

## 10. Written Request for Waivers

The following is a list of known project related waivers.

1. **Landscape Preservation** – The overhead power lines run through the existing 24” diameter deciduous tree canopy along Waterville Street. As such the tree canopy has been significantly altered through the years and appears more in the shape of a “Y”. As seen in the images below, the core structure of the tree has been compromised. We are proposing to remove the one tree as part of the building construction work and in its place plant two street trees in accordance with Section 14-526 Site Plan Standards (b)2.a.iv(a). As per City Arborist suggestion, we are proposing planting two Ginko ‘Autumn Gold’ trees that are known to survive urban conditions and, contrast to other ginkgo varieties, is a fruitless tree. Also addressed by the City during the application process, the two trees will be planted within raised granite tree wells; the raised wells will serve to protect the root integrity of the tree from snow removal along the sidewalk as well as limit the salt impact from Waterville Street.



2. **Parking Lot Landscaping** – The applicant is requesting a waiver to the parking lot landscaping requirements for parking lots with five (5) or more parking spaces. Because the parking is within an enclosed garage the landscaping required for 6 parking spaces will be provided for within the open space. As such a contribution to the City of Portland Tree Fund will not be necessary.
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, existing tree to be preserved and limited sidewalk space along Waterville and Fore street fronts, it is not feasible to place the required four (4) trees for every residential unit within the City ROW. Opportunities may exist onsite within the open space.
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.
6. **35 ft. Driveway Setback - Technical Standard 1.7.2.7.** – The technical standard stipulates that driveways on corner lots be located as minimum of 35 ft from the intersection right of way (ROW) lines to the center of the driveway. The present layout provides for 31.26 ft instead of the 35 ft. A prior layout presented at the November 24<sup>th</sup>, 2015 Pre-Application Meeting provided a 25.5 ft setback from the ROW. At the meeting the City requested the driveway separation be increased to provide a min. of 35 ft from the edge of the driveway to the edge of the existing curb if that condition was met then the planning division would be supportive of a waiver request. The present plan meets this request.

Moving the center of the driveway an additional 4 ft to the west on Waterville St. to increase set back to 35 ft. would increase the elevation of the garage floor and overall building height, reduce the area of the first, second and third floor plans, and impact the location of the ADA doorway. The driveway was reduced from 12'-4" to 12' and moved 6" to be flush with the building edge from our prior submission to increase the setback by 8". We believe the current layout meets the intent of the technical standard and respectfully request a waiver to the driveway setback.

7. **24' Maximum Driving Aisle Width – Technical Standard 1.14** – Per the technical standard outlined in parking lot and space design for standard spaces at 90°, a 24' driving aisle width is required. Due to available space within the basement, we are proposing expanding this width to 25'-8". The wider aisle will not impede parking within the lot and will serve to increase overall maneuverability.

