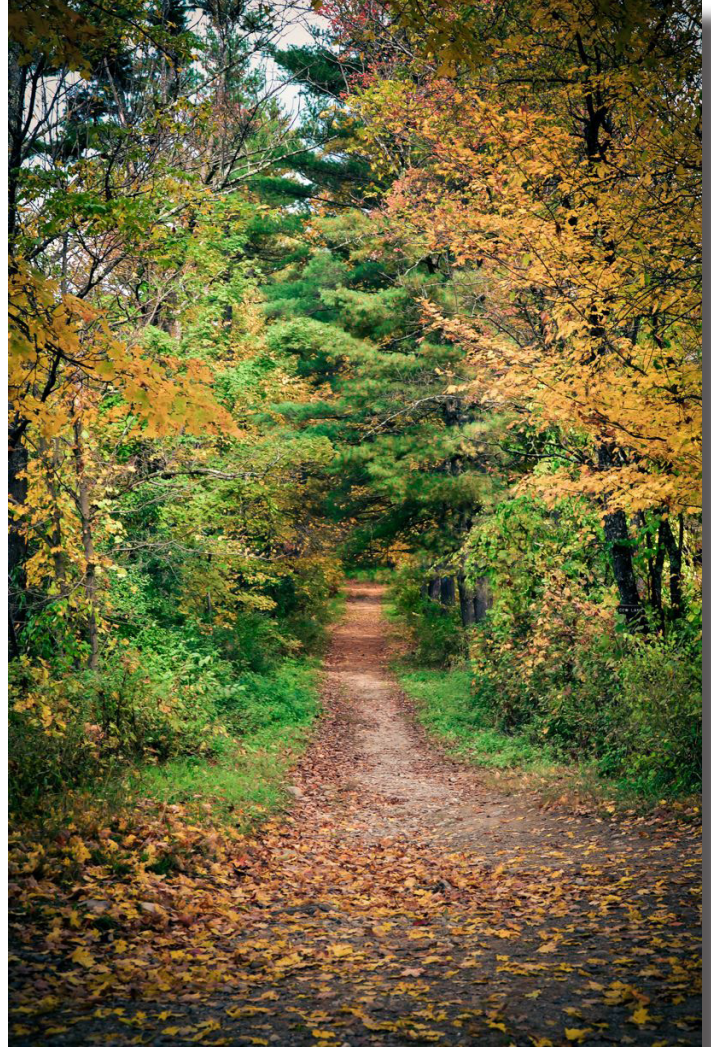
CHAPTER 4 - TRANSPORTATION



INTRODUCTION

The patterns of land development in a town are influenced greatly by the layout of the road network. The purpose of the road network is to provide important links for residences, businesses, and farms. The availability of an efficient transportation system is an important consideration for new businesses in their decision to locate or expand facilities. The enhancement of transportation systems is a strategy a town can utilize to attract facilities and expand the tax base. However, transportation system choices can have impacts on community character and resources. Traffic is one of the more visible impacts of land development and economic activity. Traffic generated by residential, commercial and industrial land development not only affects the Town's local road network, but also impacts the regional highway system and inter-regional travel. Therefore, the Town must determine how its own growth patterns affect travel demands and to what extent the existing local and regional system can accommodate those demands. There needs to be a balance between maintaining community character and roadway efficiency and safety.

The purpose of the Transportation Chapter of the Master Plan is to develop strategies for an efficient and safe transportation system that will preserve the community's character, accommodate growth, and increase the availability of alternative transportation choices. It provides an inventory of the existing road infrastructure, to present a history of traffic and operational characteristics of the highway network, and to identify desired improvements to the transportation system. It provides an inventory of the existing highway network in the Town, including highway classification, traffic volumes, roadway conditions and travel patterns. Issues related to transportation and mobility is discussed including highway policy, travel demand, and non-motorized and alternative modes of transportation. Recommendations to improve the highway network and mobility in general, are also provided.



“The purpose of the road network is to provide important links for residences, businesses, and farms.”

VISION

Nestled within the Merrimack Valley, Hollis has maintained its rural character as its scenic highways and rustic trails traverse its landscape. As Hollis grows and develops, it is important that its character is preserved while also adhering to the diverse needs of its residents. Through visioning sessions with the Planning Board and a community-wide survey, several key goals arose. The Town should continue to support road design standards that maintain and enhance the rural character of the community while maintaining public safety. Streetscape and landscaping of town streets should be utilized more to create perceived obstructions to both slow vehicles down and enhance aesthetics. Pedestrian safety should be encouraged through the installation of sidewalks in neighborhoods in the town center and school

areas. Development and expansion of trails are highly desired throughout Hollis to create connections between open space areas and neighborhoods. Public transportation options in the community should be expanded to assist in accommodating population growth and aging demographics. By balancing the different transportation needs of the community, Hollis will remain an attractive place to those who live and travel within the Town.



EXISTING TRANSPORTATION NETWORK

ROADWAY CLASSIFICATIONS

The state aid classification road mileage in Hollis is summarized in Table 4-1. There are Class I, II, V and VI type roads in the Town. There are no roads in Hollis classified by the state as Class III (recreational roads). Approximately, 69.325 miles of Class V roads are paved, and 14.77 miles of Class V roads are unpaved.

As shown in Table 4-1, there is a total of 106.07 miles of roads in Hollis. 84.099 miles are Town maintained and 19.925

miles are maintained by the State. Within Hollis, there are 16.579 miles of private roads. The portion of NH Route 101A that crosses the northern tip of the Town is classified as a Primary State Highway. Routes 111, 111A, 122 and 130 are classified as Secondary State Highways.

Table 4-2 provides a summary of the mileage for roads in the Town of Hollis based on the NH DOT assigned functional classifications.

Table 4 - 1 State Aid Classification Road Mileage

State Class	Road Mileage	Percent of Total
Class I Primary State Highway	0.082	0.08%
Class II Secondary State Highway	19.843	18.71%
Class III Recreation Roads	0	0.00%
Class IV Compact Section	0	0.00%
Class V Rural Roads Local	84.099	79.29%
Class VI Un-Maintained	2.046	1.93%
Total	106.07	100.00%

Source: NH DOT, 2017

Table 4 - 2 Functional Classification of Hollis Roads*

State Functional Classification	State Aid Road Classification						Totals
	Class I Mileage	Class II Mileage	Class III Mileage	Class IV Mileage	Class V Mileage	Class VI Mileage	
Principal Arterial - Other	0.082						0.082
Minor Arterial		1.496					1.496
Major Collector		11.397			0.96		12.357
Minor Collector		6.648			2.06		8.708
Local Roads		0.302			81.079		81.381
Total	0.082	19.843			84.099		104.024

Source: NH DOT, 2017

*Other classifications are used for the NH DOT, but do not apply to the Town of Hollis

Scenic Roads are special town designations of Class IV, V, and VI roads. The designation requires the municipality to obtain written permission of the planning board prior to any repair, maintenance, reconstruction or paving work on the road if such work requires damage or removal of trees, or the removal or destruction of stone walls. Likewise, any utility or other person who wishes to install or maintain poles,

conduits, cables, wires, pipes or similar structures must obtain prior written consent of the planning board if the work involves tree cutting or removal of stone walls. Scenic road designation does not affect a municipality's eligibility to receive construction, maintenance or reconstruction aid. As shown in Table 4-3, Hollis has 20 designated scenic roads.

Table 4 - 3 Scenic Roads in Hollis

<i>Date</i>	<i>Name</i>	<i>Date</i>	<i>Name</i>
1972	Richardson Road	1974	Ridge Road
	Van Dyke Road		Wright Road
	Federal Hill Road		Rideout Road
1973	North Pepperell Road	1975	Hayden Road
	Flagg Road	1976	Plain Road
	South Merrimack Road	1981	Parker Lane
	Wheeler Road	1987	Farley Road
	Hardy Lane		Nevens Road
	Worcester Road	1989	Merrill Lane
		1991	Rocky Pond Road
		2003	Baxter Road

TRAFFIC VOLUMES

Historic traffic volume data for the Town of Hollis is compiled from several sources. NH DOT collects traffic counts in accordance with federal guidelines under the Federal Highway Performance Monitoring Program. The guidelines describe federal procedures for sampling highway and road volumes. These procedures provide FHWA with highway volumes for design standards and meet the Environmental Protection Agency's (EPA) requirements for estimating vehicular highway travel. In addition to the NHDOT's annual traffic counting program, the Nashua Regional Planning Commission (NRPC) maintains an ongoing traffic count program for validating the region's traffic model and for Hollis, this should be coordinated in conjunction with the Hollis Highway Safety Committee. NRPC also provides traffic counts for member communities upon request.

Table 4-4 and Map 4-1 show the traffic volumes for the

Town of Hollis. The most heavily traveled road in Hollis is NH 101A which runs east west from Nashua to Milford. However, the segment that runs through Hollis is only 0.082 miles and does directly connect to other roads in Hollis, so it is not indicative of the volume of traffic in the rest of the Town. The other roads with the greatest traffic volumes are NH 130, which serves as an alternative east west route to 101A and NH 111, which is a north-south thoroughfare that connects Nashua to Pepperell, Massachusetts.

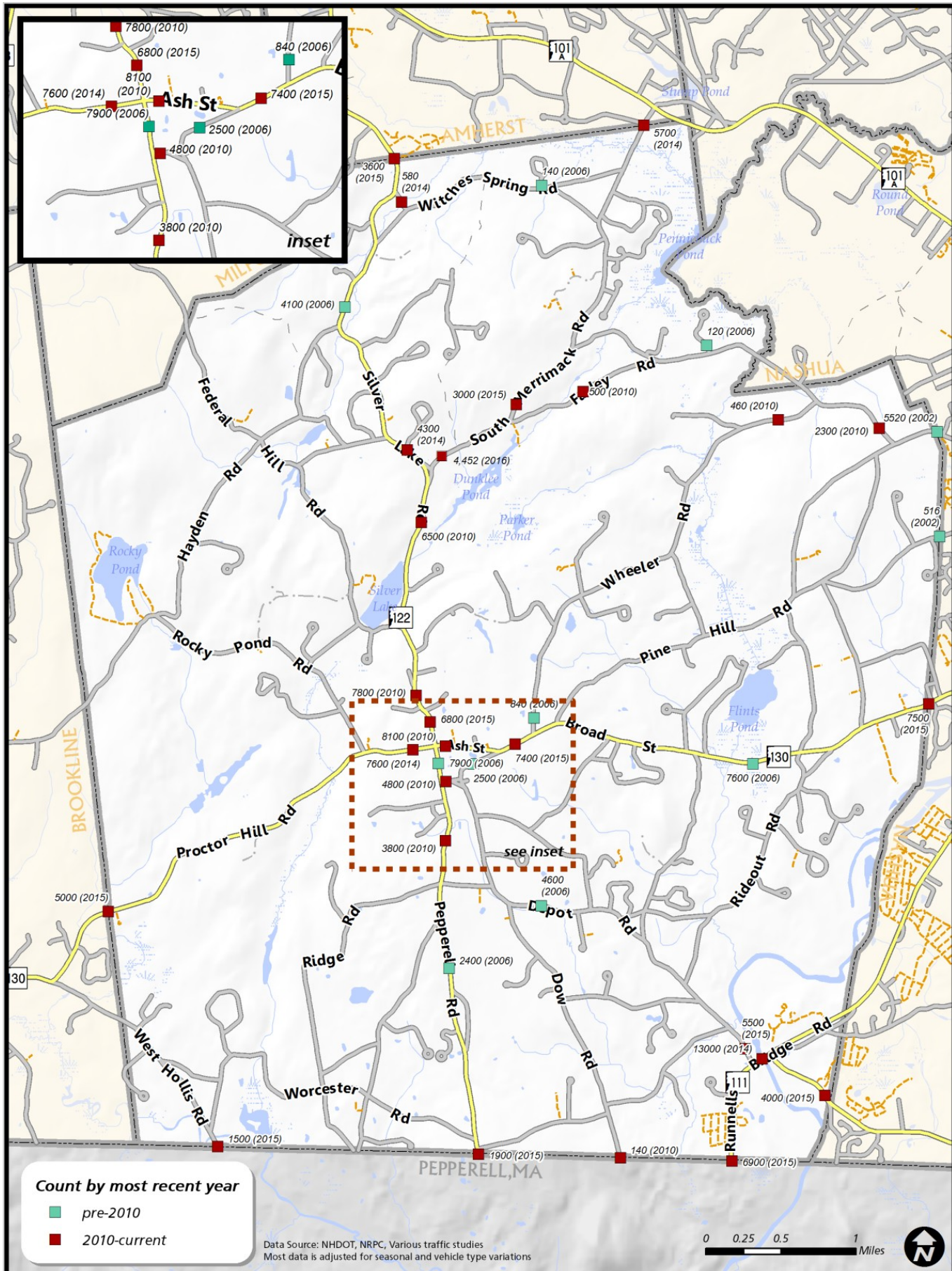
Per the Highway Performance Monitoring System Field Manual, traffic counts on local roads should be based on a six-year counting cycle. Traffic volume data that was collected before 2010 was still included in Map 4-1 to give a reference to the Town, and to also indicate areas where the Town may wish to update its traffic counting data.

Table 4 - 4 Average Annual Daily Traffic (AADT), 2015

Road Location	AADT (Vehicles per day)
NH 130 (Broad St) East of Ash St	7,400
NH 130 (Broad At) at Nashua Town Line (EB-WB)	7,500
NH 130 (Proctor Hill Rd) at Brookline Town Line	5,000
NH 130 (Proctor Hill Rd) West of NH 122	7,600
Depot Rd North of NH 111	5,500
NH 111 (Runnels Bridge Rd) at Massachusetts State Line	6,900
NH 111 (Runnels Bridge Rd) at Nashua River	13,000
NH 111A (South Depot Rd) at Nashua Town Line	4,000
S. Merrimack Rd North of Farley Rd	3,000
S. Merrimack Rd at Amherst Town Line	5,700
NH 122 ((Silver Lake Rd) at Amherst Town Line	3,600
NH 122 (Silver Lake Rd) South of Plain Rd	4,300
NH 122 (Silver Lake Rd) North of NH 130	6,800
NH 122 (Pepperell Rd) at Massachusetts State Line	1,900
W. Hollis Rd at Massachusetts State Line	1,500
Ames Rd over Witch Brook	580

Source: NH DOT, 2015

Map 4 - 1 Average Daily Traffic on Hollis Roads



Figures 4-1, 4-2, and 4-3 show the change in traffic volumes at Routes 101A, 111, and 130 since 1990. Overall, there have been steady increases in the volume on Routes 101A and 111. These increases can be accounted for by the increase in

population and their role as major commuting routes for the Nashua Region. Since the mid 1990s, the volume of traffic for Route 130 has varied only slightly, even showing some decline in the 2010s.

Figure 4 - 1 NH 101A Annual Average Daily Traffic Volumes at Merrimack/Hollis Town Line

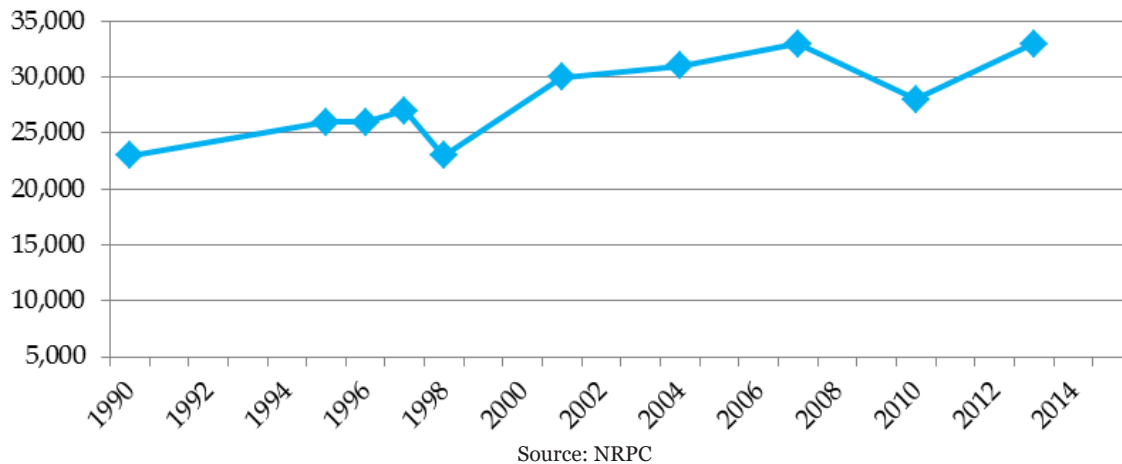


Figure 4 - 2 NH 111 Annual Average Daily Traffic Volumes on the Hollis/Mass border

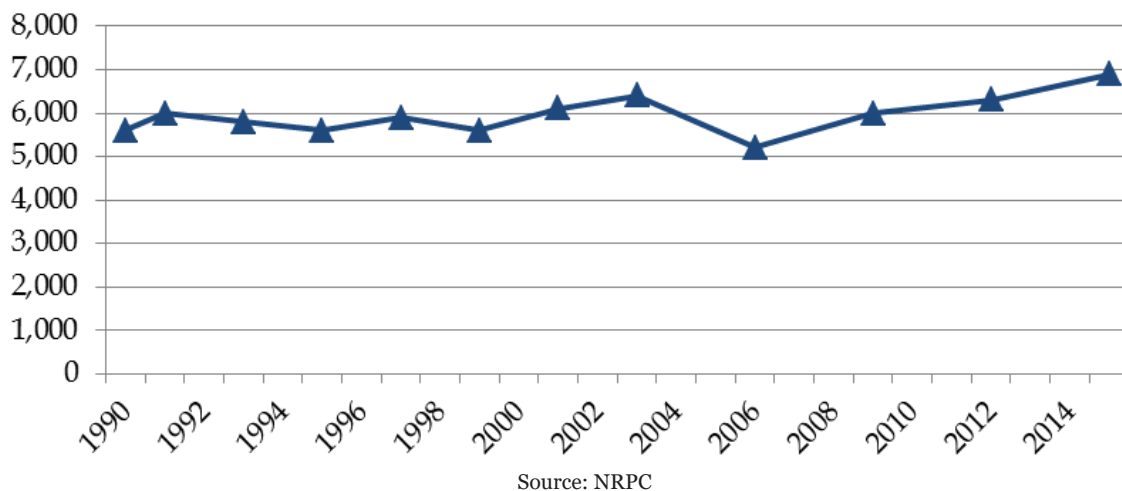
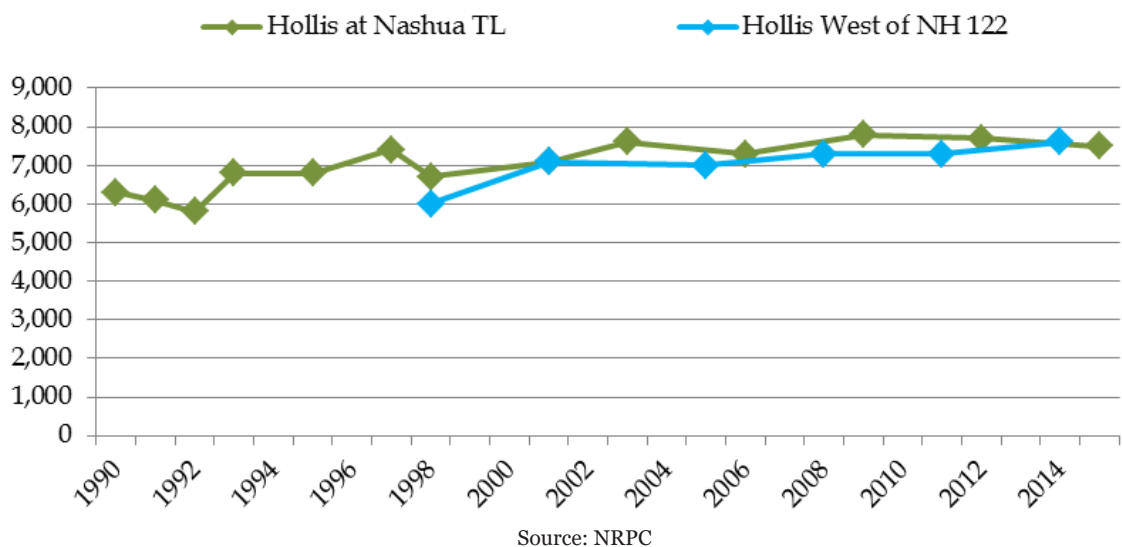


Figure 4 - 3 NH 130 Annual Average Daily Traffic Volumes in Hollis



LEVEL OF SERVICE

Using the observed traffic count data, it is possible to evaluate the performance of highway facilities through the use of highway capacity analysis. The principal objective of this procedure is the estimation of the maximum amount of traffic that can be accommodated by a given facility. It provides tools for the analysis, improvement of existing facilities and for the planning, and designs of future facilities.

“Level of Service” (LOS) is a term which denotes the type of operating conditions which occur along a roadway or at a particular intersection for a given period of time, generally a one-hour peak period. It is a qualitative measure of the effect of a number of operational factors including roadway geometrics, travel delay, freedom to maneuver and safety. Level of Services measures range from “A,” which represents free flow to “F,” which represents forced or breakdown flow. Level of Service “A” represents free flow.

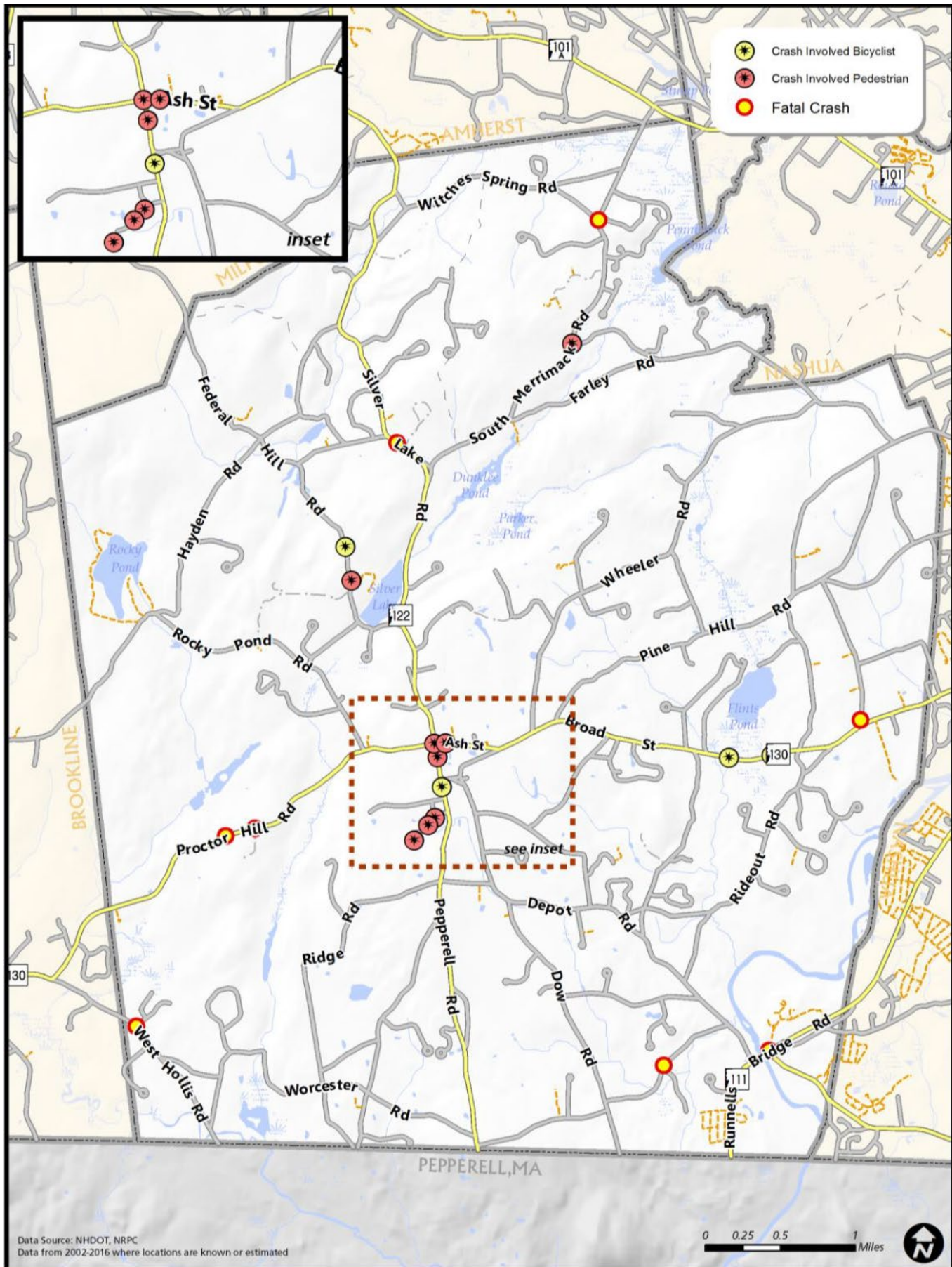
Level of Service measures range from an “A” rating, Level of Service “F” is representative of forced or breakdown flow. As shown from data collected in 2011, the Level of Service on most roads in Hollis is at either an A or B level, indicating that users of the road are generally unaffected by congestion and other vehicles.

