

Waivers Request:

1. Location and spacing of driveways:

Standard: Under the City's 'Technical Manual' Section 1.7.2.7 Location and spacing of driveways, requires that along arterial, collector and local streets, minimum acceptable spacing between double or multiple driveways for driveways on adjacent lots or on the same parcel shall meet the criteria below: for roads with a speed limit of 30 mph the minimum separation shall be 125' (including driveways on both sides of the street).

The waiver is required in order to allow the driveway on Maple Street. This driveway is approximately 80' from the driveway to the existing paved parking lot on Maple Street. It will be almost directly across from a parking area/driveway to the Rufus Deering property and will be approximately 100' from the driveway to the lumber yard across the street. The distances are required for safe traffic movement considering the speed limit of the street the driveway is exiting on. There is no posted speed limit on Maple Street and we are being conservative in assuming a 30 mph limit. In actuality the speeds are typically less than 30 due to the natural traffic calming. There is a short distance of 275' from Commercial Street to York Street/Maple Street intersection with stop signs at either end. There are also parallel parking spaces on both sides of Maple Street. This combination greatly reduces speeds along Maple Street. The sight distance has also been review by the traffic engineer John Adams, P.E., PTOE, who found it satisfactory. Considering the reduced speeds and the satisfactory sight distance for the proposed driveway it should operate safely as proposed. (The city's traffic consultant Tom Errico has stated that he would support the waiver.)

2. Flooding:

Standard: Under the City's 'Technical Manual' Section 5 III 4 E (2) (a) and (b). A project is eligible for a waiver from the flooding standard as follows:

- (a) Discharge to the ocean, a great pond, or a major river segment.
- (b) Insignificant increases in peak flow rates from a project site.

We would like to request a waiver of the flooding standard based on the fact that:

- (a) The project ultimately discharges to the tidal Fore River, a tributary to Casco Bay (the Atlantic Ocean).*
- (b) There is a negligible increase in flow to the City storm drain system. The site is located near the base of the watershed and the peak flows from the site would occur prior to the upstream peak.*

3. Site Lighting: Uniformity

Standard: Under the City's 'Technical Manual' Section 12.2.2. Uniformity: As measured in foot candles at grade, maximum to minimum illumination levels shall not exceed a ratio of twenty (20) to one (1.)

The waiver is required for the area designated as Zone 2 on the Photometric Plan. This is the Foundry Lane portion of the site. We are matching the existing walkway located north of the site. The lighting type and location are dictated by the existing layout. The objective is to create a consistent look from Commercial Street to York Street. This layout will create a uniformity ratio of maximum = 6.0 footcandles to minimum = 0.2 footcandles or 30 to 1.

4. Site Lighting: Illumination Levels

Standard: Under the City's 'Technical Manual' Section 12.2.3. Illumination Levels: Minimum, Maximum, and Average illumination levels for areas intended to be lighted, as measured at grade, shall be:

Minimum: 0.2 foot candles
Maximum: 5.0 foot candles
Average: 1.25 foot candles

The waiver is required for the area designated as Zone 1 on the Photometric Plan. This is the on-site parking area located adjacent to Maple Street. We are matching the existing lights located within the historic district. Illumination levels for areas intended to be lighted, as measured at grade, will be:

<u>Required</u>	<u>Provided</u>
<i>Minimum: 0.2 foot candles</i>	<i>Minimum: 0.4 foot candles</i>
<i>Maximum: 5.0 foot candles</i>	<i>Maximum: 7.2 foot candles (Waiver Required)</i>
<i>Average: 1.25 foot candles</i>	<i>Average: 1.7 foot candles (Waiver Required)</i>

The waiver is required for the area designated as Zone 2 on the Photometric Plan. This is the Foundry Lane portion of the site. We are matching the existing walkway located north of the site. The lighting type and location are dictated by the existing layout. The objective is to create a consistent look from Commercial Street to York Street. Illumination levels for areas intended to be lighted, as measured at grade, will be:

<u>Required</u>	<u>Provided</u>
<i>Minimum: 0.2 foot candles</i>	<i>Minimum: 0.2 foot candles</i>
<i>Maximum: 5.0 foot candles</i>	<i>Maximum: 6.0 foot candles (Waiver Required)</i>
<i>Average: 1.25 foot candles</i>	<i>Average: 1.6 foot candles (Waiver Required)</i>

5. Site Lighting: Light Trespass

Standard: Under the City's 'Technical Manual' Section 12.2.5. Light Trespass: The maximum illumination level at a property line shall not exceed 0.1 foot candle, as measured at grade, except where abutting industrial, or other non-sensitive uses.

The waiver is required for the area designated as Zone 2 on the Photometric Plan. This is the Foundry Lane portion of the site. We are matching the existing walkway located north of the site. The lighting type and location are dictated by the existing layout. The objective is to create a consistent look from Commercial Street to York Street. The proposed lighting will provide safe light levels for pedestrians within the alley created by the proposed building and the Baxter building. The maximum illumination level between the two buildings, as measured at grade, will be 3.9 footcandles.

There is also light trespass onto the adjacent parking lot. This area should be considered non-sensitive and would therefore not require a waiver.

6. Critical Physical Factors: Vehicular Sight Distance

Standard: Under the City's 'Technical Manual' Section 1.20.1. Parking shall be prohibited within twenty (20) feet from the centerline of a crosswalk.

The waiver is required in order to allow the proposed Commercial Street crosswalk to be constructed as shown on sheet C04. The perpendicular crosswalk will eliminate two (2) existing angled parking spaces on the opposite side of the street. In order to provide a twenty (20) foot offset, another two (2) parking spaces will have to be eliminated.

7. Parking Lot and Parking Space Design

Standard: Under the City's 'Technical Manual' Section 1.14. Parking lot layout shall conform to Figures I-28 thru I-32. The figures indicate that a twenty-four (24) foot aisle is required for 90-degree parking.

The waiver is required in order to allow proposed Commercial Street access drive to be constructed at a twenty (20) foot width as shown on sheet C04. This is the Foundry Lane portion of the site. We are matching the existing walkway located north of the site. The objective is to create a consistent look from Commercial Street to York Street. The width of the drive on this side of the building is required to allow for a twelve (12) foot wide brick sidewalk, with cobble stone accents, (a total of sixteen (16) feet) to be constructed adjacent to the drive and the Baxter Street building. The twenty (20) foot width also allows for a three (3) separation from the proposed building.