

WAIVER REQUESTS
(If applicable and to the extent necessary)

<u>Requirement</u>	<u>Waiver Requested</u>	<u>Justification</u>
<u>SUBDIVISION RULES/REGS</u>		
Section 7.09.D.4 <ul style="list-style-type: none"> • 100' Outside Diameter of cul-de-sac pavement • 30' cul-de-sac pavement width 	Allow an 84' outside diameter of the cul-de-sac with a 26' pavement width.	The waiver is requested to reduce the amount of impervious area and minimize the project footprint. The proposed cul-de-sac has been designed to allow Single Unit design vehicles and Amesbury Fire Department apparatus to safely circulate.
Section 7.09.D.7 <ul style="list-style-type: none"> • Minimum 200' centerline radius of minor streets 	Allow for centerline radii as small as 100'.	The waiver is requested to help reduce the project footprint and also to serve as traffic calming to deter excess speed within the development. <u>The Board granted this waiver in 2013 Decision.</u>
Section 7.09.D.10 <ul style="list-style-type: none"> • Maximum 3% grade within 100' of intersection 	Allow for grades of greater than 3% after 60' from an intersection.	Due to the nature of the site and the existing steep slopes, strict compliance would require a significant amount of fill. The reduction will still allow for at least a 3 car queue in the area of 3% at any intersection.
Section 7.09.H <ul style="list-style-type: none"> • Sidewalk required on both sides of a street • 6' min. buffer between sidewalk and roadway 	Allow for sidewalks on one side of the road along the main entrance drive and a 3' buffer between the sidewalk and the roadway.	Sidewalks are provided in front of all proposed buildings. Where sidewalks are present the applicant is requesting use of a 3' buffer strip in lieu of a 6' strip to better accommodate the proposed multifamily site layout. The proposed layout strikes a balance between maximizing usable rear yard spaces and maximum driveway lengths, while also keeping sidewalks set further from the proposed buildings and not cutting through the middle portions of drives. The landscaping program aims for variety with a focus on key site areas and around buildings – rather than to accomplish a uniform street-side planting program. <u>The Board granted a waiver from certain Section 7.09.H requirements in its 2013 Decision.</u>

<u>Requirement</u>	<u>Waiver Requested</u>	<u>Justification</u>
Section 7.09.I <ul style="list-style-type: none"> Street trees required every 30' 	Allow for variation with respect to "street tree" intervals – as presented in landscape plans	[see preceding section]
Section 7.09.J <ul style="list-style-type: none"> Retaining walls not to exceed 5' in height Retaining wall shall be fieldstone or fieldstone veneer. 	Allow for use of higher retaining walls as presented in plans, consisting of large block concrete modular walls such as "Shea Block" or similar.	Because of the nature of the site and the existing steep slopes, the use of retaining walls is unavoidable. Using higher retaining walls allows a greater amount of usable open space around the units, enables sliding of buildings further from roadway to increase drive length, and helps to minimize (or eliminate) the need for fill to be trucked to the site. The use of the large block systems will provide a better appearance for the higher walls.
Section 7.13 <ul style="list-style-type: none"> Street lighting spacing 300' apart. General specification 	Allow for use of minimal street lighting and lighting designs as shown on the plans.	The intent is to minimize use of street lighting and to rely more on the building lighting. Street lights are provided at key roadway and walkway intersections.
Section 8.04.A.1 <ul style="list-style-type: none"> Drain pipe shall be Class III concrete. Drain pipes shall have not less than 3' of cover 	Allow for use of HDPE drainage pipe and pipes within non-pavement areas to have less than 3' of cover.	HDPE drain pipe is the industry standard and widely used in the City of Amesbury. Some drainage structures outletting ponds require the pipe elevation to be higher to retain water resulting in less than 3' of cover. The pipes with less than 3' of cover would not be subject to vehicle loading.
<u>ZONING BYLAW REQUIREMENTS (2005 Zoning Bylaw)</u>		
ZBL Section XI.C.5.b <ul style="list-style-type: none"> Site Plan must identify all trees over eight (8) inches in caliper 	Waiver to accept Existing Conditions plan as presented (and as previously accepted in 2013) – which identifies trees surveyed in 2004 having 12" DBH or greater in size	The Board previously waived this informational requirement and the additional details would be of no value to the Board's review of the proposed site plan.
ZBL Section XI.C.8.a.3 <ul style="list-style-type: none"> Curb cut shall not exceed 24' 	Allow for a curb cut of greater than 24' on Route 150 main entrance, as shown on the plans.	The applicant is proposing a "boulevard" type entrance from Rt. 150 with a center aisle between the entrance and exit lanes. This will require a width at the street line of greater than 24'. This curb cut and proposed design have been approved by MassDOT.

<u>Requirement</u>	<u>Waiver Requested</u>	<u>Justification</u>
<p>ZBL Section XI.C.8.c.3</p> <ul style="list-style-type: none"> Retaining wall max height of 6' and tiered if a greater elevation change is required 	<p>Allow for use of higher retaining walls as presented in plans, consisting of large block concrete modular walls such as "Shea Block" or similar.</p>	<p>Because of the nature of the site and the existing steep slopes, the use of retaining walls is unavoidable and grade changes exceeding 6' are required. Using higher retaining walls allows a greater amount of usable open space around the units, enables sliding of buildings further from roadway to increase drive length, and helps to minimize (or eliminate) the need for fill to be trucked to the site. Large block systems are proposed, with complimentary landscaping.</p>