CRASHES

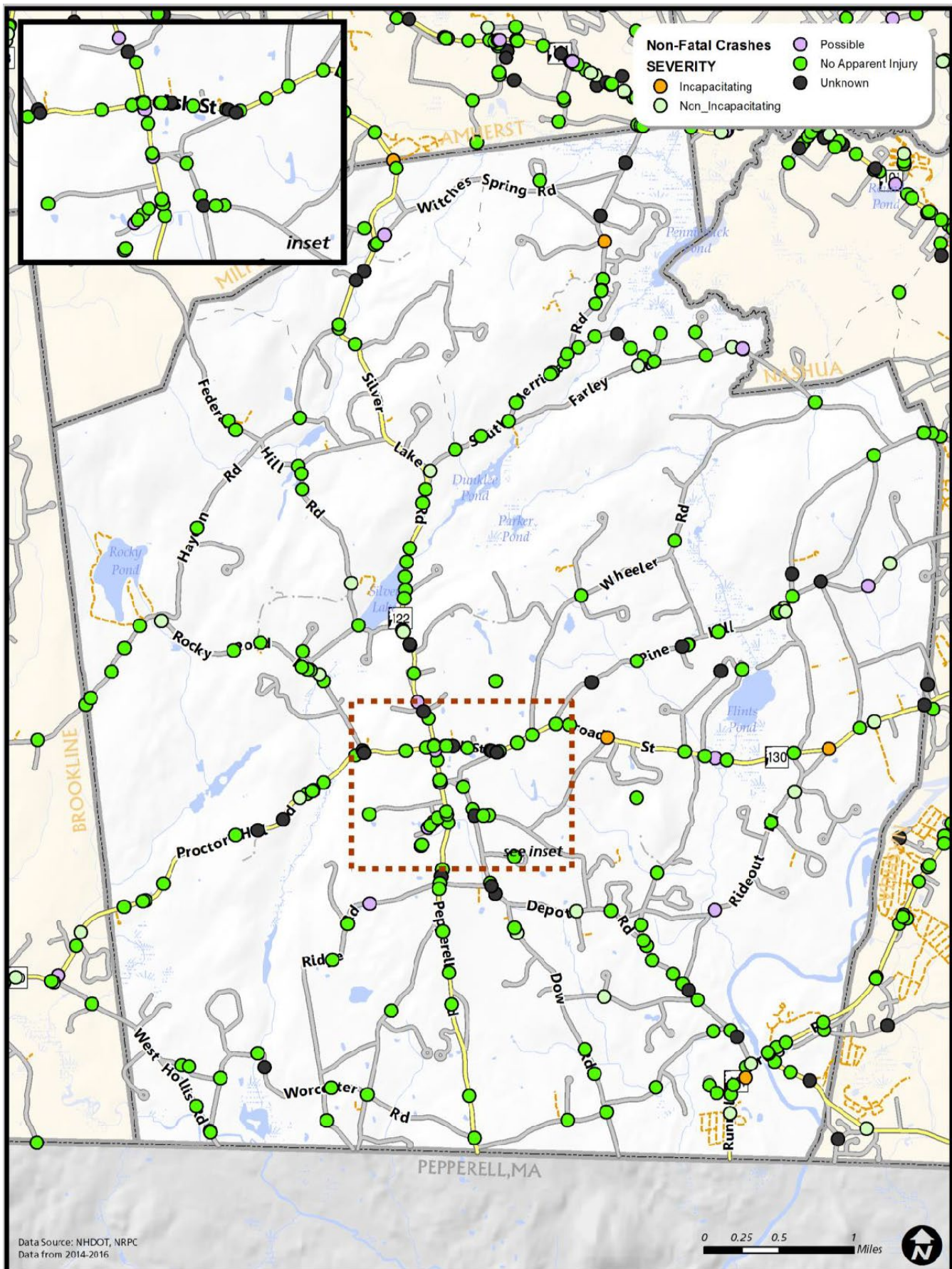
Crashes for the Town’s roads are compiled by the NH Division of Motor Vehicles based on local police reports. Map 4-2 is based on NH DOT’s accident database from 2002 to 2016. It depicts all fatal crashes as well as any crashes that involved a bicyclist or pedestrian, and includes only those crashes with estimated or known location data. Map 4-3 shows nonfatal crashes in Hollis from 2014 to 2016, and are coded by their level of severity. Since 2002, there have been a total 1,261 crashes in Hollis (6 of which were fatal and 155 resulted in injuries). The primary cause of a crash was hitting into a fixed object, followed by crashing into another vehicle.

“As Hollis grows and develops, it is important that its character is preserved while also adhering to the diverse needs of its residents.”

Map 4 - 2 Fatal and Bike/Pedestrian Crashes in Hollis



Map 4 - 3 Nonfatal Crashes in Hollis from 2014 - 2016



PAVEMENT CONDITIONS

The Town's Public Works Department surveys the conditions of Hollis' roads on a regular basis. The Public Works Department will then develop a road improvement plan based on the survey. In 2009, the Town of Hollis contracted the Nashua Regional Planning Commission (NRPC) to assist in the development of a Road Surface Management Systems plan (RSMS), which was then updated in 2014. The serviceability and the cost of maintenance for a road within the initial 75 percent of a pavement's design life is less than one-fifth the cost of maintenance and reconstruction during the final 25 percent of the design life. The purpose of developing a pavement management system is to help the Public Works Department determine when a road has reached that critical 75 percent point and to define repair strategies, aid in prioritizing repairs and provide information to facilitate the budgeting process.

As part of the 2017 Town Road Improvement Plan, Pine Hill Road from Route 130 (Broad Street) to Hills Farm Lane and Pierce Lane from Pine Hill Rd to Wheeler Road has been reclaimed (ground up, injected with liquid asphalt, graded, and rolled). A two inch base coat was applied over these areas and then a one and one half inch finish top coat was applied. Tentatively scheduled roads to be paved as budget permits are, Love Lane, Winchester Dr. and Spaulding Lane. Of the 19.9 miles of Class I & II roads in Hollis, 8% are considered to have poor pavement.

BRIDGE CONDITIONS

Per RSA 234:2 NH DOT inspects municipally owned bridges on local roads as well as state owned bridges. However, the bridges must have a clear span of at least 10 feet, measured along the highway's center line, spanning a water course or other opening or obstruction. Inspection and maintenance of culverts and other structures on local roads that do not meet this 10-foot span definition are the responsibility of the Town. The NH DOT regularly inspects bridges belonging to municipalities on class IV and V roads (in accordance with RSA 234:21-:25) and publishes the results of the inspections yearly in the state's bridge list. The state requires that the town must keep records. The inspections are a prerequisite for bridge-aid funds. There are nine bridges in Hollis that are regularly inspected by the NH DOT. As shown in Table 4-5, the State of New Hampshire owns five of these bridges and the Town owns the other four. There are no restrictions, structural deficiencies, or functional deficiencies listed for these bridges in the state's official bridge list.

Although the NH DOT inspects all locally owned bridges as well as state bridges, it only recommends a load restriction posting on locally owned bridges. The municipality bears the responsibility for installing signs for the posting of load restrictions, in accordance with NH DOT recommendations. The Town should develop routine inspection and maintenance for culverts and other structures on local roads that are not inspected or maintained by the State.

Table 4 - 5 Bridge Condition Report

Bridge	Bridge Number	Owner	Condition	Year Built/Rebuilt
West Hollis Road over Nissitissit River	069/028	State	Not Deficient	1978
Worcester Road over Beaver Brook	075/040	Town	Not Deficient	1978, 2010
Mill Road over Witches Spring Brook	082/125	Town	Not Applicable*	1979
NH 122 over Witches Spring Brook	084/136	State	Not Applicable	1930
NH 122 over Witches Spring Brook	085/144	State	Not Applicable	1929, 1978
NH 122 over Witches Spring Brook	087/150	State	Not Applicable	1930
Ames Road over Witches Spring Brook	089/155	Town	Not Deficient	2008
S. Merrimack Road over Witches Spring Brook	122/164	Town	Not Deficient	2007
NH 111 over Nashua River	144/042	State	Not Deficient	1950, 1982

*Bridges listed as not applicable do not meet the federal definition of a bridge

Source: NH DOT Bridge Summary, 2016

TRAVEL PATTERNS

Information on commuting is available from the 2015 American Community Survey (ACS) 5-year estimates and is shown in Tables 4-6 and 4-7, as compared to the 2010 ACS 5-year estimates. 78.8% of Hollis' workers commuted by single occupant vehicle in 2015, slightly higher than the national average of 76.4%. However, this also represents a decrease of 9.2% since 2010. Coupled with this decrease in single occupant commuters is a 4.7% increase in people who carpool, and a 5.7% increase who work from home. The mean travel time to work in 2015 was 31.3 minutes, which is slightly higher than the national average of 25.9 minutes and an increase of 0.4 minutes from 2010. 69.9% of Hollis workers commute within New Hampshire with 30.1% commuting out of state. As demonstrated in Map 4-4, the top three commuting destinations for residents of Hollis are Massachusetts, Nashua and Hollis. Workers in Hollis primarily come from Hollis, Nashua, and Milford, as shown in Map 4-5. The trends in commuting patterns show that Hollis commuters are traveling longer distances to work each year with increased dependence on the automobile. These trends contribute to the overall congestion on the local and regional road networks.

The Town should encourage alternative modes to single occupancy auto use to help decrease traffic congestion and provide greater choices for Hollis commuters. The Town should work to plan for and promote alternative modes of transportation. Programs should include efforts to increase commuter participation in existing region-wide carpooling and vanpooling programs, commuter bus lines and commuter rail.



**Table 4 - 6 Means of Transportation to Work, 2006 - 2010 and
2011 - 2015 (Workers 16 years and over)**

Means of Transportation	2010 Census		2015 Census	
	Number	Percentage	Number	Percentage
Drove alone	3,292	88.0%	2,978	78.8%
Carpooled	60	1.6%	241	6.3%
Public transportation (incl. taxi)	14	0.4%	10	0.3%
Walked	61	1.6%	68	1.8%
Motorcycle or other means	63	1.7%	15	0.4%
Worked at home	251	6.7%	467	12.4%
Total	3,741	100%	3,779	100%

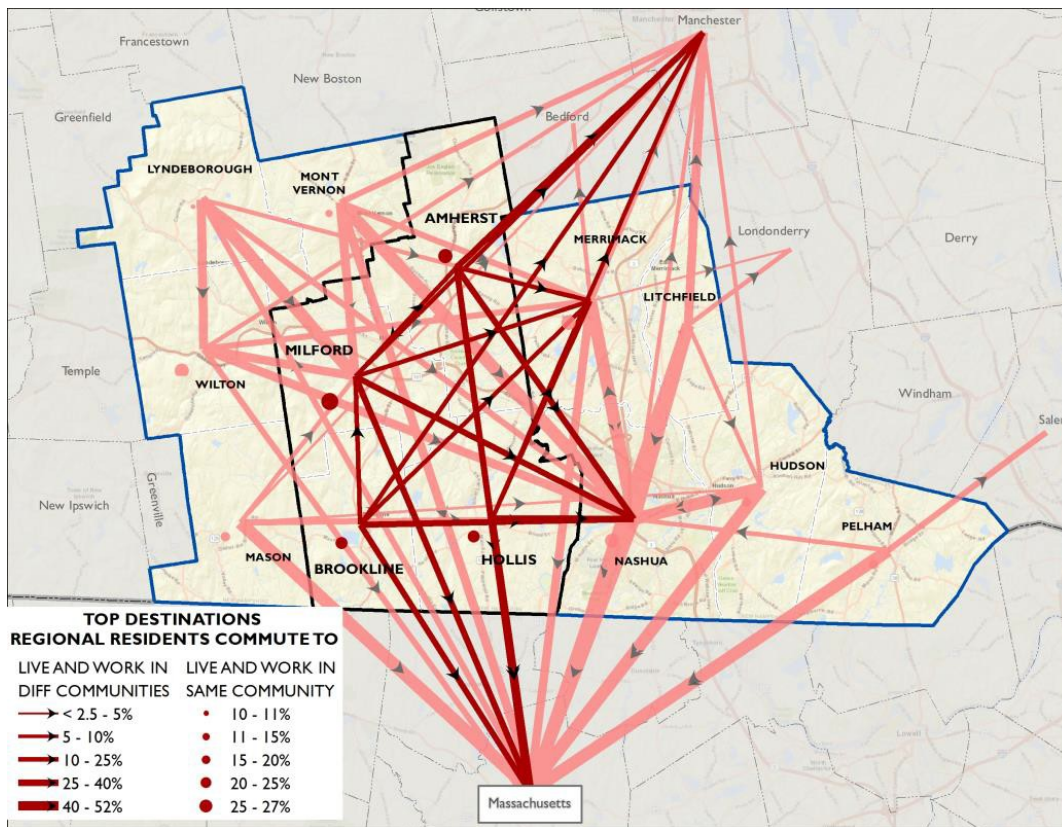
Source: 2010, 2015 American Community Survey

Table 4 - 7 Travel Time to Work (Away From Home), 2010 and 2015

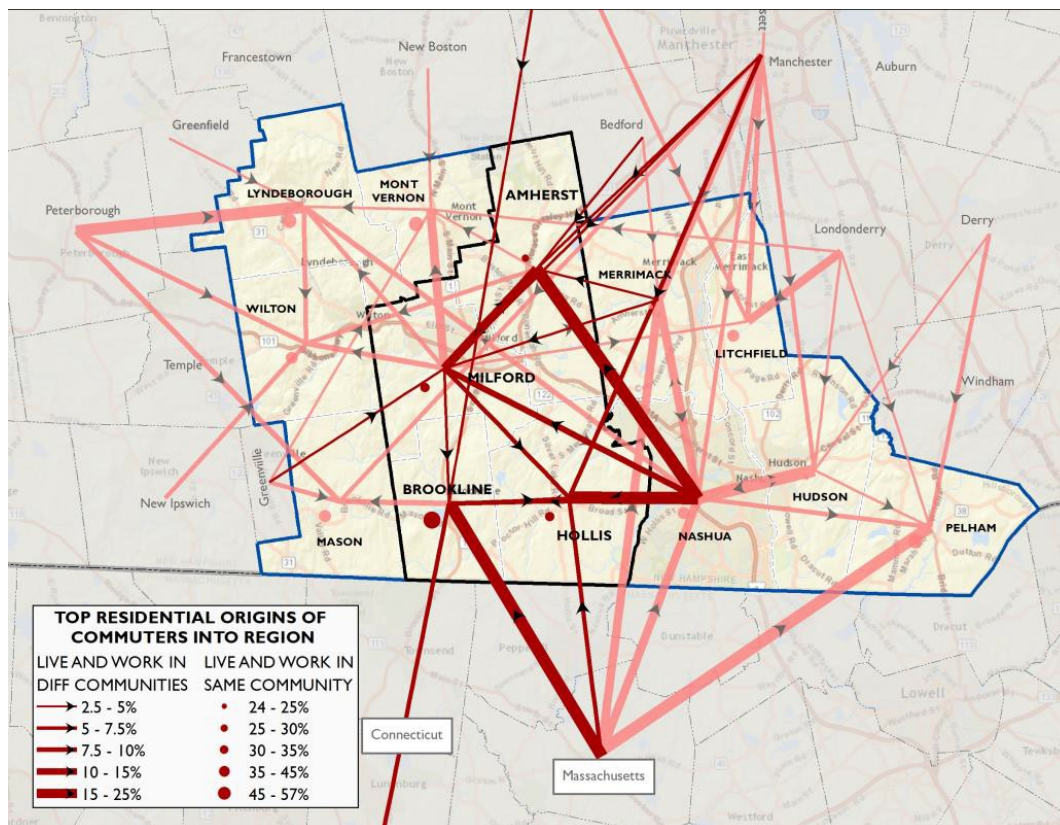
Travel Time	2010 Census		2015 Census	
	Number	Percentage	Number	Percentage
Less than 5 minutes	118	3.4%	28	0.8%
5 to 9 minutes	360	10.3%	354	10.7%
10 to 14 minutes	287	8.2%	245	7.4%
15 to 19 minutes	657	18.8%	373	11.3%
20 to 29 minutes	650	18.6%	673	20.3%
30 to 44 minutes	607	17.8%	646	19.5%
45 to 59 minutes	312	8.9%	524	15.8%
60 or more minutes	499	14.3%	469	14.2%

Source: 2006 - 2010, 2011 - 2015 American Community Surveys

Map 4 - 4 Destinations NRPC Region Residents Commute to



Map 4 - 5 Residential Origins of Commuters into NRPC Region



KEY HIGHWAY ISSUES

SIGNAGE

Signs play a crucial role in wayfinding, traffic calming, and ensuring safety on roadways. The placement, size and direction of signs are vital for their effectiveness. However, the use of signs should adhere as much as possible to the community character. The Town should work with NHDOT to review the number and placement of signs along state highways to determine effectiveness and if any can be removed or condensed.

In order to balance Hollis' rural character with its location along state highways and to meet the needs of Town businesses, Hollis has designated certain roads with "No Thru Truck" signs to guide larger vehicles along roads that can handle the weight. However, there have been reports of trucks utilizing these prohibited travelways due to their location. In order to better maintain the longevity of some of the roads in Hollis and preserve neighborhood character, the Town should consider reviewing the placement of "No Thru Truck" signs to lower the number of violations. The Town should keep abreast of changes or proposed changes to the Manual on Uniform Traffic Control Devices that would include specifications for "No Thru Traffic," "No Thru Trucks," and "Except Local Deliveries" signs, especially when re- considering future or revisions to current sign placement.

ROAD SALTING

The Town has an official policy of pre-treating town maintained roads using road salt. A salt/sand mixture is then used as the snow progressively increases during a storm. It is left to the discretion of the Department of Public Works (DPW) to determine how much salt is necessary to provide properly maintained roadways for the given weather conditions.

The low cost and abundant supply of salt makes it one of the cheapest and most efficient ways to clear ice and snow from winter roads. However, the impact of spreading vast quantities of road salt may cause higher total costs when other factors are included such as salt induced damage to agriculture and drinking water. Much of the salt applied to roadways eventually enters groundwater aquifers leading to increased sodium levels in drinking water supplies. Road salt runoff from highways percolates into roadside soils affecting salinity and alkalinity as well as deteriorating soil characteristics.

The Town should consider alternative deicing chemicals for use on roads during winter storms, in order to preserve its ground water sources and agricultural resources and should work with the NH DOT to study the long term effects of alternative deicers on the environment compared



with the present policies. Based on the 2016 Master Plan Survey, respondents overwhelmingly supported using more environmentally friendly deicing agents, with a slight majority of the respondents supporting any extra costs the Town may incur.

ROAD & SIDEWALK LAYOUT

A number of criteria should be considered in updating the design standards for local streets:

- *Design and maintain street space for the comfort and safety of residents.* Local residential streets should be designed with consideration to the needs of children, pedestrians, and bicyclists. The main function of the local street is to provide access to adjacent residential properties. A residential street with pavement width of 20 feet is sufficient to allow for emergency vehicle access with no on-street parking.
- *Provide a well connected, interesting pedestrian network.* Convenient and safe pedestrian access to schools, shopping, recreation, employment and other destinations should be provided. This may include the development of an interconnected pedestrian pathway system. The Town should reconsider its 4 foot width requirement for sidewalks. The Americans' with Disabilities Act (ADA) guidelines call for a minimum sidewalk pavement width of at least five feet. This buffer provides a margin of safety between the pedestrian flow and high speed and high volume traffic. Furthermore, a better developed pedestrian network can provide opportunities for egress during emergency situations, such as connecting cul-de-sacs.
- *Provide convenient access for people who live on the street, but discourage through traffic; allow traffic movement, but do not facilitate it.* Traffic control measures should be considered to eliminate extensive through traffic on local streets. The Town should consider traffic calming measures on streets that serve as cut throughs in neighborhoods. The traffic calming measures should be implemented with input from the Town Highway Safety Committee and the public.
- *Differentiate streets by function.* Streets should be clearly distinguished within the network in terms of the functional differences between local residential streets and major collectors or arterials in the overall street design.
- *Relate street design to the natural and historical setting.* Street design should relate to and express the terrain, natural character, and historic traditions of the locale. Irregularities of a site such as large rocks or trees and slopes should be incorporated rather than removed. Street details including curb design, sidewalk paving or signs must relate to the regional vernacular rather than being anonymous from a handbook.
- *Reduce impervious surfaces by minimizing the amount of land devoted to streets.* There are several factors that should shape a plan including a design concept, on-street parking needs, traffic volumes and land constraints (steep slopes, wetlands, etc.). Narrower residential streets reduce the amount of impervious surfaces and allow for better groundwater recharge.

TRAFFIC CALMING

Excess traffic and speeding on local roads through residential neighborhoods have been a byproduct of growth experienced by the Town and the region as a whole. Speeding vehicles are consistently ranked as the top quality of life concern for Town residents, as reflected in the community-wide survey. Between 2016 and 2017, the Police Department has reported a significant uptick in the total number of cars being stopped (predominantly for traffic violations). In January to July 2016, there were 2,980 stops and 83 arrests. In the same time period in 2017, there were 5,088 stops and 204 arrests. Part of this increase can be explained by increased enforcement and monitoring due to additional grant funding. The Town should consider acquiring additional speeding vehicle monitoring technology (e.g. radar display signs, ITS signs) to increase enforcement and deter speeding.

In addition to increased enforcement, there are many other ways in which to deter speeding vehicles. Traffic calming is an integrated approach to traffic planning that seeks to maximize mobility while reducing the undesirable effects of that mobility. Traffic calming measures are designed to alter the behavior of drivers and improve safe conditions for pedestrians and cyclists. Traffic calming techniques may also help accommodate farm equipment (such as tractors) that utilize public right of ways at lower speeds. There are a number of techniques that are described to achieve the goals of traffic calming:

- Change the psychological feel of the street through design or redesign. The use of traffic control devices, signs, pavement markings and landscaping should enhance the image of the residential street as a place that is safe for pedestrians. Raised crosswalks are a physical approach to slowing speeds and textured or colored crosswalks are visual approaches to slowing speeds.
- Create traffic signals with pedestrian features to provide safety for pedestrians; signage can also be an effective method for reducing speed and providing safe pedestrian passage.

