

10. Written Request for Waivers

The following is a list of known project related waivers.

1. **Driveway Spacing** – The proposed driveway access to the site is currently set about five feet from the paved drive of the abutting property to the northwest. The technical standard for driveway separation is set at a minimum of twenty feet (Section 1.7); however, due to the low volume nature of the access point, O’Brion Street, the applicant is requesting a waiver to the spacing requirement. It is predicted that the marginal increase in traffic volume from the four vehicles will not impact the safety of the area nor impede the mobility of the small, abutting parking area (approximately two spaces).
2. **Landscape Preservation** – The existing site is a vacant lot with a row of trees along the northwest side and front property line. The building footprint requires that these trees be removed while the trees in the rear of the property are to remain and be protected during construction. The amount of trees removed within the setback in comparison to those to remain is less than the required 30% landscape preservation. The large building footprint and trees to remain within the rear setback limit the opportunities to replant trees in the setbacks to fulfill the requirement. Therefore, the applicant is requesting a waiver for replacing the trees onsite; in lieu of planting onsite, the applicant is willing to contribute to the City Tree Fund.
3. **Street Trees** – The applicant is seeking a waiver to the street trees requirements for multi-family residential properties. Due to the large proposed building footprint within the site and limited street frontage, it is not feasible to plant the required four trees for every residential unit within the City ROW. Given that street trees are required to be a minimum 30 feet apart, there is room for one proposed street tree along O’Brion Street. To maintain pedestrian mobility on and ADA compliance for the sidewalk, the street tree will be planted within an expandable metal grate, sitting flush to the walkway.
4. **Traffic Study** - Given the net increase in units is one we are requesting a waiver to complete a Traffic Impact Study as allowed for within the City of Portland Technical Manual Section 1.1.1.2. Scope of Study.
5. **Soil Survey Standards** - Given the urban development , no onsite wastewater is proposed, the applicant does not intend to perform a more intense (Class A, B, or C) hydric soil boundary delineation because the waiver requirements set forth in the City of Portland Technical Manual – Section 7 – Soil Survey, Rev. 6/17/12 are met.