WAIVER REQUESTS
TOWN OFFICE RENOVATIONS
BOWDOINHAM, MAINE

Ordinance Section	Ordinance Restriction	Planning Board Findings	Waiver Request
SPPS 1)b)i)	Any driveway or proposed street must be designed so as to provide the minimum sight distance according to the Maine Department of Transportation standards.	MDOT minimum sight distanced should be provided, along with the sight distance for the proposed driveway entrance.	The driveway is existing, there is no proposed change to the existing access, or the existing use.
SPPS 1)b)ii)	Points of access and egress must be located to avoid hazardous conflicts with existing turning movements and traffic flows.	The access and egress will not conflict with other driveways and, provided the sight distance is adequate, will not interfere with traffic flows.	The driveway is existing, there is no proposed change to the existing access, or the existing use.
SPPS 1)c)ii)	Private accessways in or out of a development must be separated by a minimum of seventy-five (75) feet where possible.	The existing/proposed driveway appears to be approximately 20' from the nearest driveway, located north on school street.	The driveway is existing, there is no proposed change to the existing access, or the existing use.
SPPS 2)d)ix)	Parking areas must be designed and landscaped to create a pedestrian-friendly environment. A landscaped border must be created around parking lots. There must be at least one (1) island for every twenty (20) spaces. Landscaping must screen the parking area from adjacent residential uses and from the street.	Landscaping beds are shown to the south and southeast, and partial 20+' wooded buffer is depicted to the northwest and west, but it is not clear that they will adequately screen the parking area from adjacent residential use to the south, and northwest, or from School Street.	Stockade fencing is proposed as a buffer for the new parking area and meets standard; no change is proposed for the existing parking area.
SPPS 2)d)x)	Parking lots should be located to the side or rear of the building. Parking should not be located between the building and the street.	Proposed parking is located between the building and the street.	The parking lot is existing, there is no proposed change to the existing access, or the existing use.

WAIVER REQUESTS
TOWN OFFICE RENOVATIONS
BOWDOINHAM, MAINE

Ordinance Section	Ordinance Restriction	Planning Board Findings	Waiver Request
SPPS 2)d)xi)	Whenever the area between the street and the front of the building is used for parking or vehicle movement, a vegetated buffer strip must be established along the edge of the road right-of-way. This buffer strip must soften the appearance of the site from the road and must create defined points of access to and egress from the site.	Vegetated buffer strip should be shown on the plan.	The parking lot is existing, there is no proposed change to the existing access, or the existing use.
SPPS 3)f)	The system shall be safely separated from vehicular traffic through landscape buffers and curbing.	The plan includes a proposed 5' paved walkway connection to the existing paved walkway on the northeast of the site. The paved walkway is within the 10' setback. Traffic circulation is generally indicated by travel aisle arrows and appears to be the same as for vehicular traffic.	The paved walkway within the setback is existing, and there is no proposed change to the existing access or use.
SPPS 7)f)	No free standing sign shall extend higher than twenty (20) feet above the ground.	One sign appears to be located in the parking island. It's dimensions and type should be included in the application.	The sign in the parking island is existing and does not extend higher than 20 feet above the ground.
SPPS 8)e)	In rural, uncongested areas buildings should be set back from the road so as to conform with the rural character of the area. If the parking is in front, a generous, landscaped buffer between road and parking lot is to be provided. Unused areas should be kept natural, as field, forest, wetland, etc.	Where parking is in front, a generous landscape buffer between the parking and road is to be provided.	The parking lot is existing, there is no proposed change to the existing access, or the existing use.