CUL-DE-SACS

Cul-de-sacs can be an integral part of an efficient road network if properly designed. If improperly designed, cul-de-sacs can lead to an inefficient road system and level of service problems on collector roads. Cul-de-sac length should be limited to prevent extended streets with no outlet. Long cul-de-sacs increase the potential for blockage due to fallen trees, with no alternate access for emergency vehicles. One of the many issues raised when reviewing plans with cul-de-sacs is whether the road should extend to the property boundary. The Planning Board should encourage cul-de-sacs to the property edge to have less curb cuts off of major routes or where a future possible connection may be appropriate for establishing an efficient road network in the Town. The Planning Board should discourage cul-de-sacs to the property boundary in the following situations:

- Where the cul-de-sac would be between two zones. For example, a through road leading from a residential zone to a commercial zone may not be appropriate. A through road may encourage truck traffic and patrons to drive through a residential neighborhood to get to the commercial area.
- Where extending it would produce a dangerous intersection.
- Where it is coming off an existing cul-de-sac. This may produce long cul-de-sacs, when an option of building a proper road network exists.
- Where an extension of the cul-de-sac to abutting property would not be feasible due to steep slopes, major wetland areas or other natural features of the land.

AREAS OF CONCERN

“Four Corners” Intersection (NH Route 130 and Route 122)

The signalized intersection of two major state routes and its proximity to Hollis’ Town Center make this one of the most heavily traveled intersections in the Town with an average annual daily traffic count of 8,100. The lack of left turning lanes, narrow turning radii and diminished right of way distance cause congestion at this intersection. Freight trucks have the most difficulty making turning movements while remaining in their lane.



Crosswalk from the north with the vertical barricade



Crosswalk from the south with sign to signal drivers

Monument Square

Monument Square serves as Hollis' Town Center with nearby municipal and school buildings. So, there is a higher level of pedestrian traffic in this area (and consequently more sidewalks) compared to the rest of Hollis. However, several noticeable gaps exist within the Town Center, including the segment along the southern portion of the Square and in front of Monument Square Marketplace. One critical gap in the pedestrian network is at the intersection of Monument Square and Broad Street. No crosswalk exists in front of the Monument Square Market, a popular destination for pedestrians. Automobile drivers coming from Broad Street have poor sightlines due to the curvature of the road as they enter Monument Square, and thus have reduced visibility of pedestrians. Adding in a crosswalk with accompanying signage could potentially increase the safety of pedestrians

in that area. The Town may want to consider working with the State on building a raised and painted crosswalk to increase its effectiveness, as NH DOT is responsible for Monument Square. The Highway Safety Committee, in a letter to the Board of Selectmen on May 1, 2016, requested (at the behest of the Fire Chief) the placement of a crosswalk at the intersection of Broad Street and Monument Square.



This photo shows the intersection of Broad Street and Monument Square where the Town may want to consider adding a crosswalk to increase connectivity

Intersection of Ash Street and Broad Street

The angle of the intersection creates a hazard as drivers traveling east on NH Route 130 (Ash Street) are required to stop and yield to automobiles traveling eastward on Broad Street. Drivers on Ash Street are forced to move into the travel lane to view oncoming traffic. Traffic traveling eastward on NH Route 130 is forced to negotiate a difficult and dangerous curve as the state highway enters Broad Street. Westbound automobile travelers on Broad Street will turn right onto Ash Street to remain on NH 130. However, due to the angle of the intersection, the turn from Broad Street onto Ash Street is only a slight right. This leads many automobile travelers to not use their signal to alert other cars, which contributes to congestion for cars turning from Ash Street onto Broad Street. A construction project to improve the intersection was listed on the 2005

– 2014 State Ten Year Transportation Improvement Plan. The estimated cost of the reconstruction of the intersection was \$400,000. However, lack of local support was cited as the reason the project was not completed. The Town should consider trying to re-list this project on the Ten Year Plan in order to reconstruct the intersection, such as installing a roundabout to ease traffic flow.

Intersection of Ash Street and Glenice Drive

Glenice Drive is the street on which the Fire Station is located. Department vehicles have a difficult time turning onto Ash Street due to the high volume of traffic along that road. Additionally, traffic from Glenice Drive travelling onto the westerly direction of Ash Street has a diminished line of sight. One previous proposal to facilitate the movement of emergency vehicles is to install a traffic light. The Town should work with NH DOT to see if this intersection could be incorporated into potential solutions for the intersection of Ash and Broad Streets.

Parking on Route 111A for Nashua River Rail Trail

As the popularity of the Nashua River Rail Trail increases, many people are utilizing the auxiliary parking lot for the trail located on Depot Road/W. Groton Rd (NH Route 111A), which is on the Nashua/Hollis border. Most of the unpaved parking lot is on private property within the City of Nashua, but the western segment is on private property in Hollis. The parked cars and changes in topography contribute to sightline obstruction for vehicles travelling the route and pose a danger to cyclists and pedestrians utilizing the crosswalk that connects the Rail Trail. The Town of Hollis should work with the City of Nashua and the private landowners to see if a more structured parking lot can be created. Additionally signage may also help ensure safety along this road corridor.

NH Route 122, Wheat Lane, and South Merrimack Road

The angle of the intersection creates a hazard for many drivers, despite the presence of a yield sign on Wheat Lane. The Highway Safety Committee worked with NH DOT to add a no left turn from Silver Lake Road (NH Route 122) onto S. Merrimack Rd. No left turns signs from Wheat Lane onto Silver Lake Road were also added. The Town should monitor the intersection and pursue any necessary solutions for this issue, considering the growing impact of the nearby Montessori School. Additionally, many drivers face issues, such as reverse camber, on S. Merrimack Road. During the winter months, sunlight does not hit the road, causing the road to be unexpectedly icy for travelers. The Town should research solutions for this issue, including additional signage or de-icing methods.

Rideout Road

The geometry of the intersection of Rideout Road and Broad Street presents a hazard for many drivers. A major cut-through for Town residents, the road is also utilized by trucks as well.

However, the road has a 35,000 lbs. limit, so a portion of the road is marked by No Thru Truck signs. Therefore, many trucks must go halfway and turn around on the road. The Town should consider increased signage as a solution.

Parking and Traffic Needs for School Facilities

One of the greatest causes of congestion for Hollis residents is student drop off and pick up during the beginning and end of the school day. Many cars queue up along sides of roads causing congestion, backups, and decreased line of sight for other cars. Also, as the Hollis- Brookline Cooperative School District builds additional athletic fields to meet the needs of student sports program, parking is becoming increasingly constrained. Although no parking signs are well placed to ensure safety, the lack of parking causes some to park further away from their destination, without a complete pedestrian network to ensure their safety. The Town should work with the School to identify any solutions to these issues, including the timing of the school days, the timing of sports games, clearly designating areas for buses and cars, and creating more parking areas.

Intersection of Merrill Lane and Depot Road

There is poor visibility for traffic coming out of Merrill Lane, turning left onto Depot Road.

Intersections less than 90 degrees

Roads that intersect with each other at angles less than 90 degrees can present sight-distance and operational problems for drivers. A high incidence of right-angle accidents, particularly involving vehicles approaching from the acute angle, may be the result of a problem associated with skew.



ALTERNATE MODES OF TRANSPORTATION

PUBLIC TRANSPORTATION AND PARATRANSIT

Areas with higher populations of youth, elderly, and disabled persons as well as low median incomes, and higher poverty and lack of automobile availability rates typically have a greater need for public and community transportation services. Introducing options, such as, fixed or deviated public transit routes in these areas can facilitate individual mobility and increase access to employment opportunities, commercial and retail establishments, and secondary education opportunities. For Hollis, these types of transit options could also increase access to inter-city and inter-state transit connections along with potential commuter rail service.

Since 2008, Hollis has been a member of the Souhegan Valley Transportation Collaborative (SVTC). This group is a volunteer based grassroots association of the six communities participating in the Souhegan Valley Rides bus service (SVR). SVTC was established in 2008 by residents and community leaders of Amherst, Brookline, Hollis and Milford to address a documented need for local alternative transportation options. In 2013 and 2014 respectively, Mont Vernon and Wilton joined the collaborative. SVTC organized, implemented and oversees the Souhegan Valley Rides bus service. Each participating community is guaranteed a voice in the governance of the service and shares in the operating costs to provide the actual transit services.

Often referred to as “The Blue Bus”, Souhegan Valley Rides is a dial-a-ride curb-to-curb type bus service where passengers share rides within the six towns and to and from Nashua. SVTC purchases handicap-accessible vehicle, driver and call center services from the Nashua Transit System (NTS). This arrangement was determined to be the most effective and efficient way to bring a handicapped-accessible transportation service to the Souhegan Valley without duplicating assets already on the ground.

The paratransit buses are wheelchair-accessible, feature step-less entry, and seat 10 to 14 passengers. Souhegan Valley Rides operates Monday through Friday, 8:00 am to 6:00 pm including travel time to and from the NTS garage. Pre-registration is required but this can be done easily by completing a one page form available on the SVTC website or from NTS. Riders must call at least 48 hours in advance on weekdays to schedule a ride, and at least 24 hours in advance to cancel a ride. For ease of use, registration, scheduling and cancellations can be done by calling one number at the NTS call center - 880-0100 extension 2. To facilitate use of the service by residents in greatest financial need, SVTC offers a free bus pass program that is funded solely by donations and is administered in conjunction with the local welfare offices and SHARE Outreach Inc.

The focus for “The Blue Bus” continues to be on assisting those in greatest need – senior citizens, residents living with a disability, and residents who are unable to drive. Other members of the six communities may use the service as space is available in the daily schedule. Rides are provided for non-emergency healthcare appointments, including medical appointments, outpatient therapy, counseling, laboratory visits, addiction services and dialysis. In addition, rides are available to most any destination within the SVTC service area including grocery stores, social service agencies, pharmacies, town facilities and libraries, senior activity centers, local Meals-On-Wheels community dining centers, the Nashua YMCA and more. When scheduling conflicts arise, priority is given to healthcare appointments and rides requested by senior citizens or residents living with a disability.

Based on passenger requests, community needs and available funding, SVTC periodically adjusts the service delivery plan to better meet local transit needs. For example, the Hannaford supermarket and pharmacy on Coliseum Ave in Nashua was originally included as a shopping destination based on requests by Hollis residents. More recently, SVTC supported NTS in seeking an FTA 5310 Capital Funds grant to purchase a new, smaller paratransit van to better serve the more rural areas of the region.

As of December 31, 2021, SVTC had provided 39,680 rides to residents of the six communities with Hollis residents using 11% of those rides. During the past five years, Hollis residents primarily used the service to attend various healthcare appointments, to go shopping and to participate in senior programming in Nashua.

SVTC frequently receives requests for rides to destinations outside of its service area including to Merrimack, Bedford and Manchester. Very few alternative community transportation options are available and each of those can have some limitations. For an individual passenger, access to on-demand services like Uber, Lyft and Nashua Taxi may depend on driver availability and round-trip costs. Volunteer ride programs, such as The Caregivers NH, may have age, disability, income and other eligibility requirements, and volunteer driver availability challenges.

Along with other stakeholders, SVTC, NTS, and the Nashua Regional Planning Commission (NRPC) are active members of the Greater Nashua Regional Coordination Council for Community Transportation (RCC7). This council is working to improve access to and the availability of coordinated public and community transportation options for all residents in need of assistance, and to support

organizations like The Caregivers NH, Gate City Bike Coop, and local entrepreneurs whose goal is to provide reliable, safe alternative transportation options. Hollis may want to consider working with the RCC7 to explore the feasibility of extending NTS's fixed route bus service into Hollis. Currently, two of the NTS bus routes, Route 9 and Route 12, respectively, follow NH 130 and NH 111 and terminate near the Hollis town line.

As of September 2017, SVTC has provided a total of 26,131 rides with Hollis residents using over 14% of those rides. In fiscal year 2017, 97% of rides used by Hollis residents were to attend various healthcare appointments and senior services in Nashua. The balance was for shopping in Amherst and Milford.



Other than paratransit services, no other public transportation exists within Hollis. Two of the NTS bus routes (Route 8 and Route 9) respectively follow NH Route

130 and NH Route 111 and terminate at the border of Hollis. Hollis may want to consider a service contract with NTS in order to extend bus routes into Hollis.

PEDESTRIAN

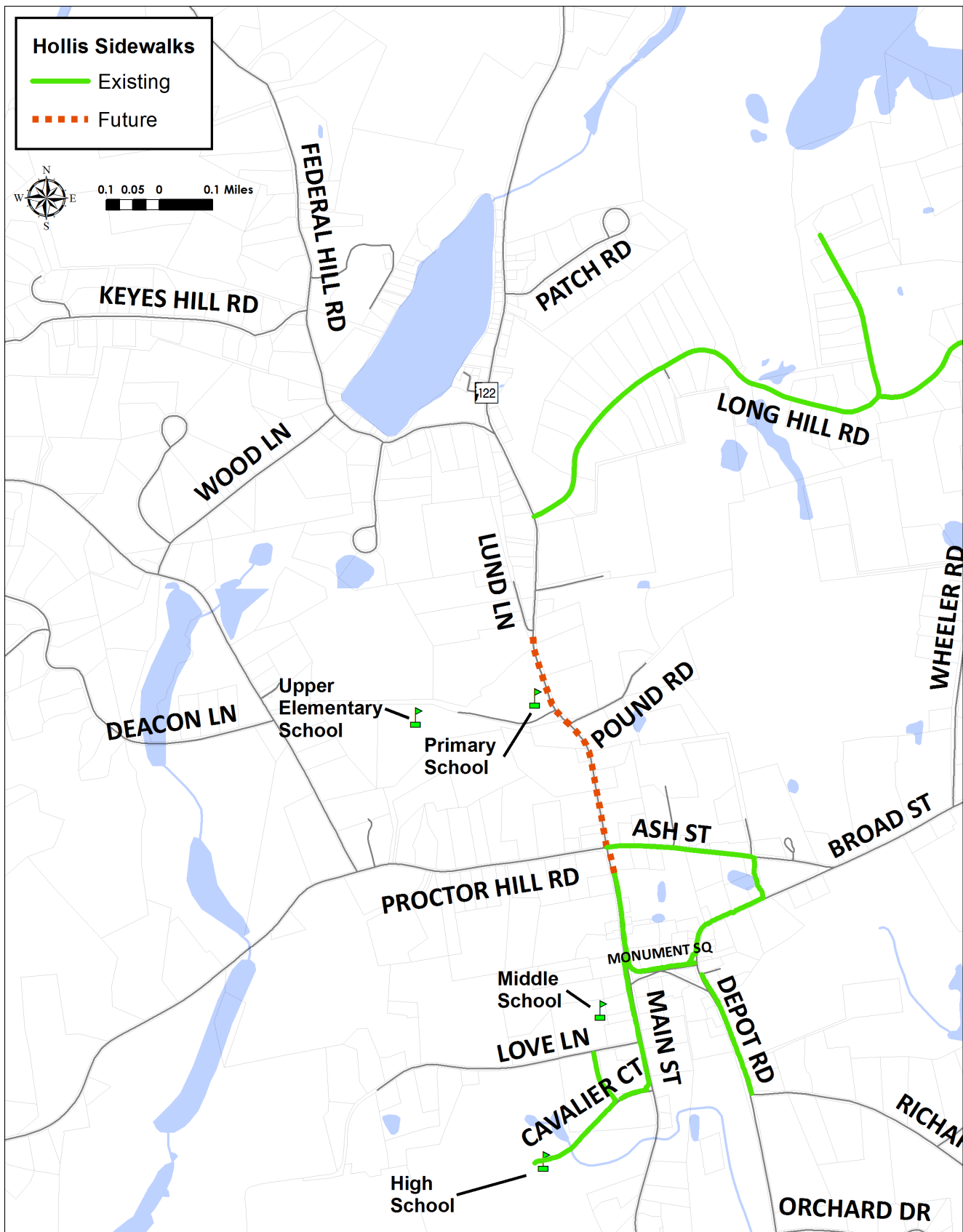
Planning for pedestrian traffic involves providing areas and amenities that allow pedestrians to get to their destination by walking. Providing sidewalks, crosswalks, and pathways is the way to accomplish this form of transportation. Adding amenities, such as benches and shade trees will help to encourage walking. Another point of consideration for this mode is connectivity from one location to another. The proximity and safety between locations will be a deciding factor for some users. Sidewalks that don't connect pose a safety risk for pedestrians, especially those with physical challenges and strollers. It forces them to walk in the roadway or walk across unpaved and uneven terrain. Curb cuts should be provided at the end of each sidewalk and driveway entrances.

Sidewalks are not prevalent in Hollis due to the Town's rural character. The densest sidewalk network that exists in Hollis is within the Town Center and the high school. In 2011, NRPC assisted the Town of Hollis in completing a SRTS study to develop a strategy for encouraging a greater number of students to walk and bicycle to and from school. The study found that there were significant gaps in the sidewalk network. For example, there are no sidewalks connecting the Primary or Upper Elementary Schools to any neighborhoods. The plan recommended creating sidewalks along Route 122 and Route 130 to help fill in gaps and

encourage multi-modal transportation. Proposed sidewalks off of Route 122 (e.g. Lund Lane and near the Department of Public Works building) were added to the plan by the SRTS committee to follow existing informal pathways and provide alternative pathways on roads with lower traffic volumes.

The Town should revisit the Plan to assess the progress it has made in fulfilling the recommended goals and create a strategic plan for completing them in conjunction with the Capital Improvements Program (CIP) process. Since the SRTS Plan was created, the Town of Hollis has built sidewalks along Ash Street. Map 4-8 is was updated to reflect the progress the Town has made and adapted to show priorities segments of the sidewalk that should be constructed to better provide access for the nearby schools. Furthermore, to encourage pedestrian activity in the Town, there should an outreach program to educate the community that it is a state law to yield to pedestrians in crosswalks.

Map 4 - 8 Existing and Future Sidewalks based on 2011 SRTS Report



Source: Adapted from 2011 Hollis Safe Routes to School Report, NRPC

BICYCLE AMENITIES

State highways can function as bicycle routes since they connect communities and/or town centers and involve greater distances than the average pedestrian would travel. These routes can also function to aid cyclists and pedestrians who are making shorter distance, in-town trips. As Map 4-9 shows, the Town of Hollis attracts a high volume of cyclists along its regional routes (especially Route 122 and segments of Route 130).

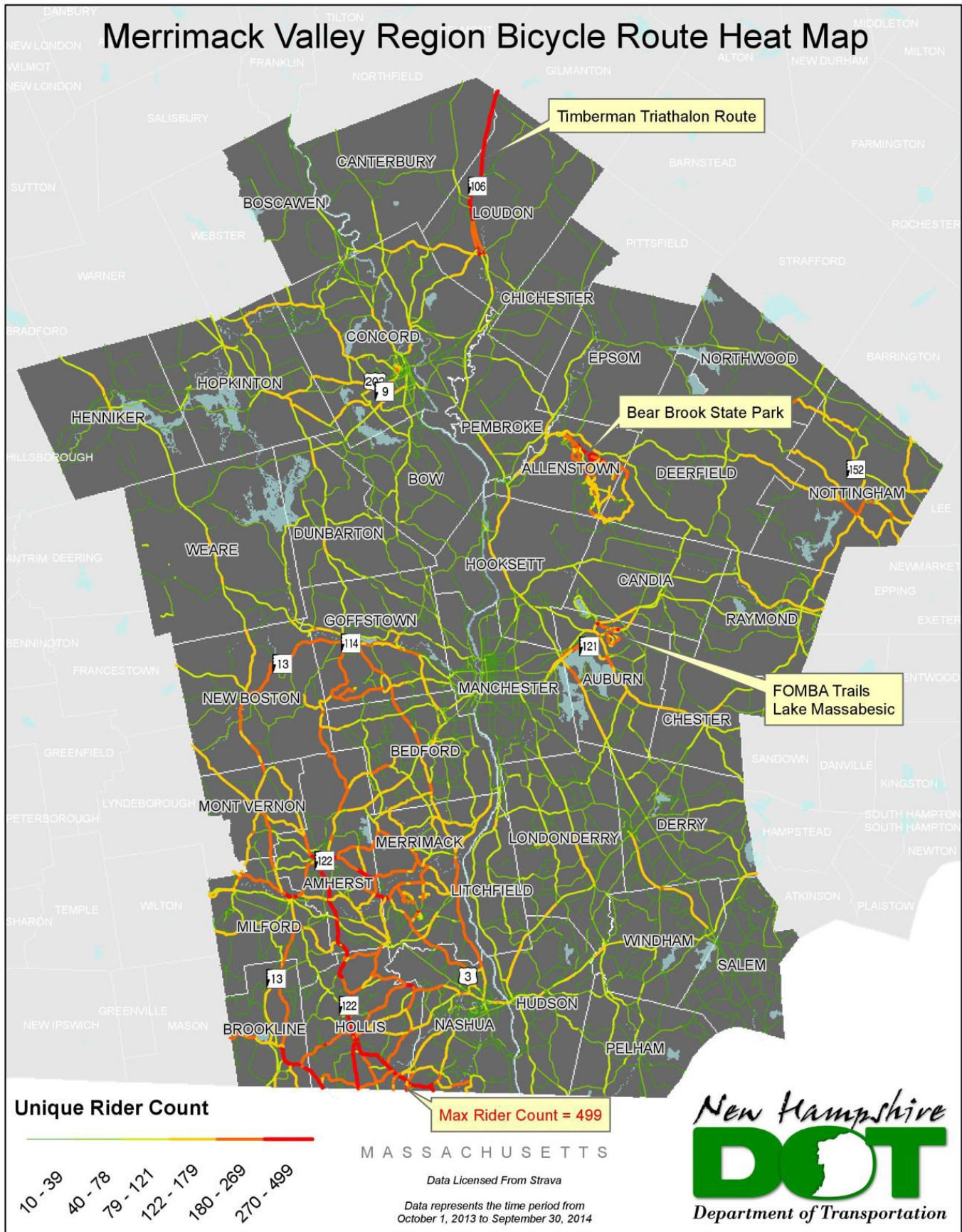
Local routes are bicycle and pedestrian facilities that people would generally use to ride or walk to work, school, social visits, town facilities, shopping and/or recreation attractions. They include most local residential roads. Segments of these routes may overlap with the regional and/or key connector bicycle and pedestrian routes. Depot Rd is a relatively highly trafficked local road considering its connection to the Nashua River Rail Trail. The high ridership rates in Hollis should encourage the Town to work with NHDOT to determine if bike lanes or paved shoulders can be added to the state highways that run through Hollis to improve safety conditions. The Town should also consider adding design elements to local roads, especially key connector routes, which are bicycle or pedestrian facilities that connect to regional routes within the municipality or to other regional routes/destinations in surrounding communities. Creating infrastructure for bicycles should be done in conjunction with an outreach program to educate the community that it is a state law to share the road with bicycles. The cable channel and Town website are good mediums for promoting this educational program.

The Town presently contains 2.6 miles of Class VI roads (un-maintained). Opportunities for obtaining rights of way to develop a town-wide bicycle and pedestrian system are dwindling due to ongoing residential, commercial and industrial development. The Class VI un-maintained roads in the Town represent an opportunity to add to the recreational trail system in the Town and can provide both bicycle and pedestrian access at limited cost.



Image: MTB Project

Map 4 - 9 Merrimack Valley Region Bicycle Route Heat Map



TRAILS

A trail network throughout the community will provide for recreational activities such as walking, hiking, bicycling, horseback riding, snowmobiling, and cross-country skiing. In cases where people live near their place of employment, the trail system may enable local non-motorized journeys to work. In some instances in Hollis, the lack of sidewalks requires the provision of separate paths for safe pedestrian and non-motorized vehicle circulation.

Hollis has developed an extensive trail network that is considered one of the best in southern New Hampshire. All trails on Town Land are multi-use trails, which prohibit motored vehicles except for authorized and registered Trail Maintenance Vehicles. The trails are open year-round except for “mud season” when they are closed to everyone except hikers. In addition to the Beaver Brook Association trails, which are primarily hiking trails, the remainder of the approximately 30 miles of trails in town are either on town owned land or private property. The Hollis Trails Committee and Hollis Nor’Easters Snowmobile Club have obtained land owner permission for snowmobiles to use the trails. The Nor’Easters Snowmobile Club does most of the maintenance and upkeep of the trails year-round, with the support of the Hollis Trails Committee (which has oversight of the trails). The club also does trail improvements including building

and repairing bridges where needed. The town does not incur any costs associated with trail maintenance as all the funds for upkeep come from club membership and registration fees. Over the past 20 years, the snowmobile club has done an estimated \$300,000 worth of work improving and maintaining the trails.

To accommodate the need for trails, a system of paths should be planned to correspond with the major arterials in Town, providing connections to schools, parks and municipal facilities. Such a trail system should be designed to provide access to the recreational amenities and local attractions where possible. The Town should conduct outreach with homeowners, research any former railroad right-of-ways, and utilize already conserved land. New development and re-development, through regulation and cooperation from developers may allow for access.



Image: Trailsnh.com

OTHER PLANNING DOCUMENTS AND STUDIES

2016-2021 CAPITAL IMPROVEMENT PROGRAM (CIP)

Enabled by RSA 674:5, the CIP is a short-term planning document that identifies a recommended list of municipal capital improvement projects over a period of at least six years. Only municipalities that have master plans are allowed to produce CIPs. The sole purpose and effect of the CIP shall be to aid the Board of Selectmen and the budget committee in their consideration of the annual budget.

Currently, around 15% of Hollis' operating budget is dedicated to road maintenance. The Town of Hollis utilizes the RSMS for a roadway improvement schedule in conjunction with the CIP. This document can serve as the primary method of integrating proposed transportation-related recommendations into future Town budgets.

TOWN OF HOLLIS ROAD SURFACE MANAGEMENT SYSTEM (RSMS) PLAN, 2010

Between 2009 and 2010, The Town of Hollis contracted the NRPC to produce a RSMS Plan. This study was conducted using the RSMS software, which was developed by the Department of Civil Engineering at the University of New Hampshire, to assist municipalities in roadway surface management and maintenance. This report includes an inventory of pavement structure and location, a prioritization of maintenance needs, how to justify maintenance budget increases, and recommendations on efficiently using the Town's highway budget.

2008 TOWN OF HOLLIS STRATEGIC PLANNING FINAL REPORT

The Hollis Strategic Planning Committee was chartered by the Hollis Board of Selectmen in 2005 to make assessments of what Hollis may look like in the future, and how that future may differ from Hollis today and/or from the visions of its residents. This report compares the community's vision as determined from public input to the buildout analysis, and present recommendations (including changes to the Master Plan) with cost/benefit analyses that the Town could enact to achieve its vision. With regard to transportation, this report concluded that transportation needs for the elderly will be a major issue as Hollis continues to grow. Also, pass-through traffic from surrounding communities will increase over the years, which will put a strain on Hollis Roads.

TOWN OF HOLLIS SAFE ROUTES TO SCHOOL (SRTS) TRAVEL PLAN, 2011

During 2010 and 2011, the Town of Hollis worked with the NRPC to create a SRTS Travel Plan. The purpose of the Hollis SRTS Travel Plan is to develop a strategy for encouraging a greater number of students to walk and bicycle to and from school. The study process was designed to gather information from students and their parents regarding the trip to and from school. A physical inventory of the existing traffic and sidewalk conditions was also conducted. Input from the community was also gathered with the help of the Hollis Safe Routes to School steering committee, Middle School PTA, Elementary School PTA, Highway Safety Committee, Hollis Police Department and Board of Selectmen. Included in the study is a list of recommendations in filling in the gaps in sidewalk and bicycle lane networks.

2015 NASHUA REGIONAL PLAN, TRANSPORTATION CHAPTER

This document provides a basic blueprint for long-term transportation investment in the Nashua Region to the horizon year 2040. The plan is structured around four major goals, developed through public outreach and coordination with advisory committees, which include Mobility and Accessibility, Quality of Life, System Sustainability and Implementation. Included in this document are existing conditions data for the Nashua Region, which includes specific data for the Town of Hollis. There is also a section of this chapter dedicated to future projected conditions for the Region.

Included in this Plan was the 2015 – 2040 MTP, which has been revised as the 2017 – 2040 MTP to account for updates to the project list and a fiscal constraint analysis. This portion of the plan assesses the needs related to all modes of surface transportation in the region including driving, bicycling, walking, rail and bus transit, and rail and truck freight for the period covering 2017 – 2040. It is a path towards the transportation vision for the region. The State Ten Year Plan and the Transportation Improvement Program (TIP) are the implementation vehicles for the MTP.

The only project in the 2017 – 2040 MTP that could directly influence Hollis' transportation system is the Four-Corners Improvement at the Intersection of Routes 122 and 130. The project proposal is to add left turn lanes to help facilitate flow of traffic and mitigate congestion. The estimated cost of this project is \$6 million, with funding phases estimated for 2027 to 2029. This project is currently not listed on State Ten Year Plan, and therefore currently does not yet have a source of funding.

CONCLUSION

As Hollis is a primarily residential and agricultural community that abuts more urban areas, Hollis must ensure that its transportation system adheres to the Town's rural character while also preparing for future development. As the Nashua Region continues to grow, Hollis roads may serve as alternatives to more congested thoroughfares leading to an increase in traffic. Therefore, Hollis must work to better ensure the safety of its residents, workers and visitors. The road system can be developed in ways that not only handle increased traffic demands, but make the roads a suitable environment for pedestrians, equestrians, and bicyclists as well as automobiles. Furthermore, the Town should work to provide alternative modes of transit for its senior population by promoting public transit and demand transit services.





TRANSPORTATION RECOMMENDATIONS

RECOMMENDATIONS

TIME FRAME

Develop Bicycle & Pedestrian Amenities by:

- Implementing improvements as recommended in 2011 Safe Routes to School Plan.
- Creating a Bike and Pedestrian Committee to develop an implementation plan.
- Adopting a policy of adding bike lanes to roads during repaving efforts.
- Amending Section XV: Hollis Rural Character Preservation Ordinance, Part F.4 to add bicycle and pedestrian amenities to list of roadway design features.
- Assessing feasibility of providing paved shoulders suitable for safe bicycle and pedestrian use on all roads as part of planning process when developing roadway improvement and maintenance strategies. Construct where feasible. The preferred facility for bicycle travel is a four-foot paved shoulder separated from motorized travel lanes by a six to eight inch painted white stripe. Where paved shoulders and bicycle lanes are not possible, shared roadways with appropriate signage and safety improvements are recommended.
- Creating a Bicycle and Pedestrian Plan for the Town of Hollis with a focus on connecting the Nashua River Rail Trail with Hollis Town Center.

1-10 Years

Develop Road and Bridge Maintenance Plans to guide the selection and prioritization of infrastructure improvements and maintenance activities, including road widening, improvements to horizontal and vertical alignments (grading and curves), drainage system improvements, and paving/resurfacing.

1-3 Years

RECOMMENDATIONS

Coordinate with NH DOT to include intersection improvements as part of state pavement maintenance and rehabilitation activities on Class I and Class II roads. Specific improvements include:

NH 130 at NH 122 (Four Corners Intersection):

- Add left turn lanes to help facilitate flow of traffic and mitigate congestion is listed in the 2017 –2040 MTP.
- Town officials should advocate to advance project funding schedule and have it listed in the State Ten Year Plan.

NH 122 and NH 111A:

- Improve bicycle amenities by adding dedicated lanes or widening roadway to construct shoulder.

NH 130 at Ash Street:

- Research intersection redesigns including creating a roundabout.

TIME FRAME

Ongoing; dependent on NH DOT maintenance and improvement plans Consider applying for Highway Safety Improvement Program (HSIP) Funding through NH DOT (Division of Project Development, Bureau of Highway Design)

Work with utility company to install more efficient street lights.

1-3 Years

Coordinate with NRPC to update traffic volume count at key locations.

Ongoing

Seek funding for additional equipment to monitor speeding vehicles through grants or the CIP.

1+ Years

RECOMMENDATIONS

TIME FRAME

Work with Hollis-Brookline Cooperative School District to mitigate traffic and parking issues:

- Clearly indicate parking areas for athletic events.
- Enlist the help of the Hollis Police Department to aggressively enforce traffic and parking laws (including warnings and citations) during school drop off and pick up times and develop a strategy for enforcement during the rest of the year.
- Coordinate with the Hollis Police Department on holding education outreach campaigns in schools regarding proper pedestrian safety methods.
- Coordinate with NRPC to monitor newly constructed crosswalk at Middle School to see if things like additional lighting and signage are needed.

1-3 Years

Develop a plan for strategic land acquisitions or agreements with private landowners to redesign intersections as close to 90 degrees as possible.

8-10 Years

Accommodate the growing number of electrical vehicles by installing charge ports at municipal buildings. This would accommodate Hollis' growing population of private residents who own electric vehicles and maintain Hollis' reputation for being technologically advanced.

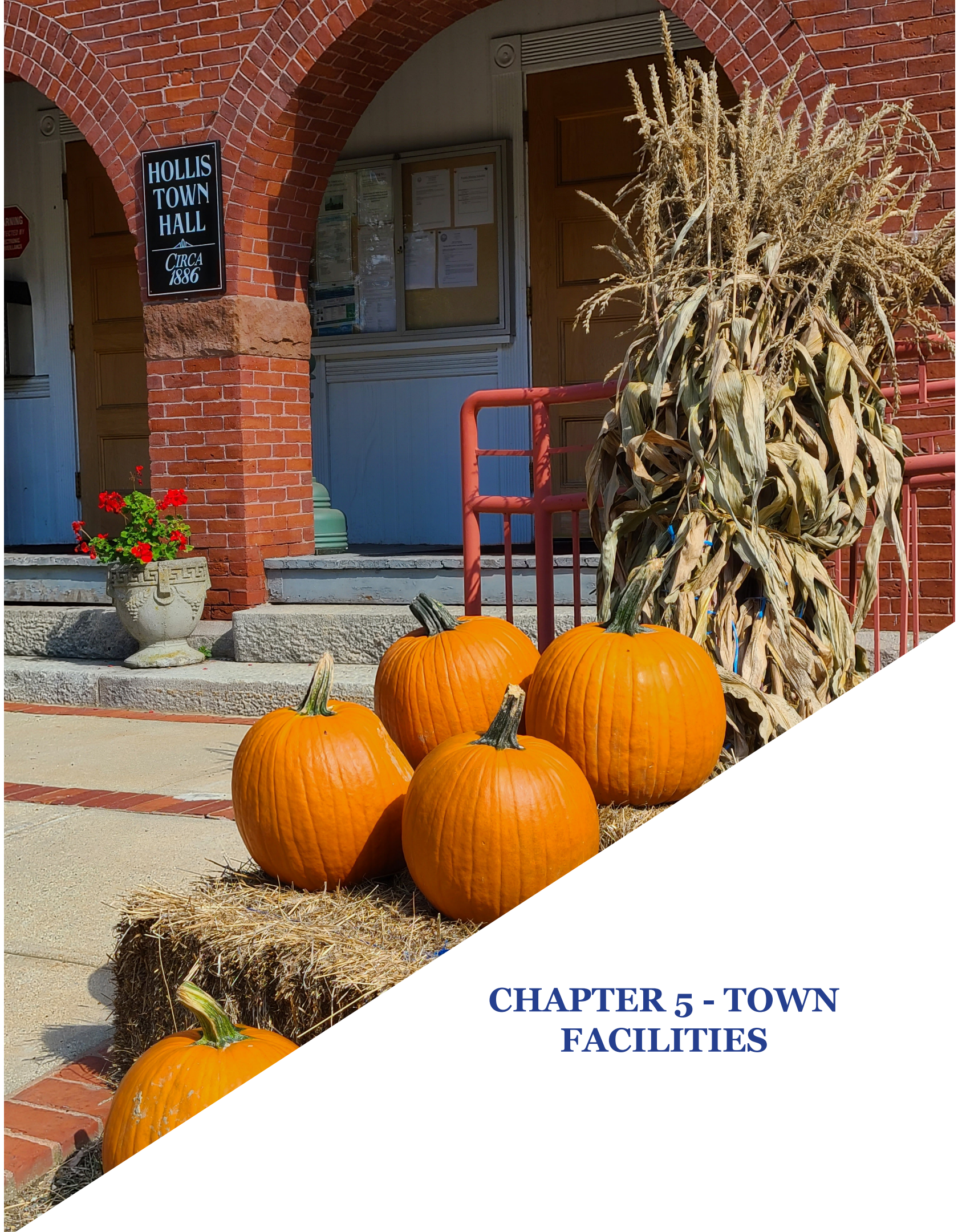
3-5 Years

Research the feasibility of burying powerlines underground during roadway repavings.

1-3 Years

Utilize more environmentally friendly road deicing agents rather than salt rock.

1-3 Years



CHAPTER 5 - TOWN FACILITIES

INTRODUCTION

The Town provides community services for the health, benefit, safety, and enjoyment of its residents. Informed planning is essential if community facilities and services are to meet local needs for public safety, recreation, transportation, education, sustainable growth, and natural resource conservation.



TOWN HALL

The Hollis Town Hall building, built in 1886, is a two-story brick and frame structure with a prominent clock tower that includes approximately 13,801 square feet of floor area. The building is situated on a .08 acre parcel on the east side of Monument Square, facing the town common to the west. The interior of the building has seen retrofitting and reorganization as the administrative needs of the Town expands. Board and Selectmen meetings are held in the Community Room, which was formally the fire station.

Ten staff parking spaces are accommodated in a paved lot to the rear of the building.

The 6,475 square foot *Lower Town Hall* (1st floor,) is used for the Finance Office and Reception, the Assessing, Building/Code Enforcement, Planning, Tax Collector, Town Administrator/HR, and Assistant Town Administrator. Also, included in the Lower Town Hall are three bathrooms, a staff kitchen, and the community room.

The 3,866 square foot *Upper Town Hall* is used as an assembly hall and stage. The assembly hall is currently limited to a capacity of 50 people and due to various egress and fire code limitations, the upper Town Hall is not open to the public. In addition, there is no elevator that can serve this space, hindering access for those who are handicapped.

The *basement* is used for storage, boiler equipment and an unfinished office for one (1) custodial employee.

KEY AREAS OF CONCERN MOVING FORWARD:

- **Security.** Town Hall security needs to be updated. Currently, many of the boards and commissions have keys to access the Community Room for meetings. The access between the Town Hall and Community Room is not secure, allowing members of the public to enter Town Hall offices after hours.
- **Privacy.** There is no privacy between the Building Department, Planning Department and Reception area which results in distractions. The Tax Collector and Assistant Assessor share an office making it difficult to meet with residents.
- **Parking.** Parking for staff is marginal. Visitors must use the on-street parking located in Monument Square. The rear parking lot is not lined, leading to inefficiencies in parking the maximum number of vehicles that the area can accommodate.
- **Storage.** The Planning, Assessing and Building Departments need far greater storage space for documents, plans and septic designs that are currently not being scanned.

- **Finance Office.** The finance office is segregated from the remainder of the town hall staff adding to security concerns. The heating and ventilation of this space is also inadequate.

Throughout the years, various studies and discussions have been conducted to alleviate the growing pains associated with Town Hall. These efforts have included moving the Town Clerk to an auxiliary location. Albeit, that decision did meet its goal by giving the town hall additional space, it created a silo between the departments as well as bifurcating services to residents. As the Town's population grows it is likely that additional employees, storage space and office configuration will be needed in various departments.

Moving forward, the Town of Hollis will need to re-address Town Hall facilities as space is becoming less conducive to meeting the needs of staff and residents.

“As we move into the future, maintaining this atmosphere that Hollis residents enjoy so much will be a challenge as development pressures continue in our region.”

POLICE

The Town of Hollis Police Department building is staffed 24 hours a day and is comprised of an authorized strength of 20 employees, which includes both full-time and part-time positions. The Department also contracts with an outside attorney for prosecutorial duties, which includes the presentation of misdemeanor and violation level cases at the Circuit Court level, and the presentation of grand jury at the Superior Court level.

The Department also houses the Hollis Communications Center, which is an agency separate from the Police Department. The Hollis Communications Center provides 24-hour dispatch services for the police, fire, and EMS agencies for the three communities of Hollis, Brookline, and Mason. The Hollis Communications Center authorized staffing level is 8 full-time employees and 5 part-time employees.

The Hollis Police Department was constructed in 1987. The gross area of the Police Department facility is 9,918 square feet. At this time the Department meets current facility standards, including those required by the Commission on Accreditation for Law Enforcement Agencies (CALEA). The facility is accessible to people with disabilities, equipped with a Training Room, and designed to accommodate a measured level of departmental growth. To improve efficiency and to make more effective use of allocated budget funds, the Department has completed several facility improvements over the past 10 years. Most notable of these improvements include the installation of a wood pellet furnace system, the completion of an energy efficient lighting project within the building, the replacement of the facility's asphalt shingle roof, parking lot and landscaping improvement, and replacement of facility flooring.

Hollis Police Department employees are assigned to the Department's various activities, including Uniformed Patrol, Animal Control, Investigations, School Resource Officer (SRO), and Professional Standards/Accreditation/Recruitment, Selection, and Retention. The Department also includes necessary support units including administrative services, maintenance, and records.

The Department takes great pride in its community policing philosophy, as agency members have worked to implement numerous programs and activities designed at strengthening its relationship with the community. There are several indicators that the community has embraced the efforts of the Department, the most telling being the incredible levels of support and feedback received from Town residents, business owners, and visitors. The Department takes pride in knowing that it provides its residents with a broad array of high-quality municipal services that are valued by the community.

The Department realizes that law enforcement, or any public service-related field, is rapidly evolving and requires a commitment on behalf of the agency and its members to meet current societal and technological demands. The Department is also experiencing challenges in staffing, as low number of candidates, coupled with several other factors, has resulted in more competition between regional law enforcement agencies. The Department has strived to address these challenges through effective leadership and management and attempting, when possible, to leverage technology, particularly regarding the use of best practices and processes to improve operational efficiency. Overall, the Department has worked incredibly hard to manage our resources while providing quality levels of service to the community.

Although the Department recently added an additional full-time police officer position in May 2021, a position that will be used to staff a second School Resource Officer position within the Cooperative School District, we do anticipate the need to add additional staffing in the coming years. A 2020 staffing study completed by the agency indicated the need to add two additional full-time positions. Again, the agency recently added a full-time position that would perform functions as a School Resource Officer, so the creation of this position does not adequately resolve higher service demands. As such, the funding of additional police officer positions may be needed in order to meet the ever-increasing service needs of the community.

The Department realizes that policing requires an ability to adapt to societal changes, while meeting changes in the composition and character of the Town. As such, the Department stands committed to forecasting emerging trends that will allow for proper strategic planning. Through this, the Department will continue to do the following:

- Set a clear vision and goals.
- Forecast the Departmental budget.
- Set reasonable time frames in order to meet plans and departmental goals.
- Continue its efforts in meeting established Strategic Goals as identified in the Five-Year Strategic Plan, which was completed in 2020.

Table 5-1 and Figures 5-1 and 5-2 highlight police activity over the last eight years, with calls steadily increasing through 2018.

KEY AREAS OF CONCERN MOVING FORWARD:

The Town of Hollis' population continues to grow, with several residential developments either in progress or in the planning stages. It would seem as though this trend will continue over the next ten years, with steady to moderate population growth resulting from residential development. As such, this results in higher levels of traffic and an increase in the service demand placed upon the Department.

It is important to note that facility space usage has reached maximum capacity. In the event that the Town population continues to grow, which might ultimately impact staffing levels, the Department will need to have adequate plans in place for possible facility expansion. Areas of focus including office space, a larger space for training and community meetings as the current room has a maximum capacity of 20 people, more space within the Communications Center, locker room space and storage, and an expansion of the parking lot, which includes employee and visitor parking.

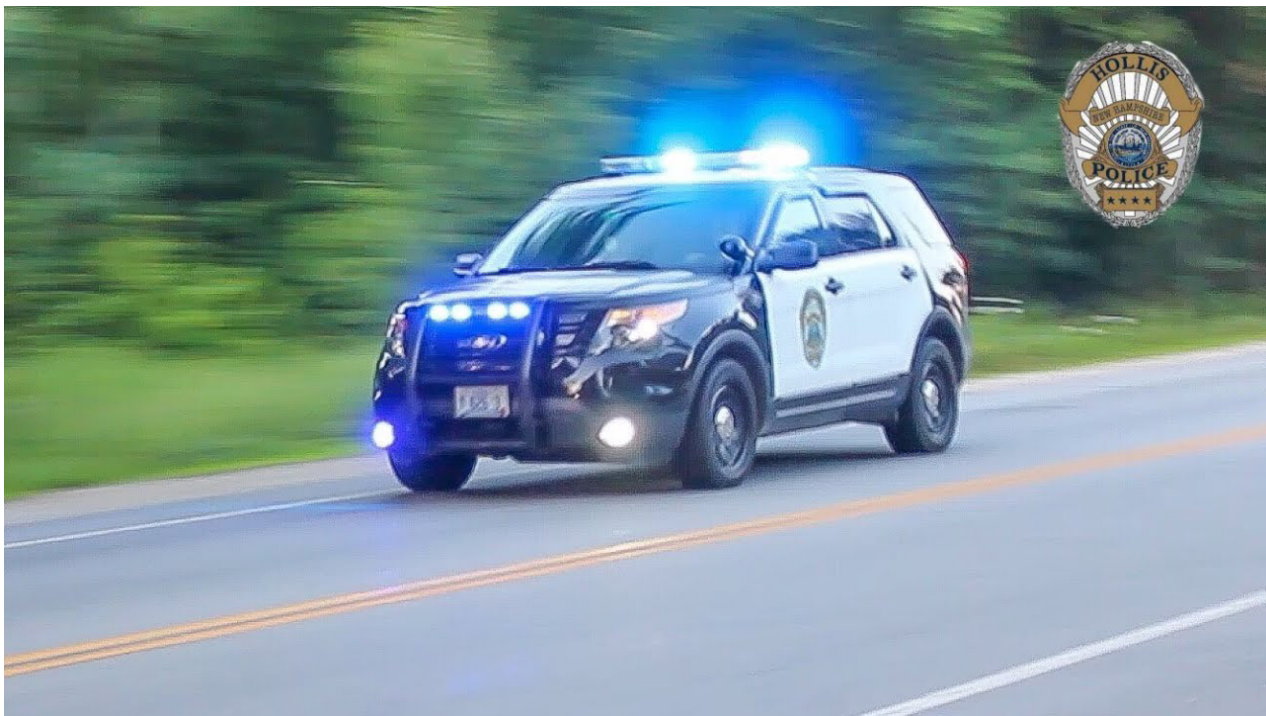


Table 5 - 1 Police Calls 2013 - 2020

Police	2013	2014	2015	2016	2017	2018	2019	2020
Calls	14,531	17,952	18,058	18,492	24,114	25,180	22,855	23,533
Arrests	243	202	194	253	304	238	266	164

Figure 5 - 1 Police Calls 2013 - 2020

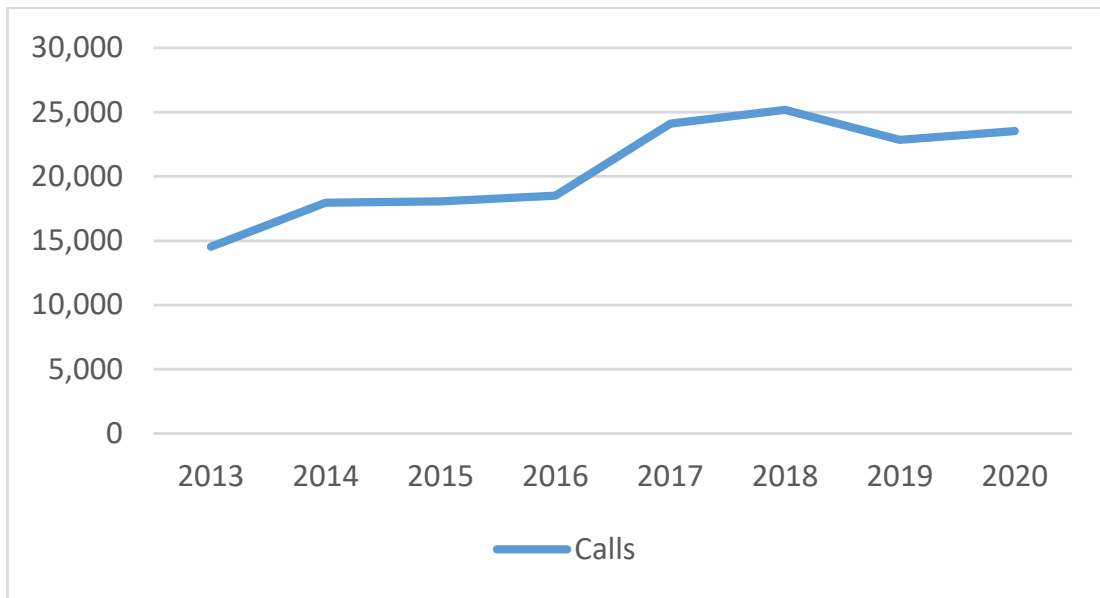
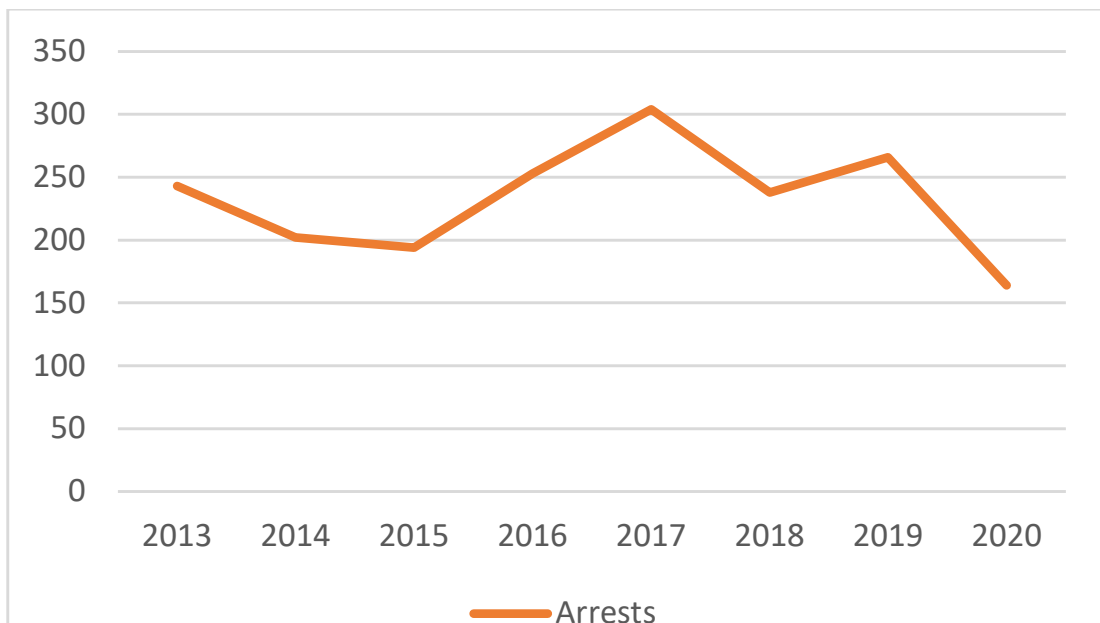


Figure 5 - 2 Arrests 2013 - 2020



LIBRARY

Since 1999, the Library has celebrated two exciting anniversaries. The Hollis Social Library (HSL) was incorporated by the General Court of the State of New Hampshire in 1799 and the Bicentennial was celebrated on June 12th, 1999. In 2010, the Library celebrated the centennial of the library building on Monument Square.

The Library hosts an Artist in Residence each month and began utilizing the meeting room as a gallery for community culture and enjoyment in 1999. This program is very popular and always features local talent. In 2001, the Library added a DVD collection which has expanded over the past 16 years to include a robust offering of educational, cultural, and entertaining movies for the community.

Striving to keep abreast of technological advances, the HSL added downloadable materials to the collection in 2006. In 2016, streaming movies and a language learning component were added to the cultural collection as well. Circulation of these materials has increased exponentially in the last ten years and is expected to continue to increase in the years to come.

In addition to new technology offerings for patrons, the Library has endeavored to keep its own technology up to date to provide streamlined services to the community. In 2005, the phone systems were updated and a computer replacement schedule was implemented. In 2009, the library database was refreshed and public access computers were added. Updates to internet hardware took place in 2012 and 2016, which led to faster internet services with improved connection quality. In 2017 a new website was launched and has seen higher traffic since. The new website is mobile-responsive and easier for our patrons to use.

Over the past 20 years HSL has worked to maintain and improve the library facility. Repairs to the building have included repainting, mold remediation, septic system and furnace updates. A Young Adult Reading Section was created in 2008 and updated in 2014 by a generous donation from the Friends of the Hollis Social Library in memory of Mrs. Jan Squires. The copper roof was replaced in 2011. In 2012, the Community Meeting Room was refurbished to include a kitchen area and new window treatments. In 2013, the carpet was replaced and the interior was painted. In 2018, the Squires Family again donated generously in memory of Mrs. Jan Squires and the gift was used to update the furnishing in the Children's Room.

Library goals, as established by the Library Board of Trustees in 2018, include:

- Attract highly qualified candidates for open positions and build on the library's professional staff in order to continue to meet the increasing needs of the expanding Hollis community.

- Establish community partnerships to enrich offerings and enhance the library's roles as a community center, and promote lifelong learning through partnerships and joint programming.
- Foster creativity and cooperation through collaborative spaces.
- Continue to evolve the Library collection to best meet the needs of the community.
- Ensure that the Library building is functioning efficiently. An update of the lighting system in the historic wing of the building is needed.

KEY AREAS OF CONCERN MOVING FORWARD:

- The roof needs to be replaced, as part of it is a flat membrane.
- Physical improvements for ADA compliance are necessary, including an automatic door for the public entrance with the ramp.
- The HVAC system needs to be upgraded. The present system provides no air filtering capability and the furnaces may need to be replaced.
- The historic facade of the building needs maintenance. The storm windows need to be repaired.
- The parking lot needs improvement.
- The carpeting needs replacement.
- Existing water fountains need to be upgraded.

RECREATION

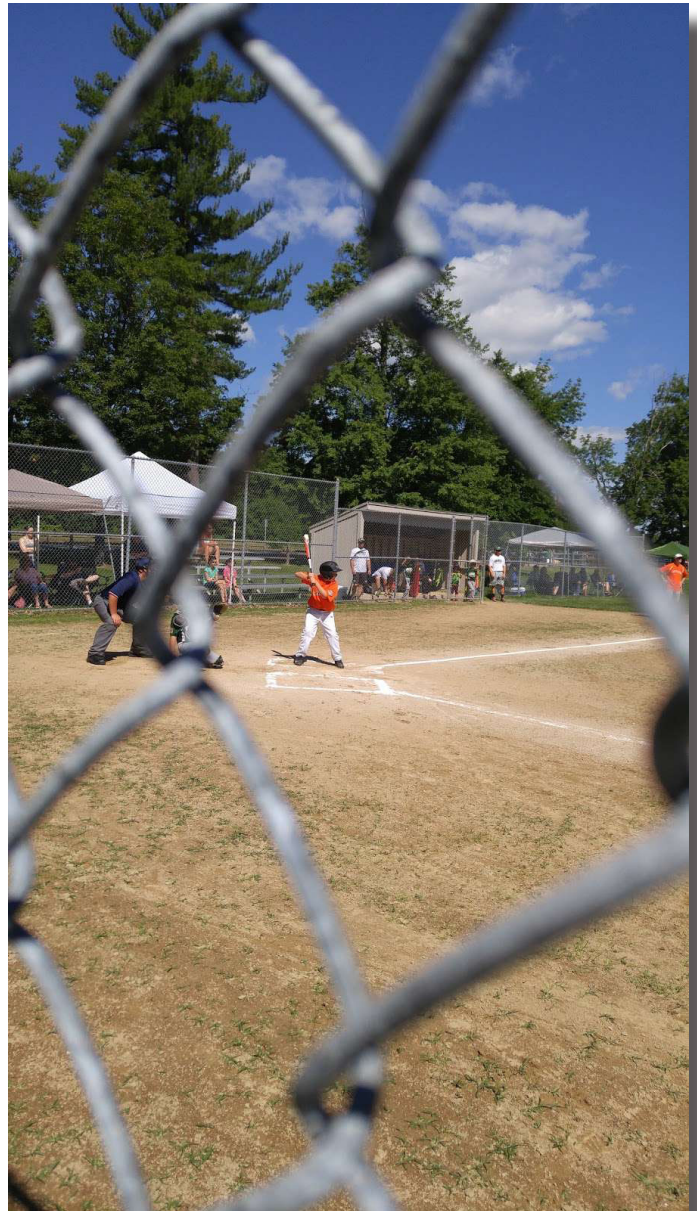
The Hollis Recreation Department, at its core, serves to promote and facilitate several different recreational activities for residents of all ages. These duties are carried out through the work of the Recreation Commission, as well as through collaboration with several local youth programs designed to keep children engaged and involved in a variety of activities with their peers. These groups include: Lights Up Drama, Hollis Brookline Jr. Cavaliers, Hollis Brookline Youth Lacrosse, Hollis Brookline Cavs Soccer Club, Brookline Hollis Youth Soccer League, and Hollis Brookline Cal Ripken Baseball. The Recreation Department is also proud to offer its own host of activities, including weekly basketball, soccer, and volleyball for adults, as well as recreational softball for children which competes in the Souhegan Valley League.

Additionally, the Recreation Department oversees maintenance of the Town Fields, including two playground areas, three rectangular grass playing fields, two baseball fields, two softball fields, and an oval dirt track. As the Town and programs continue to grow, special attention must be given to the maintenance and preservation of each of these recreational resources to ensure the longevity and safety of the areas, equipment, and surfaces that our residents are utilizing. At present, the rectangular grass playing fields supported by the Department see a high volume of usage through the spring and fall.

The Recreation Department aims to grow and adapt in unison with the growth and demands of the Town and its recreational activities. The Recreation Department and Recreation Commission are always open to new ideas and hope to expand on its current offerings based on the needs and desires of the Town.

KEY AREAS OF CONCERN MOVING FORWARD:

The Recreation Department believes that the addition of one more grass playing surface to the current host of fields will help to alleviate overuse and overcrowding of our available resources, thereby providing a safer and more enjoyable experience for all.



DEPARTMENT OF PUBLIC WORKS

The Department of Public Works currently has 12 full time and 5 part time employees. The core function of the department is to provide maintenance and operation services to the Town of Hollis such as snow removal, solid waste collection and processing, road maintenance/improvements, drainage maintenance/improvements, facilities maintenance, and cemetery stewardship. The department also provides support for special town events and technical services to the various town committees.

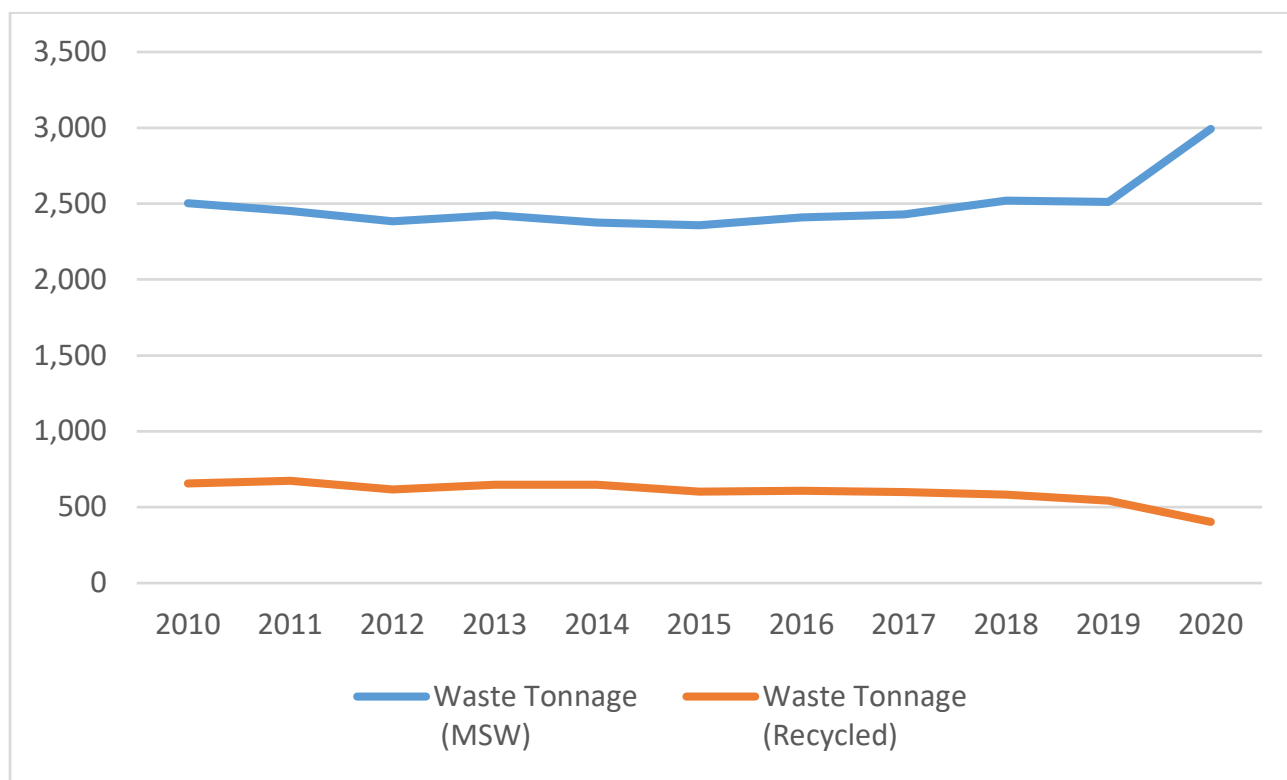
Public Works also oversees the Transfer Station and Stump Dump operations, as well as cemetery burials. The

Department has seen a reduction in the total quantity of recycled materials which can be attributed to an increased amount of sorting required by individual residents at time of drop off. This issue is compounded by site limitations at the Transfer Station which results in congestion and increased wait times to drop off refuse. The result is that residents are choosing to throw away more recyclable materials due to these inconveniences. Table 5-2 and Figure 5-3 show an increasing amount of waste over the last 10 years and a decrease in recycled materials.

Table 5 - 2 Transfer Station Utilization 2010 - 2020

	Waste Tonnage (MSW)	Waste Tonnage (Recycled)
2010	2,503	657
2011	2,453	674
2012	2,385	616
2013	2,425	648
2014	2,377	648
2015	2,358	604
2016	2,410	607
2017	2,430	600
2018	2,521	583
2019	2,512	542
2020	2,993	403

Figure 5 - 3 Transfer Station Utilization 2010 - 2020



KEY AREAS OF CONCERN MOVING FORWARD:

The Department currently operates out of a facility located at 10 Muzzey Road. The building was audited by the Town Energy Committee in 2012 and it was found that the 38-year-old building is past its expected service life and is functionally inconsistent with modern Public Works repair and maintenance facilities. The building is spatially constrained and does not have adequate space for the storage of tools, equipment, and parts. The building is not adequately ventilated and suffers from code compliance issues. Bringing the existing building up to current building code and modern public works standards will require a substantial monetary investment. An explosion in the waste oil storage area that took place in 2020 is a prime example of these deficiencies.

As the Town continues to grow and develop, the Department anticipates an increase in operational demand. In order to meet this demand the Department will require additional equipment, staff, and facility space to ensure continued functionality. A feasibility study should be conducted so that

a series of improvements can be identified and a best course of action can be planned. The Transfer Station, which has not been expanded in 25+ years, should be included in the study. The circulation of residents through the station needs to be analyzed so that the layout of the area can be improved to meet expected higher demand. The Transfer Station will need to adapt to the modern and evolving recycling industry.

The stump dump is reaching capacity and steps are required to create more space or change how the stump dump is currently being utilized by the town. There is an opportunity to improve how the town deals with organic waste by updating this facility.

SCHOOLS

The Hollis School District consists of both the Primary and Upper Elementary Schools. The Middle School and High School are part of a cooperative school district with the neighboring Town of Brookline. SAU 41 provides administrative support to the Hollis, Brookline, and Cooperative School Districts.

The continued focus of the administration and School Boards is to review operational procedures to determine how best to deliver services to all students. SAU 41 has examined its staffing levels, special education services, as well as, standards and curriculum. In each area, SAU 41 has aligned its budget priorities to meet the goals and objectives outlined in its strategic plan. Two areas the SAU continues to focus on are enhancing its curriculum objectives and the continued maintenance of facilities and grounds.

Recent efforts have been undertaken by the SAU to set and evaluate innovation goals. Science, Technology, Reading, Engineering, the Arts and Mathematics (STREAM) have been a priority for the SAU. At the elementary school level, the SAU continues to focus effort on the enhancement of science curriculum while providing opportunities for acceleration in math. The SAU “Maker Space” rooms have

provided the youngest learners with engaging hands on opportunities. In Brookline and Hollis, the Principals and their staffs continue the implementation of the SAU’s enVisions math program. At the Cooperative level the SAU recently proposed an increase in staffing in order to better meet students’ needs for acceleration in mathematics. The SAU budget(s) have included funding for the continued expansion of elementary science while integrating tech rich experiences across the curriculum for our Middle and High School students.

Enrollment is also being closely monitored across the SAU. Over the last few years, enrollment numbers have remained steady with the New England School Development Council providing SAU projections for both Hollis and Brookline Districts, Table 5-3, which point to an increase in enrollment over the next five years.

Since 2006, Hollis’ enrollments have continued to decline as detailed in Table 5-4.

Table 5 - 3 SAU 41 Enrollment Projections as of 2021

Projected Enrollment in Grade Combinations					
Year	K-3	4-6	7-8	9-12	Total
2020-21	627	533	380	815	2355
2021-22	672	529	368	833	2402
2022-23	696	540	380	801	2417
2023-24	735	544	361	788	2428
2024-25	794	538	378	798	2508
2025-26	781	596	389	761	2527

Table 5 - 4 Hollis Enrollment Trends 2006 - 2020

	PK - 3	4 - 6	7 - 8	9 - 12	PK - 12
2006-07	399	412	272	553	1,636
2007-08	394	399	246	568	1,607
2008-09	348	388	269	543	1,548
2009-10	344	333	286	535	1,498
2010-11	342	325	245	529	1,441
2011-12	338	296	235	534	1,403
2012-13	334	297	226	479	1,336
2013-14	356	291	200	468	1,315
2014-15	353	292	204	446	1,295
2015-16	345	296	201	417	1,259
2016-17	337	317	201	441	1,296
2017-18	335	322	206	409	1,272
2018-19	343	328	181	435	1,287
2019- 20	306	287	221	428	1,242
% Change	-14.04%	-20.39%	-33.46%	-21.34%	-21.33%
Total Enrollment in the Co-op			419	806	
Building Capacity	456	460	550	900	

KEY AREAS OF CONCERN MOVING FORWARD:

A continued area of focus is maintaining and when possible upgrading SAU's physical plants. In 2020, a significant energy upgrade in the Hollis Schools was completed. Staff continues to examine ways to reduce energy costs across the SAU. To this end staff have begun the process of investigating the use of solar power for the Cooperative District and the Brookline District. The SAU's Capital Improvement Plans is updated on an annual basis. Over the coming years the SAU will face a need for an expansion of the Hollis Brookline High School should enrollment projections become a reality.

Technology improvements have been implemented across the SAU including increased wireless access points, mobile computer labs for students, and implementation of a "learning commons" approach. These upgrades and changes have allowed the SAU to establish a robust technology system that provides for the educational needs of the students in a secure setting. This technology system will require regular upgrades to both hardware and software over the next decade.

One staffing trend that is being closely monitored is the State Of New Hampshire's critical shortage list. For the first time that staff can recall, the majority of certification areas have been placed on this list which will most likely impact

future staffing both in the short and long term. As SAU and school staff continue to age, it will be paramount for the SAU to prepare succession plans for key leadership positions. The SAU will also need to examine how best to compensate teachers and staff via the negotiations process.

Enrollment trends are being closely monitored across the SAU. Over the last few years, enrollment numbers have remained steady. The New England School Development Council provide the SAU with projections that point to an increase in enrollment over the next ten years. If the enrollment projections become a reality the SAU may need additional classrooms and facility space. The Superintendent anticipates the reconfiguration of grades to accommodate the increased enrollment.

Staff will also need to review the Hollis School District's water system and how best to approach an upgrade to this critical piece of infrastructure.



TOWN CLERK

The Town Clerk's office is located at 3G Market Place. The Town Clerk's office is where all Hollis residents register their vehicles. Registration renewals can be done in person, by mail, or online. New boat registrations and renewals are also handled at the office. Dog licenses run from May 1 to April 30 each year. Dog license renewal is open from January 1 to April 30. Renewals can be done in person, by mail, or online. Marriage Licenses and Certificates, Birth Certificates, and Death Certificates are issued at the Town Clerk's office.

Hollis residents can register to vote at the Town Clerk's office. Absentee ballots for local, state, and federal elections can also be obtained. The Town Clerk's office has information on births, deaths, and marriages of Hollis residents from 1733 to the present.

KEY AREAS OF CONCERN MOVING FORWARD:

The Town Clerk's office is located at a separate site from the other Town offices, services to residents are fractured. Combining the Town Clerk's office with other Town Hall services in a single facility would improve customer service to residents. It would also prevent the confusion that is experienced when residents go to the Town Hall looking for the Town Clerk only to be informed that the Town Clerk's Office is located off site.



WATER DISTRICT

The downtown Monument Square area and the Hollis Brookline Middle School receive their water from a 13 foot deep community well that is located on Hollis School District property off of Rocky Pond Road. The Primary and Upper Elementary Schools, Hollis Brookline Middle School, Town Hall, The Farley Building, Library, Congregational Church and several residences are serviced by this community well.

The Town, Hollis School District, and the Hollis Brookline Cooperative District are all responsible for different portions of the water system. The Hollis School District is currently responsible for the oversight and maintenance of the well head and other infrastructure located on school property. The Hollis School District performs the required community well water quality testing. Town DPW is responsible for the infrastructure on Town property such as water lines and shut-off valves that run under Monument Square and the surrounding area.

The Hollis School District conducted a study on the feasibility to install a deep artesian well to supply water to the district. The study found that ledge was too near the surface to effectively install the deep well. The Hollis Brookline Cooperative High School, had challenges finding a suitable location for a well that would provide sufficient capacity for the high school's use. The geology of the Monument Square area is not conducive to installing wells with sufficient capacity to serve the neighborhood.

KEY AREAS OF CONCERN MOVING FORWARD:

Changes in the overall operation of the Water District will need to take place in order to ensure the long-term viability of the community well system. Deferred maintenance and limited oversight have allowed for the system to deteriorate. Unless addressed, leaks and line breaks will cause more frequent service interruptions and increase operational costs. In addition, because the well is so shallow, it is very susceptible to drought conditions. The loss of water during such a condition would have significant consequences to both private residences and governmental operations.

Town and School officials should consider transferring operation away from the school district and DPW to a professional water utility. State grants are available that can be used for planning and design projects related to public water supplies. Grant funds could be used to create updated maps of the Water District system before transferring management of the system to a professional water company.



FIRE PROTECTION

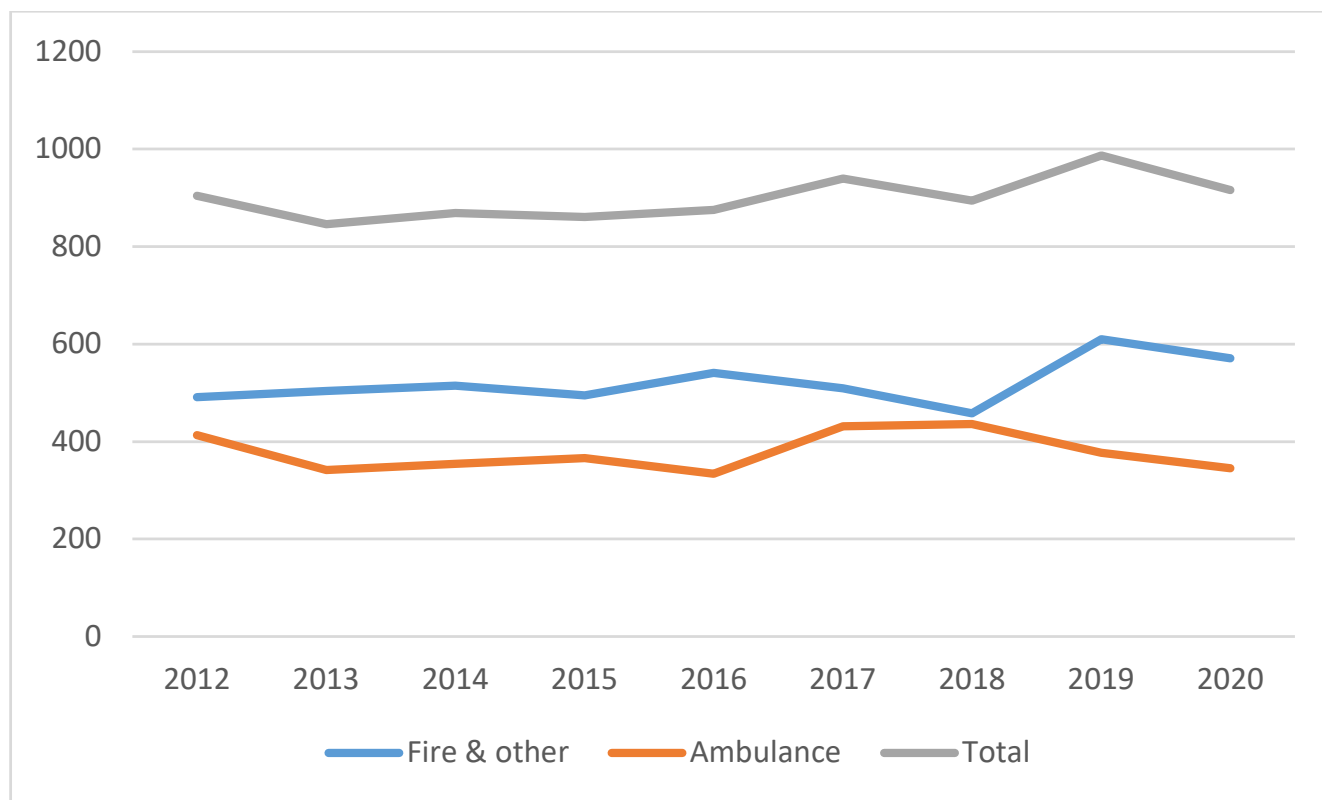
The Hollis Fire Station was built in 1982 and is located on Glenice Drive. The station was designed to accommodate a full-time Fire Department, if needed, through an expansion of the second floor. The building was renovated in 2006 and included a 1,660 square foot addition. The existing property and structure have room for further expansion of the facility.

The Fire Chief does not anticipate the need to construct another station within the next 10 years. There may be a need for the Town to purchase a third ambulance to improve overall service to the Town. Table 5-5 and Figure 5-4 detail Department activity over the last nine years.

Table 5 - 5 Call Data 2012 - 2020

	2012	2013	2014	2015	2016	2017	2018	2019	2020
Fire & other	491	504	515	495	541	509	458	610	571
Ambulance	413	342	354	366	334	431	436	377	345
Total	904	846	869	861	875	940	894	987	916

Figure 5 - 4 Call Data 2012 - 2020



KEY AREAS OF CONCERN MOVING FORWARD:

The Fire Department has been working with both the Planning and Building Departments to improve the fire protection infrastructure throughout the Town. The approval of new subdivisions through the Planning Board provides an opportunity to dedicate fire cistern easements to create water sources in both new and existing neighborhoods. Cistern fees are collected by the Building Department to help fund the installation and maintenance of the fire cisterns.

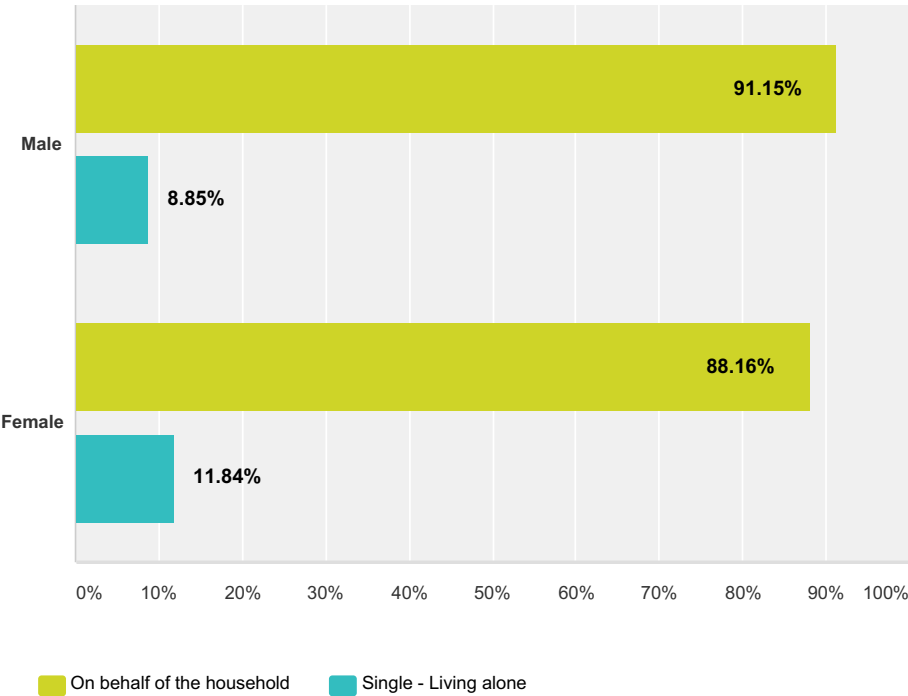
Fire cisterns play a critical role in improving fire protection services throughout the Town of Hollis. Over the next ten years, additional funds will need to be appropriated in order to install necessary fire cisterns to meet the needs of the growing community.

APPENDIX

2016 COMMUNITY SURVEY RESULTS

Q1 Who is the respondent?

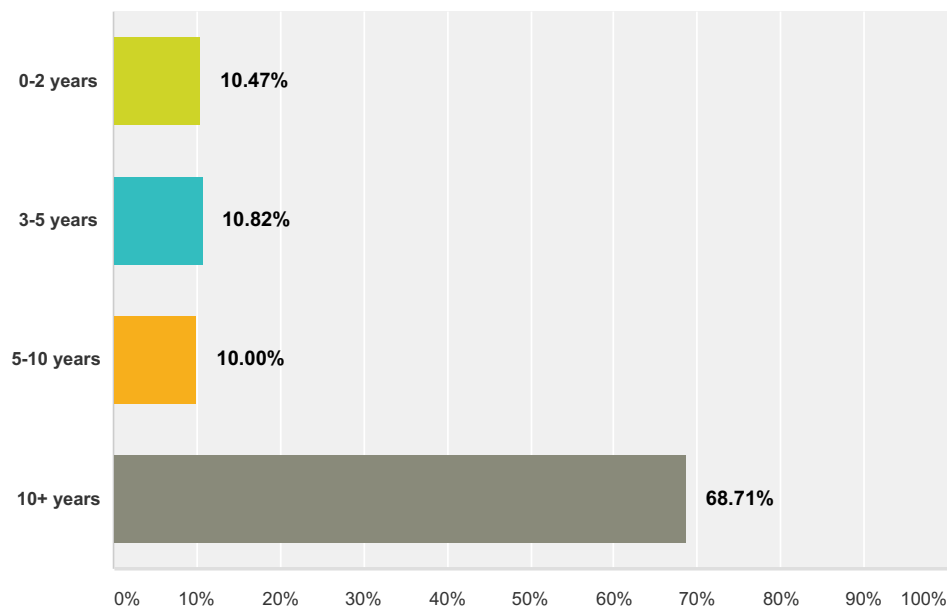
Answered: 829 Skipped: 28



	On behalf of the household	Single - Living alone	Total
Male	91.15% 412	8.85% 40	452
Female	88.16% 350	11.84% 47	397

Q2 How many years have you lived in Hollis?

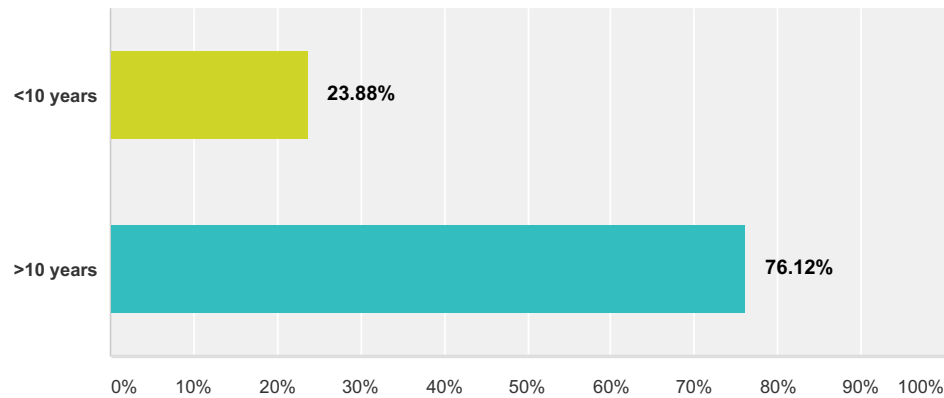
Answered: 850 Skipped: 7



Answer Choices	Responses
0-2 years	10.47%89
3-5 years	10.82%92
5-10 years	10.00%85
10+ years	68.71%584
Total	850

Q3 How long do you expect to be residing in Hollis?

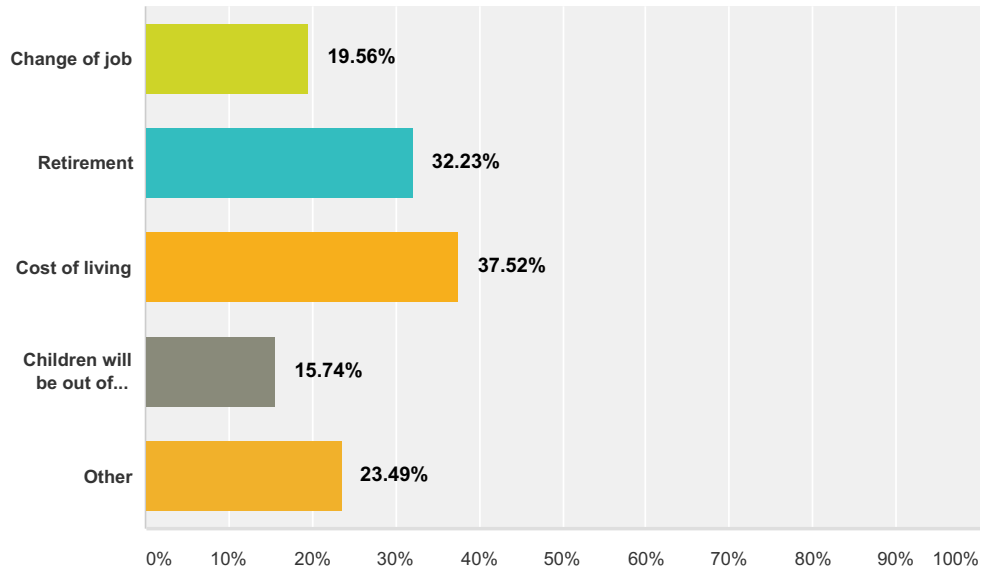
Answered: 846 Skipped: 11



Answer Choices	Responses	
<10 years	23.88%	202
>10 years	76.12%	644
Total		846

Q4 What reason would make you leave Hollis?

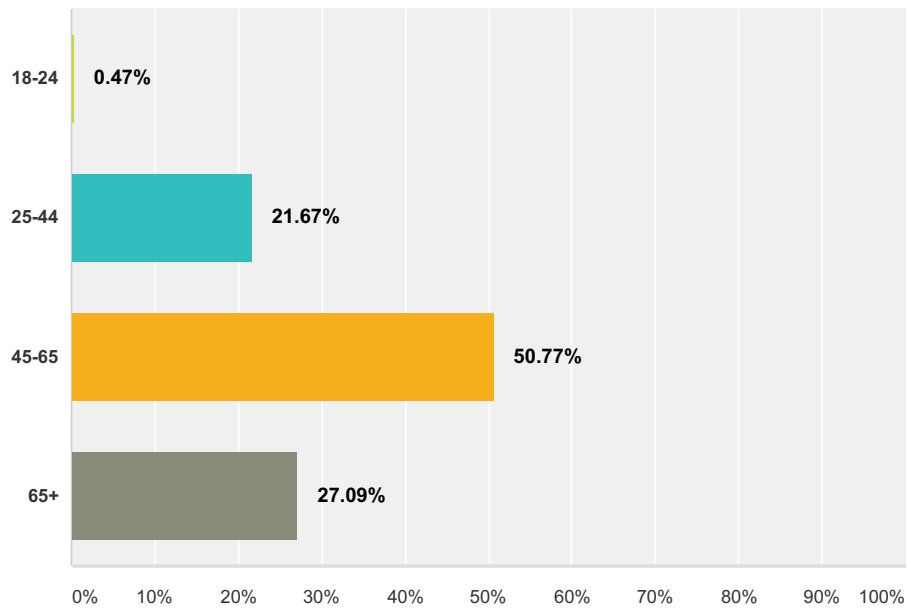
Answered: 813 Skipped: 44



Answer Choices	Responses	
Change of job	19.56%	159
Retirement	32.23%	262
Cost of living	37.52%	305
Children will be out of school	15.74%	128
Other	23.49%	191
Total Respondents: 813		

Q5 Age of respondent

Answered: 849 Skipped: 8

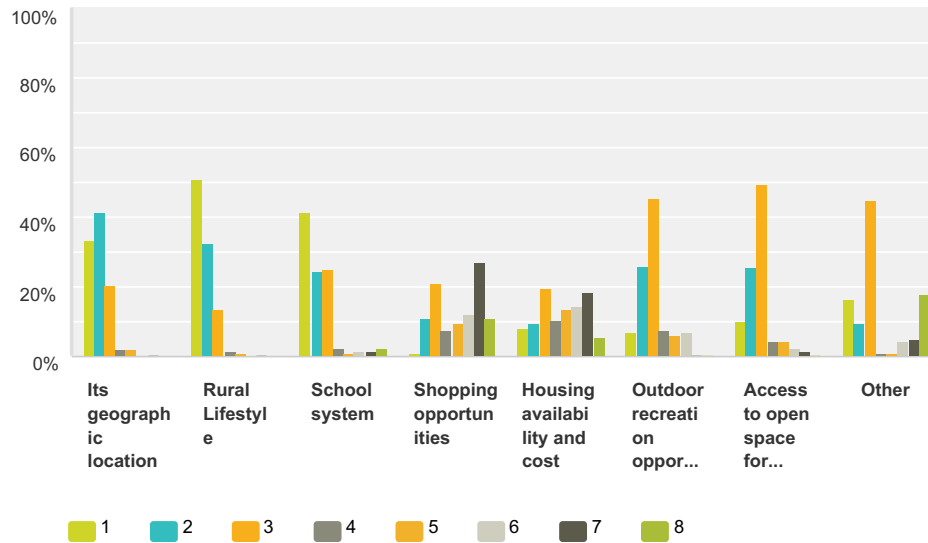


Answer Choices	Responses
18-24	0.47% 4
25-44	21.67% 184
45-65	50.77% 431
65+	27.09% 230
Total	849

Q6 The things I like most about living in Hollis

Indicate three in order: 1=most liked aspect; 2=second; 3=third

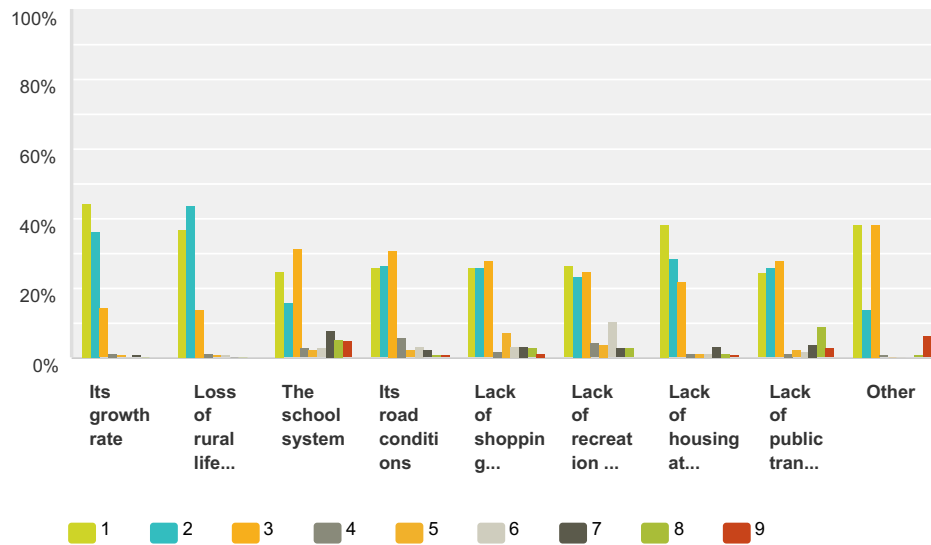
Answered: 820 Skipped: 37



	1	2	3	4	5	6	7	8	Total	Score
Its geographic location	33.28% 199	41.64% 249	20.74% 124	1.84% 11	1.84% 11	0.17% 1	0.33% 2	0.17% 1	598	7.00
Rural Lifestyle	51.07% 357	32.47% 227	13.59% 95	1.29% 9	1.00% 7	0.14% 1	0.29% 2	0.14% 1	699	7.29
School system	41.32% 169	24.69% 101	25.18% 103	2.44% 10	0.98% 4	1.47% 6	1.47% 6	2.44% 10	409	6.80
Shopping opportunities	0.85% 1	11.02% 13	21.19% 25	7.63% 9	9.32% 11	11.86% 14	27.12% 32	11.02% 13	118	3.87
Housing availability and cost	8.06% 10	9.68% 12	19.35% 24	10.48% 13	13.71% 17	14.52% 18	18.55% 23	5.65% 7	124	4.42
Outdoor recreation opportunities	6.91% 19	26.18% 72	45.45% 125	7.64% 21	6.18% 17	6.91% 19	0.36% 1	0.36% 1	275	5.96
Access to open space for recreation	10.15% 41	25.74% 104	49.50% 200	4.70% 19	4.70% 19	2.72% 11	1.73% 7	0.74% 3	404	6.13
Other	16.38% 19	9.48% 11	44.83% 52	0.86% 1	0.86% 1	4.31% 5	5.17% 6	18.10% 21	116	5.16

Q7 The things I dislike most about living in HollisIndicate three in order: 1=most disliked aspect; 2=second; 3=third

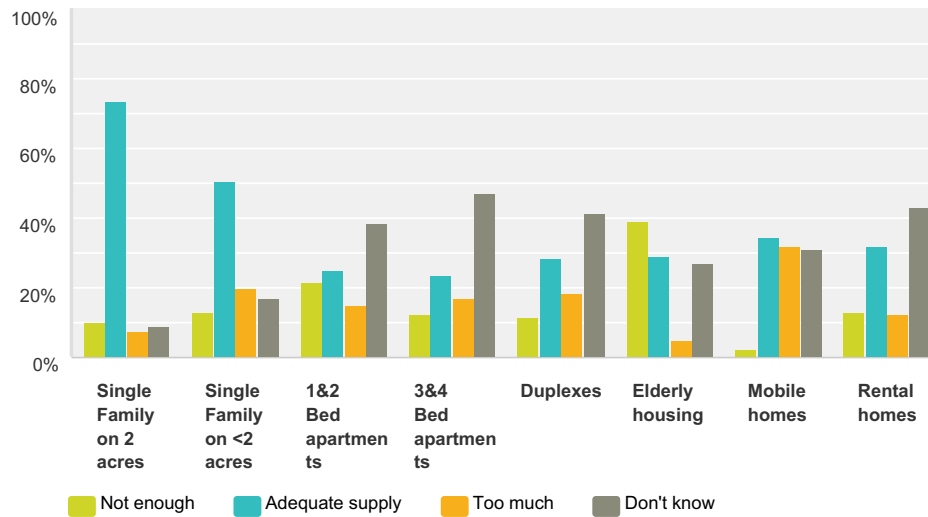
Answered: 756 Skipped: 101



	1	2	3	4	5	6	7	8	9	Total	Score
Its growth rate	44.32% 160	36.57% 132	14.68% 53	1.66% 6	0.83% 3	0.28% 1	1.11% 4	0.55% 2	0.00% 0	361	8.14
Loss of rural lifestyle	37.19% 135	44.08% 160	14.05% 51	1.38% 5	1.10% 4	1.10% 4	0.55% 2	0.55% 2	0.00% 0	363	8.07
The school system	25.00% 31	16.13% 20	31.45% 39	3.23% 4	2.42% 3	3.23% 4	8.06% 10	5.65% 7	4.84% 6	124	6.59
Its road conditions	26.15% 57	26.61% 58	31.19% 68	5.96% 13	2.29% 5	3.67% 8	2.29% 5	0.92% 2	0.92% 2	218	7.38
Lack of shopping opportunities	25.84% 54	25.84% 54	27.75% 58	1.91% 4	7.66% 16	3.35% 7	3.35% 7	2.87% 6	1.44% 3	209	7.14
Lack of recreation and entertainment	26.59% 46	23.70% 41	24.86% 43	4.62% 8	4.05% 7	10.40% 18	2.89% 5	2.89% 5	0.00% 0	173	7.07
Lack of housing at reasonable prices	38.64% 114	28.47% 84	22.03% 65	1.69% 5	1.69% 5	1.36% 4	3.39% 10	1.69% 5	1.02% 3	295	7.68
Lack of public transportation	24.52% 51	25.96% 54	27.88% 58	1.44% 3	2.40% 5	1.92% 4	3.85% 8	9.13% 19	2.88% 6	208	6.85
Other	38.67% 99	14.06% 36	38.28% 98	0.78% 2	0.39% 1	0.39% 1	0.00% 0	0.78% 2	6.64% 17	256	7.45

Q8 Check the response which best reflects your opinion regarding the amount of each of the following housing types in the current housing supply.

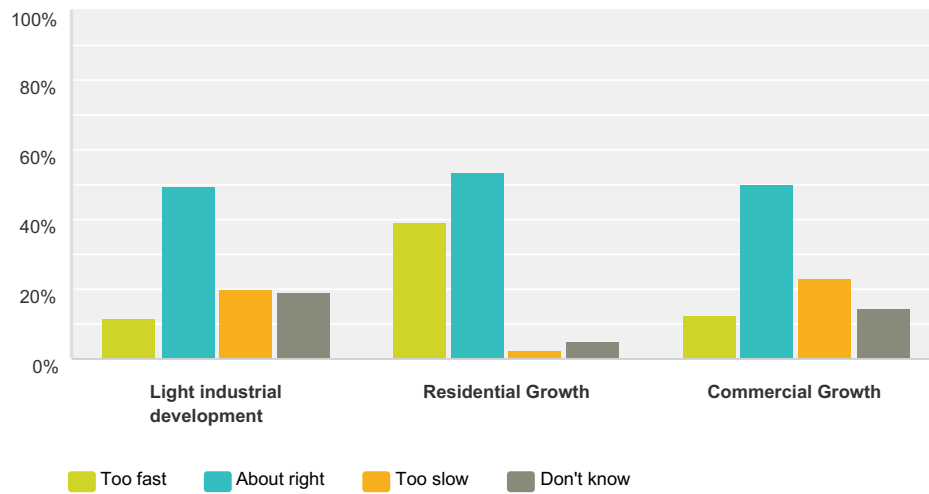
Answered: 797 Skipped: 60



	Not enough	Adequate supply	Too much	Don't know	Total Respondents
Single Family on 2 acres	10.12% 78	73.67% 568	7.52% 58	8.95% 69	771
Single Family on <2 acres	12.86% 97	50.40% 380	20.16% 152	16.84% 127	754
1&2 Bed apartments	21.68% 163	25.00% 188	14.76% 111	38.70% 291	752
3&4 Bed apartments	12.33% 90	23.56% 172	16.99% 124	47.12% 344	730
Duplexes	11.69% 85	28.34% 206	18.57% 135	41.68% 303	727
Elderly housing	39.11% 298	29.13% 222	4.99% 38	27.17% 207	762
Mobile homes	2.69% 20	34.68% 258	31.85% 237	30.91% 230	744
Rental homes	12.97% 96	31.76% 235	12.43% 92	42.84% 317	740

Q9 Which statement best expresses your opinion of the following?

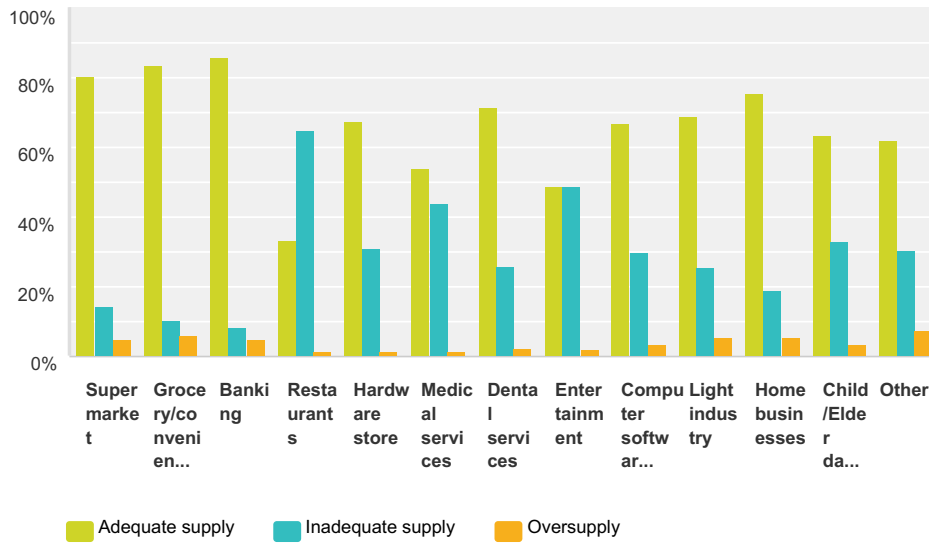
Answered: 810 Skipped: 47



	Too fast	About right	Too slow	Don't know	Total Respondents
Light industrial development	11.73% 93	49.68% 394	19.80% 157	18.92% 150	793
Residential Growth	39.25% 314	53.50% 428	2.50% 20	5.00% 40	800
Commercial Growth	12.28% 97	50.13% 396	22.91% 181	14.68% 116	790

Q10 How do you feel about the Town encouraging expansion of the following commercial activities in Hollis?

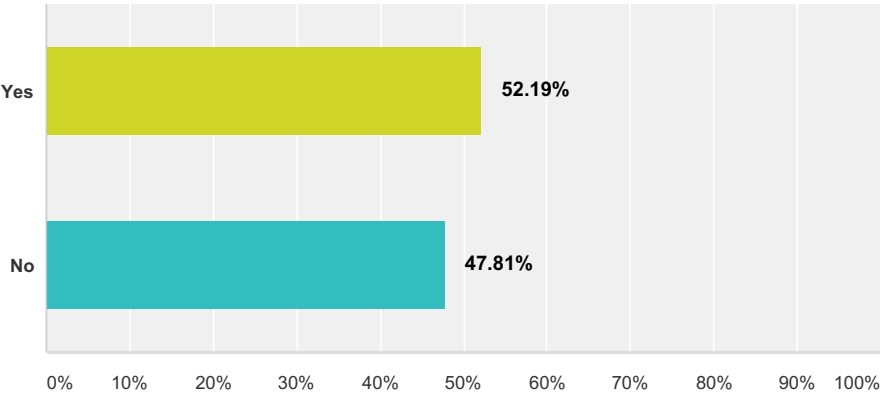
Answered: 814 Skipped: 43



	Adequate supply	Inadequate supply	Oversupply	Total
Supermarket	80.70% 623	14.38% 111	4.92% 38	772
Grocery/convenience store	83.50% 653	10.49% 82	6.01% 47	782
Banking	86.08% 680	8.73% 69	5.19% 41	790
Restaurants	33.38% 264	65.11% 515	1.52% 12	791
Hardware store	67.44% 524	31.02% 241	1.54% 12	777
Medical services	54.04% 408	44.24% 334	1.72% 13	755
Dental services	71.60% 547	26.05% 199	2.36% 18	764
Entertainment	48.99% 365	48.86% 364	2.15% 16	745
Computer software, services & communications	66.94% 486	29.75% 216	3.31% 24	726
Light industry	69.18% 523	25.53% 193	5.29% 40	756
Home businesses	75.59% 548	18.90% 137	5.52% 40	725
Child/Elder daycare	63.29% 450	33.19% 236	3.52% 25	711
Other	62.12% 82	30.30% 40	7.58% 10	132

Q11 Would you be in favor of improved wireless telecommunications service in your area of Town, even though a cellular tower or other structure may be visible from your property?

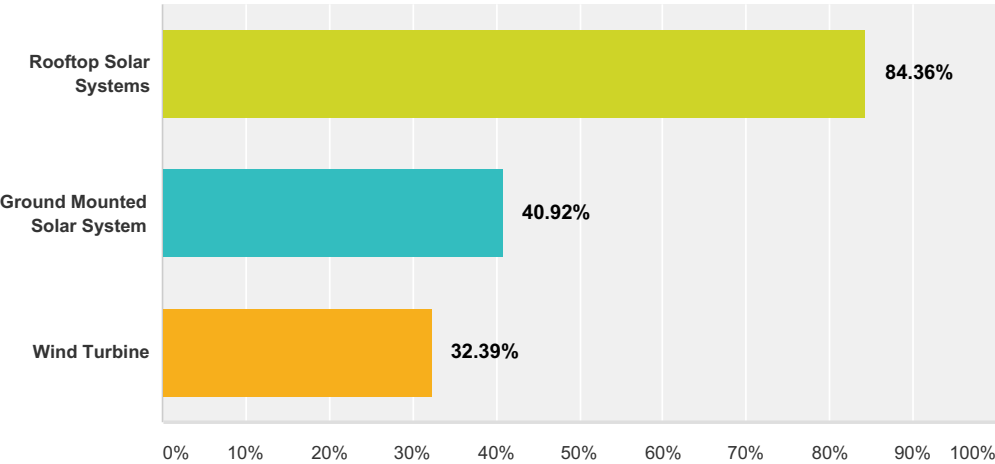
Answered: 799 Skipped: 58



Answer Choices	Responses	
Yes	52.19%	417
No	47.81%	382
Total		799

Q12 Which of the following types of renewable energy would you consider installing on your property?

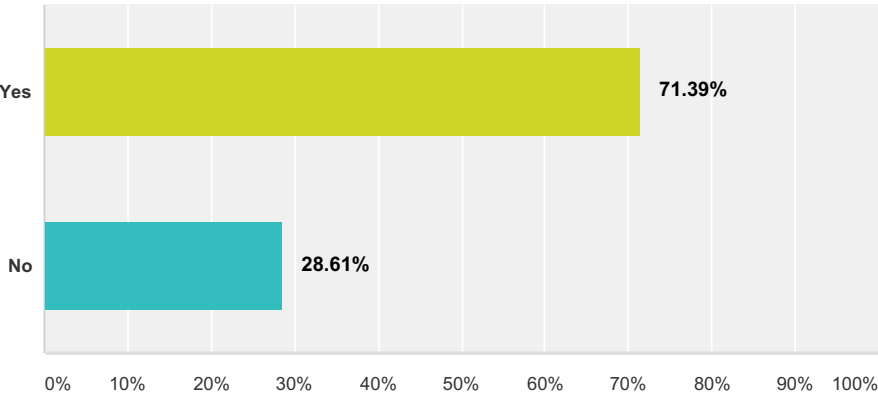
Answered: 633 Skipped: 224



Answer Choices	Responses
Rooftop Solar Systems	84.36%534
Ground Mounted Solar System	40.92%259
Wind Turbine	32.39%205
Total Respondents: 633	

Q13 Would you be in favor of a larger scale ground mounted solar energy system being permitted in Hollis with approval of Planning Board?

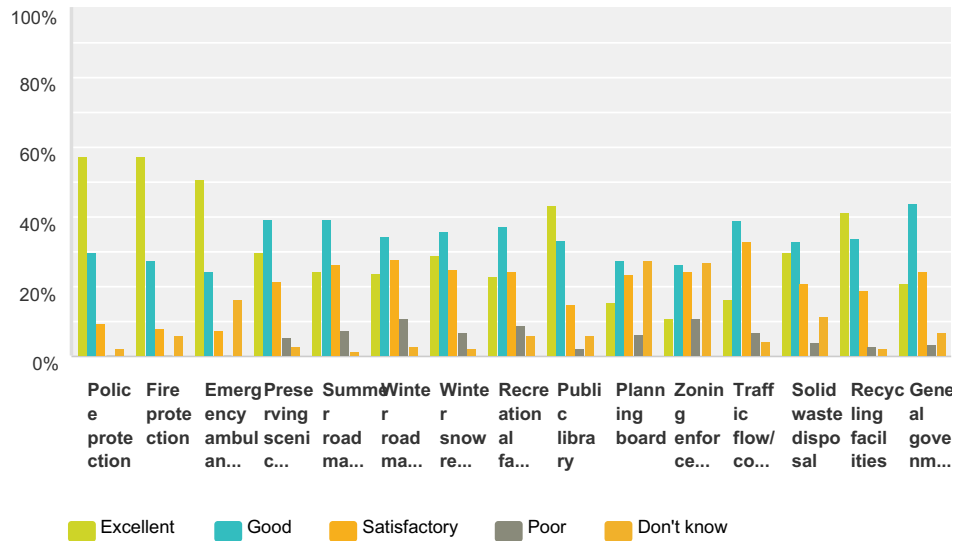
Answered: 769 Skipped: 88



Answer Choices	Responses	
Yes	71.39%	549
No	28.61%	220
Total		769

Q14 How do you rate the following services/facilities in Town of Hollis?

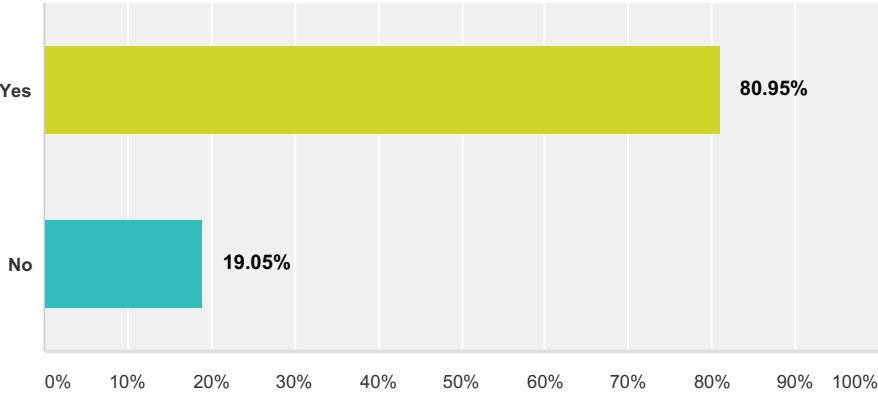
Answered: 817 Skipped: 40



	Excellent	Good	Satisfactory	Poor	Don't know	Total
Police protection	57.28% 464	30.25% 245	9.26% 75	0.74% 6	2.47% 20	810
Fire protection	57.67% 466	27.60% 223	8.17% 66	0.74% 6	5.82% 47	808
Emergency ambulance services	51.17% 415	24.41% 198	7.64% 62	0.49% 4	16.28% 132	811
Preserving scenic roadsides	30.09% 241	39.70% 318	21.47% 172	5.74% 46	3.00% 24	801
Summer road maintenance	24.69% 199	39.70% 320	26.30% 212	7.57% 61	1.74% 14	806
Winter road maintenance	23.80% 193	34.28% 278	28.11% 228	10.97% 89	2.84% 23	811
Winter snow removal	29.12% 235	36.18% 292	24.78% 200	7.19% 58	2.73% 22	807
Recreational facilities	23.14% 184	37.74% 300	24.28% 193	8.93% 71	5.91% 47	795
Public library	43.53% 350	33.33% 268	14.80% 119	2.36% 19	5.97% 48	804
Planning board	15.47% 123	27.55% 219	23.27% 185	6.42% 51	27.30% 217	795
Zoning enforcement	10.90% 87	26.44% 211	24.56% 196	10.90% 87	27.19% 217	798
Traffic flow/control	16.67% 133	38.85% 310	33.08% 264	7.02% 56	4.39% 35	798
Solid waste disposal	30.11% 240	33.00% 263	21.08% 168	4.14% 33	11.67% 93	797
Recycling facilities	41.45% 332	34.08% 273	18.98% 152	3.00% 24	2.50% 20	801
General government (Town Hall)	20.91% 166	44.08% 350	24.69% 196	3.27% 26	7.05% 56	794

Q15 When weather conditions warrant, would you prefer the Town adopt the use of road deicing agents which are more environmentally friendly than salt rock?

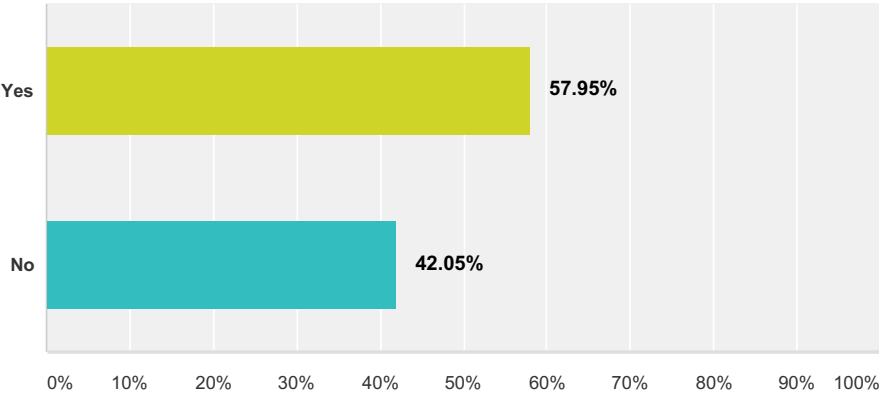
Answered: 798 Skipped: 59



Answer Choices	Responses	
Yes	80.95%	646
No	19.05%	152
Total		798

Q16 Would your answer be the same if the financial cost to the Town were significantly higher?

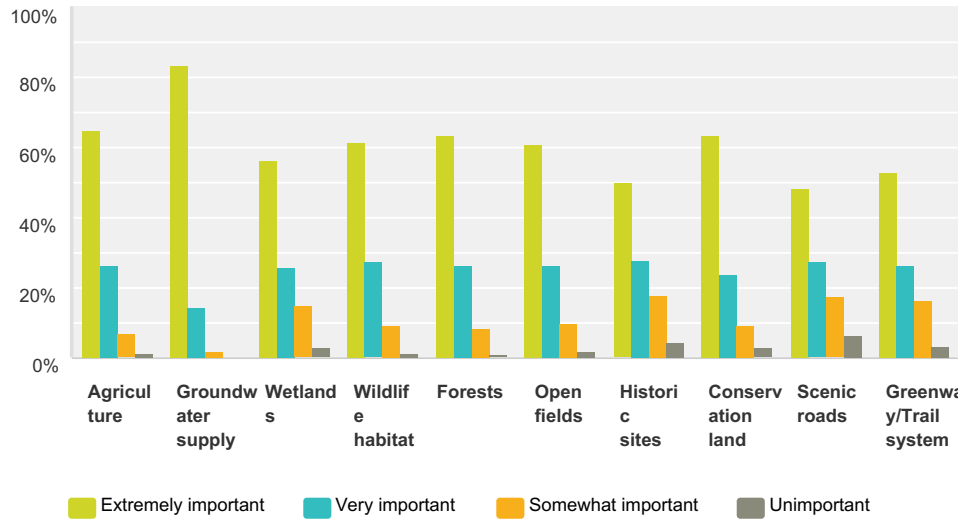
Answered: 792 Skipped: 65



Answer Choices	Responses	
Yes	57.95%	459
No	42.05%	333
Total		792

Q17 How important to you is the preservation of the following town resources?

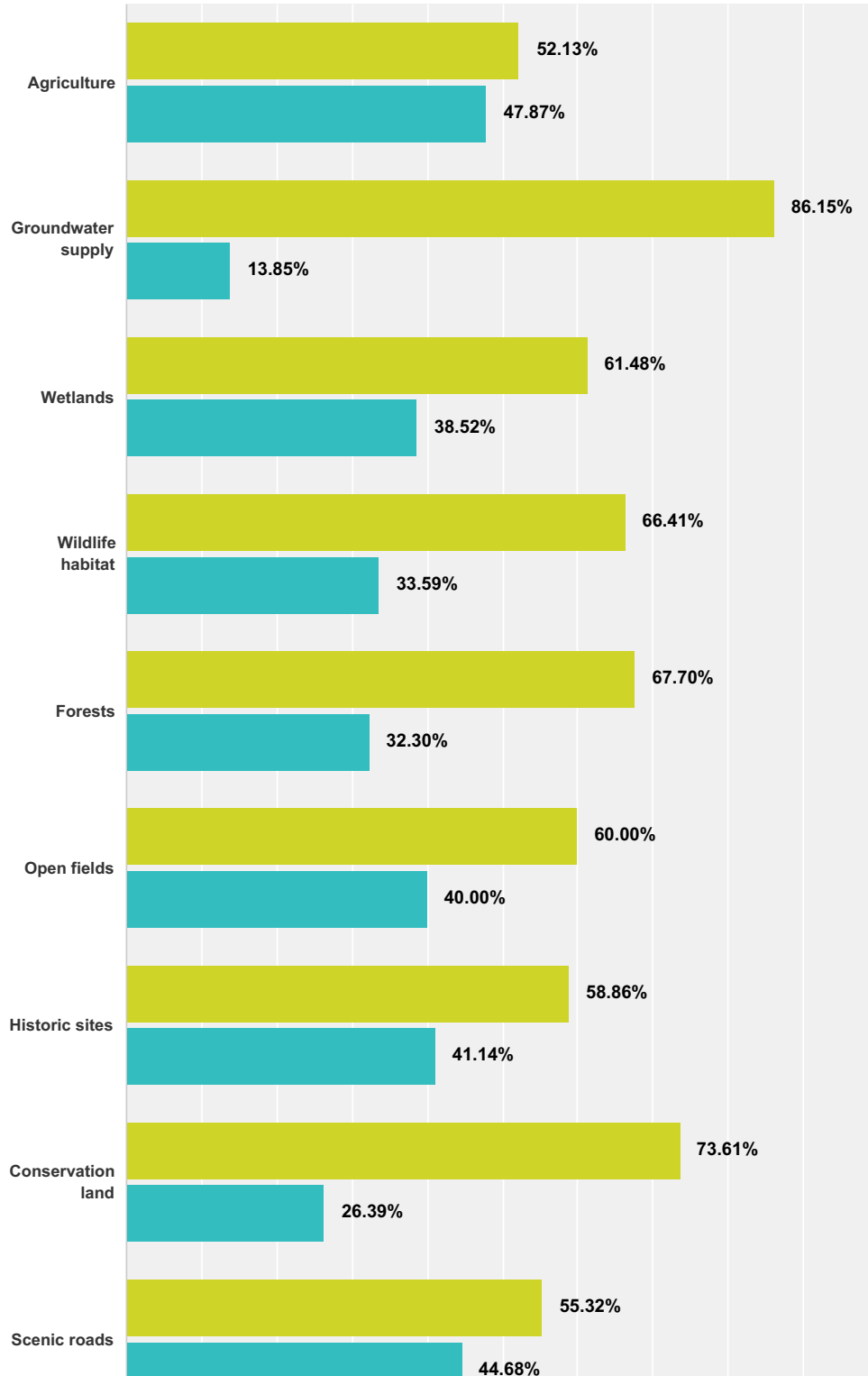
Answered: 814 Skipped: 43

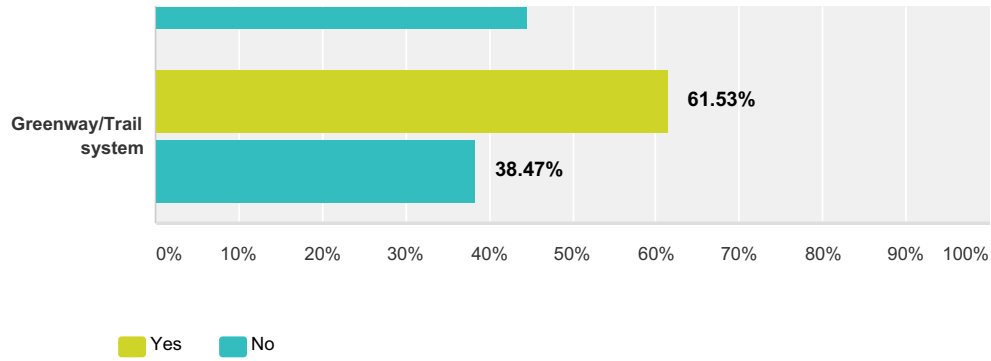


	Extremely important	Very important	Somewhat important	Unimportant	Total
Agriculture	65.13% 523	26.65% 214	6.85% 55	1.37% 11	803
Groundwater supply	83.29% 673	14.48% 117	1.98% 16	0.25% 2	808
Wetlands	56.29% 452	25.90% 208	14.94% 120	2.86% 23	803
Wildlife habitat	61.61% 496	27.70% 223	9.32% 75	1.37% 11	805
Forests	63.43% 510	26.62% 214	8.71% 70	1.24% 10	804
Open fields	60.99% 491	26.71% 215	10.06% 81	2.24% 18	805
Historic sites	49.88% 401	27.86% 224	17.91% 144	4.35% 35	804
Conservation land	63.74% 515	24.01% 194	9.41% 76	2.85% 23	808
Scenic roads	48.63% 391	27.36% 220	17.54% 141	6.47% 52	804
Greenway/Trail system	53.07% 424	26.66% 213	16.65% 133	3.63% 29	799

Q18 From question 17 regarding the preservation of town resources, would you be willing to have local taxes used to help preserve that resource?

Answered: 794 Skipped: 63

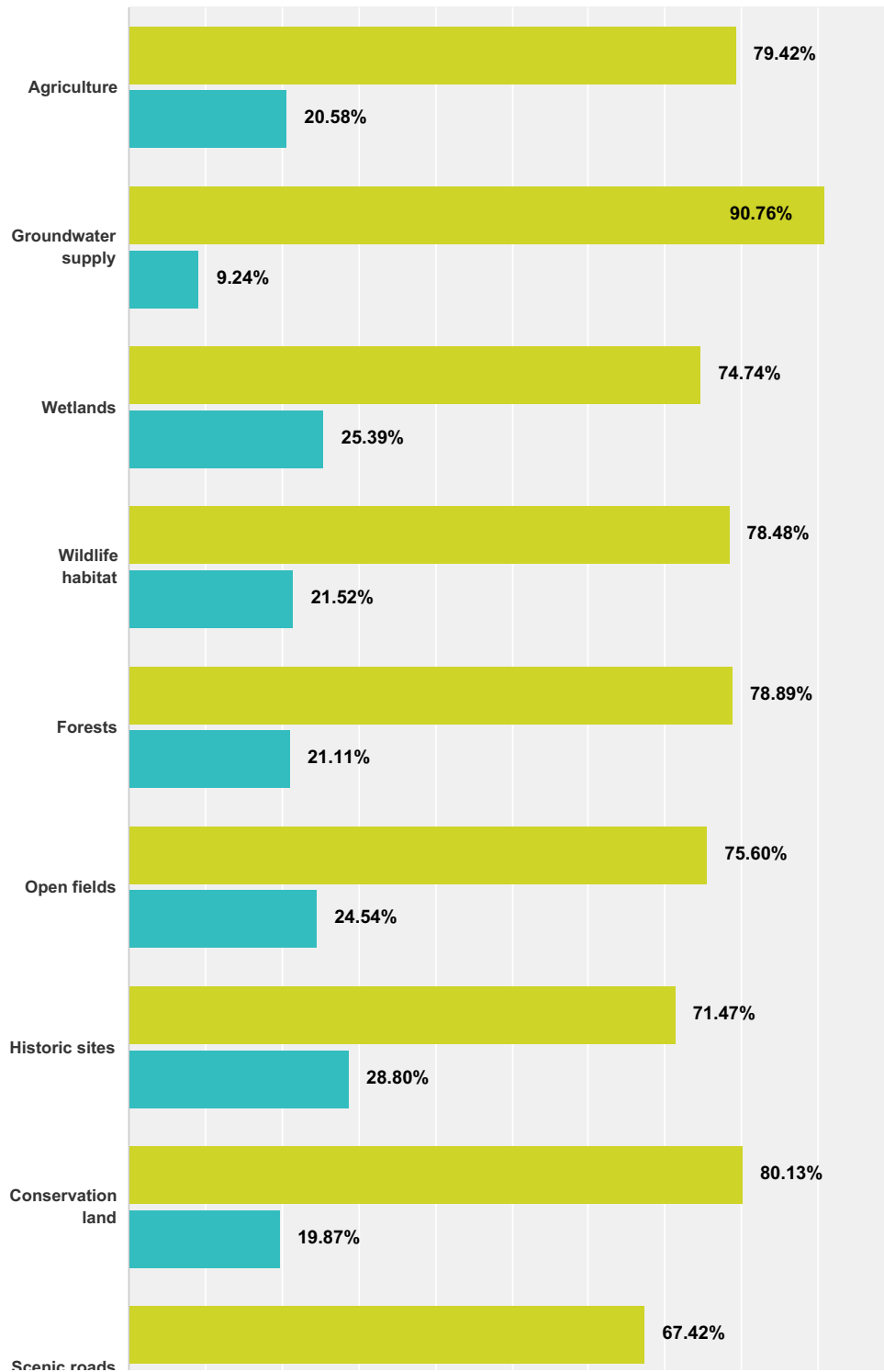


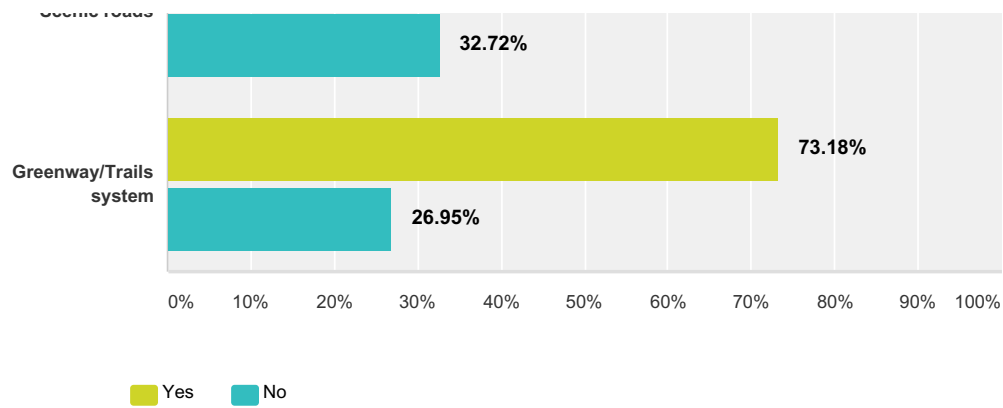


	Yes	No	Total
Agriculture	52.13% 403	47.87% 370	773
Groundwater supply	86.15% 678	13.85% 109	787
Wetlands	61.48% 474	38.52% 297	771
Wildlife habitat	66.41% 514	33.59% 260	774
Forests	67.70% 522	32.30% 249	771
Open fields	60.00% 465	40.00% 310	775
Historic sites	58.86% 455	41.14% 318	773
Conservation land	73.61% 569	26.39% 204	773
Scenic roads	55.32% 426	44.68% 344	770
Greenway/Trail system	61.53% 467	38.47% 292	759

Q19 From question 17 regarding the preservation of town resources, would you support changes to the towns zoning ordinance that would help to preserve the resource?

Answered: 775 Skipped: 82

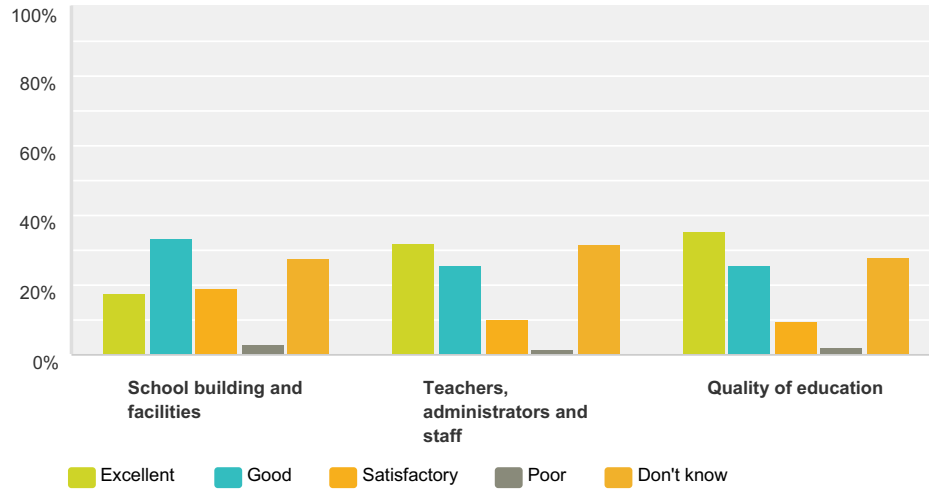




	Yes	No	Total Respondents
Agriculture	79.42% 606	20.58% 157	763
Groundwater supply	90.76% 697	9.24% 71	768
Wetlands	74.74% 571	25.39% 194	764
Wildlife habitat	78.48% 598	21.52% 164	762
Forests	78.89% 598	21.11% 160	758
Open fields	75.60% 570	24.54% 185	754
Historic sites	71.47% 541	28.80% 218	757
Conservation land	80.13% 609	19.87% 151	760
Scenic roads	67.42% 509	32.72% 247	755
Greenway/Trails system	73.18% 554	26.95% 204	757

Q20 Hollis Primary School

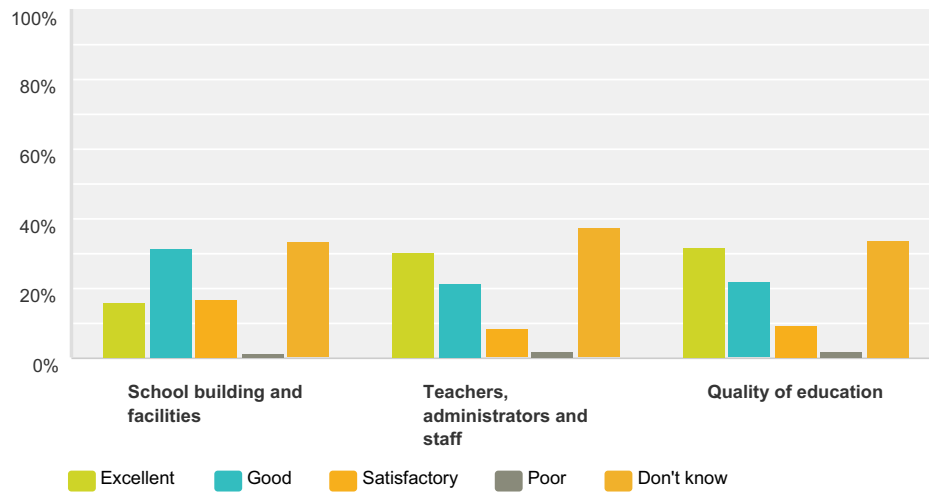
Answered: 712 Skipped: 145



	Excellent	Good	Satisfactory	Poor	Don't know	Total Respondents
School building and facilities	17.61% 124	33.52% 236	19.18% 135	2.84% 20	27.41% 193	704
Teachers, administrators and staff	31.87% 225	25.64% 181	10.06% 71	1.56% 11	31.73% 224	706
Quality of education	35.58% 253	25.32% 180	9.42% 67	2.11% 15	27.99% 199	711

Q21 Hollis Upper Elementary School

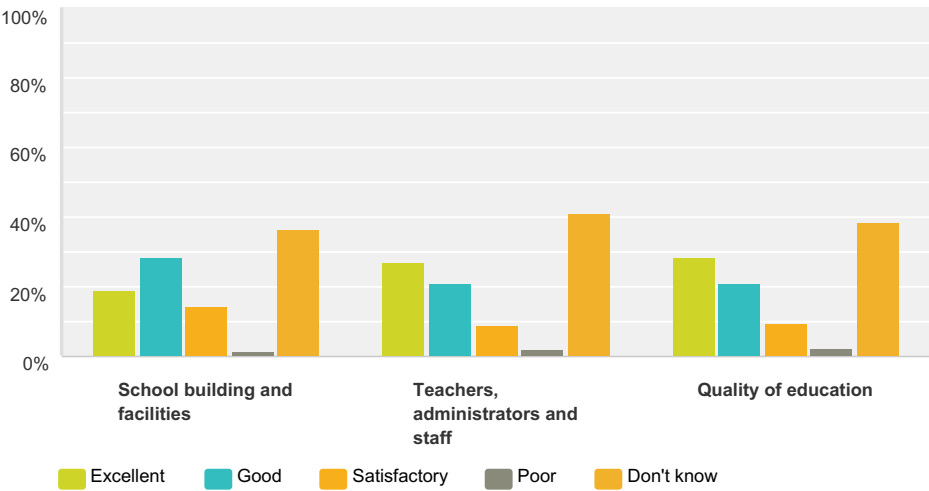
Answered: 708 Skipped: 149



	Excellent	Good	Satisfactory	Poor	Don't know	Total
School building and facilities	15.93% 112	31.72% 223	17.21% 121	1.71% 12	33.43% 235	703
Teachers, administrators and staff	30.44% 214	21.48% 151	8.68% 61	2.13% 15	37.27% 262	703
Quality of education	31.97% 226	22.07% 156	9.62% 68	2.12% 15	34.23% 242	707

Q22 Hollis Brookline Middle School

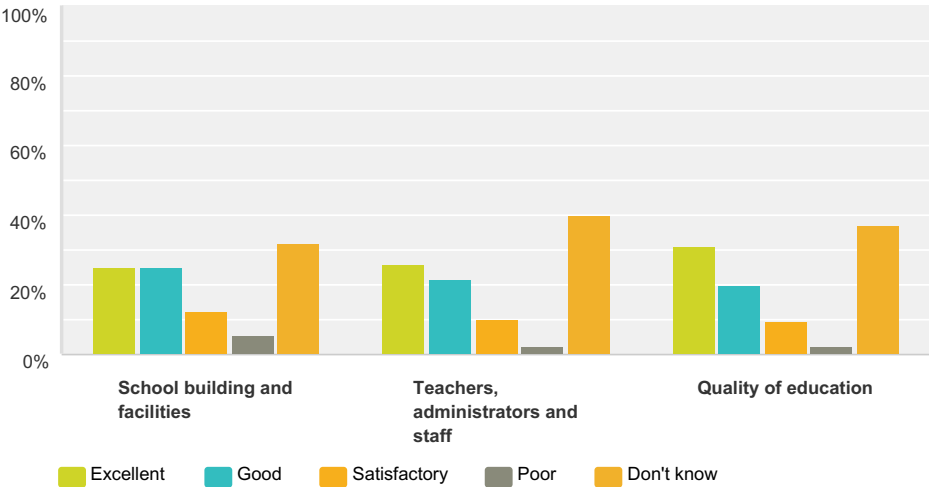
Answered: 708 Skipped: 149



	Excellent	Good	Satisfactory	Poor	Don't know	Total Respondents
School building and facilities	19.06% 134	28.59% 201	14.51% 102	1.71% 12	36.56% 257	703
Teachers, administrators and staff	27.03% 190	21.19% 149	9.10% 64	1.99% 14	41.11% 289	703
Quality of education	28.57% 202	21.07% 149	9.48% 67	2.26% 16	38.61% 273	707

Q23 Hollis Brookline High School

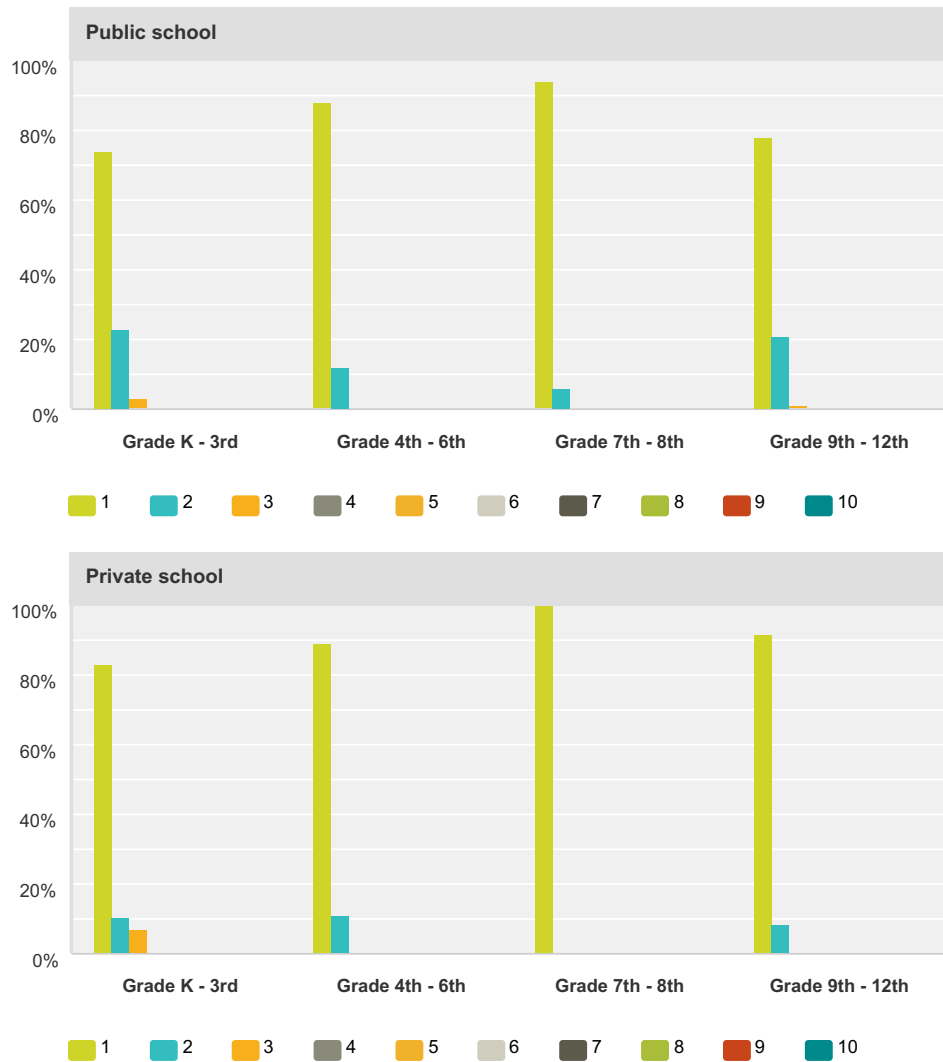
Answered: 706 Skipped: 151

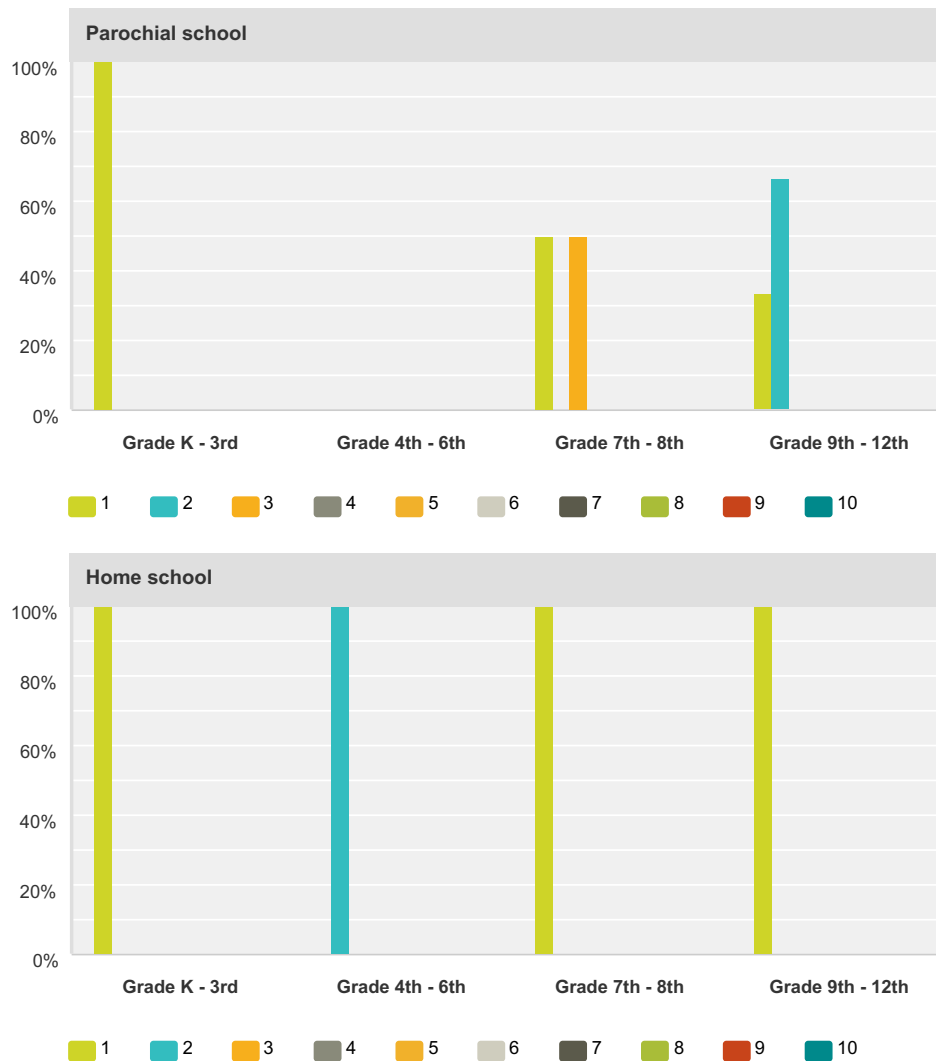


	Excellent	Good	Satisfactory	Poor	Don't know	Total
School building and facilities	25.04% 175	25.18% 176	12.59% 88	5.29% 37	31.90% 223	699
Teachers, administrators and staff	26.25% 184	21.26% 149	10.13% 71	2.57% 18	39.80% 279	701
Quality of education	30.87% 217	19.91% 140	9.39% 66	2.70% 19	37.13% 261	703

Q24 Indicate the number of children in your household who are enrolled in each grade, according to the type of school.

Answered: 279 Skipped: 578





Public school											
	1	2	3	4	5	6	7	8	9	10	Total
Grade K - 3rd	74.00% 74	23.00% 23	3.00% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100
Grade 4th - 6th	87.88% 87	12.12% 12	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	99
Grade 7th - 8th	94.03% 63	5.97% 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	67
Grade 9th - 12th	78.00% 78	21.00% 21	1.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100
Private school											
	1	2	3	4	5	6	7	8	9	10	Total
Grade K - 3rd	82.76% 24	10.34% 3	6.90% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	29
Grade 4th - 6th	88.89% 8	11.11% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	9
Grade 7th - 8th	100.00% 13	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	13

Grade 9th - 12th	91.67% 11	8.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	12
Parochial school											
	1	2	3	4	5	6	7	8	9	10	Total
Grade K - 3rd	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1
Grade 4th - 6th	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Grade 7th - 8th	50.00% 1	0.00% 0	50.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2
Grade 9th - 12th	33.33% 1	66.67% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3
Home school											
	1	2	3	4	5	6	7	8	9	10	Total
Grade K - 3rd	100.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2
Grade 4th - 6th	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1
Grade 7th - 8th	100.00% 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	4
Grade 9th - 12th	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1

Q25 Which statement below best expresses your opinion? (Note Town services are currently 26.59% of the total property tax bill; the county tax rate is 5.45%) Check one box only.

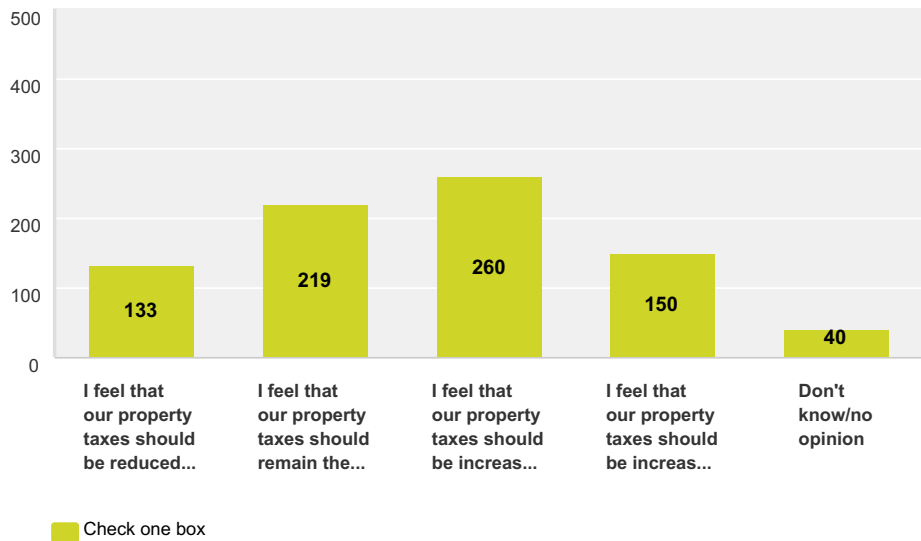
Answered: 799 Skipped: 58



	Check one box	Total Respondents
I feel that our property taxes should be reduced, even if it means greatly reduced municipal services.	100.00% 117	117
I feel that our property taxes should remain the same, even if it means slightly reduced municipal services.	100.00% 226	226
I feel that our property taxes should be increased only enough to maintain existing levels of municipal services.	100.00% 323	323
I feel that our property taxes should be increased in order to improve municipal services.	100.00% 106	106
Don't know/no opinion	100.00% 34	34

Q26 Which statement below best expresses your opinion? (Note school services are currently 67.96% of the total tax bill.) Check one box.

Answered: 794 Skipped: 63



	Check one box	Total
I feel that our property taxes should be reduced, even if it means greatly reduced school services.	100.00% 133	133
I feel that our property taxes should remain the same, even if it means slightly reduced school services.	100.00% 219	219
I feel that our property taxes should be increased only enough to maintain existing levels of school services.	100.00% 260	260
I feel that our property taxes should be increased in order to improve school services.	100.00% 150	150
Don't know/no opinion	100.00% 40	40

Q27 Please outline any issues, concerns or other comments you may have relative to living in Hollis.

Answered: 353 Skipped: 504