



City of Morgantown, West Virginia
APPLICATION FOR
FOR ZONING MAP AMENDMENT

OFFICE USE	
CASE NO.	2215-06
RECEIVED:	5/1/15
COMPLETE:	

Zoning Map Amendment Process – See Addendum A of this Application

(PLEASE TYPE OR PRINT IN BLACK INK)

PAID
MAY 01 2015
BY: _____

I. OWNER / APPLICANT				
Name:	STAN CORP		Phone:	301-895-8064
Mailing Address:	Street	160 Miner Hickory Road		
	City	State	Zip	Email:
	Gaithersville	MD	21536	STANCZYK16@gmail.com

II. AGENT / CONTACT INFORMATION				
Name:	David Robertson		Phone:	301-895-8064
Mailing Address:	Street	160 Miner Hickory Road		
	City	State	Zip	Email:
	Gaithersville	MD	21536	STANCZYK16@gmail.com

Mailings – Send all correspondence to (check one): Applicant OR Agent/Contact

IV. PROPERTY			
Street Address (if assigned):	TM 14, P 478, 479, 492 AND TM 20, P 455, 456 <i>Comp</i>		
Tax Map(s) #:	Parcel(s) #:	Size (sq. ft. or acres):	
14, 20	478, 479, 455, 456, 492	2.07 93, 169	
Current Zoning Classification:	Proposed Zoning Classification:		
RIA	PUD		
Current Land Use:	Proposed Land Use*:		
Residential/woods	MULTI-FAMILY		

**The Planning Commission does not take proposed use into consideration. The question is asked merely for staff to determine if the proposed district allows the intended use.*

V. ATTEST

I hereby certify that I am the owner of record of the named property, or that this application is authorized by the owner of record and that I have been authorized by the owner to make this application as his/her authorized agent and I agree to conform to all applicable laws of this jurisdiction, whether specified herein or not. I certify that I have read and examined this document and know the same to be true and correct. The undersigned has the power to authorize and does hereby authorize City of Morgantown representatives on official business to enter the subject property as necessary to process the application and enforce related approvals and conditions.

<u>DAVID ROBERTSON</u>	_____	<u>4/30/15</u>
Type/Print Name of Applicant/Agent	Type/Print Name of Applicant/Agent	Date

Zoning Map Amendment Fee - \$75 *CK 12195*



City of Morgantown, West Virginia
APPLICATION FOR
FOR ZONING MAP AMENDMENT

OFFICE USE	
CASE NO.	R215-06
RECEIVED:	01 MAY 15
COMPLETE:	

ADDENDUM A - Zoning Map Amendment Process

Step 1 An application for an amendment, or change, to the City's Official Zoning Map is filed with the Planning Department.

Step 2 The Planning Department conducts a formal review of the completed application and prepares appropriate mapping and the petition.

Step 3 The Planning Department publishes a legal advertisement describing the petition for a zoning map amendment at least 15 days prior to the scheduled public hearing before the Planning Commission. The Planning Department also notifies property owners within 200 feet of the proposed map amendment.

Step 4 The Planning Commission holds a duly scheduled public hearing on the zoning map amendment petition, prepares a report, and makes a recommendation to City Council.

Step 5 City Council hears the petition in accordance with its rules and procedures, normally two readings and an additional public hearing.

APPROVED

If the petition for the zoning map amendment is approved by City Council, the applicant receives approval and is formally notified by mail by the Planning Department. The Planning Department amends the Official Zoning Map to reflect the approved map amendment.

DENIED

If the petition for the zoning map amendment is denied by City Council, the applicant is formally notified in writing by the Planning Department of the denial and the right to appeal the decision to the Circuit Court of Monongalia County.

Glenn Ridge Apartments

Planned Unit Development

Outline Plan

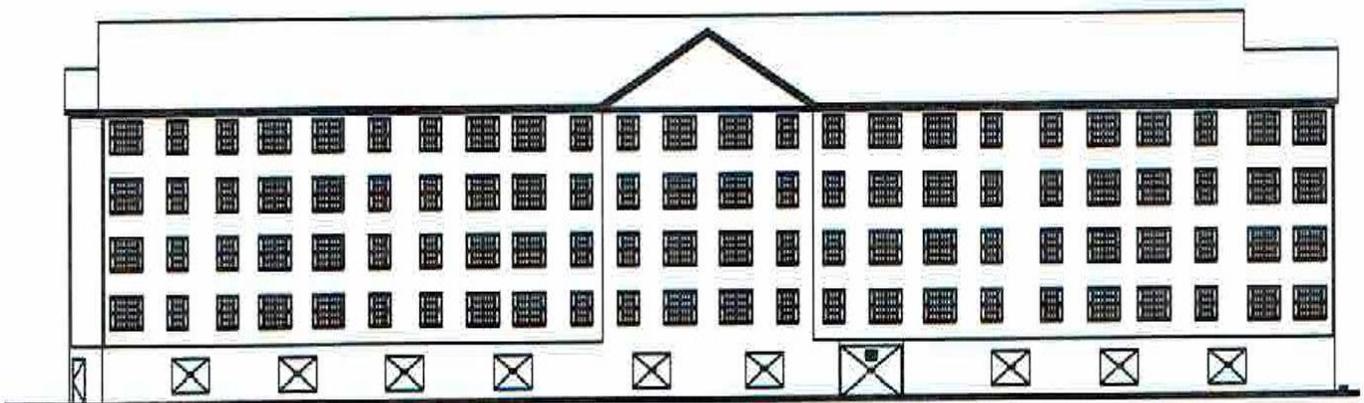
Prepared for

City of Morgantown Planning Department

Prepared by

Stan Corp

April 30, 2015



SECTION 1 - STATEMENT OF CHARACTER OF THE PLANNED UNIT DEVELOPMENT

Development Overview

The proposed Glenn Ridge Apartments consists of one four-story and two five-story residential apartment buildings. With its grand entrance from Protzman Street, it is bounded by Keyser Street on the East and Protzman Street on the West. The entrance from Protzman Street will include both ingress and egress to the entire site. The properties currently bordering Glenn Ridge Apartments on the north side of the entrance, to the northeast across Protzman Street, and on the north side of the property up to Van Gilder Street include single-family residences, multi-family residences and residential apartment buildings. Those properties across Keyser Street to the east of Glenn Ridge Apartments are single-family residences. The properties currently bordering on the south side of the property to Glenn Street, on the south side of the entrance and to the southeast across Protzman Street include single-family residences, multi-family residences and residential apartment buildings. Although some of the single-family residences in this area immediately surrounding the proposed Glenn Ridge Apartments are owner occupied, most are used as rental units.

The three buildings that will make up Glenn Ridge Apartments are proposed to maximize the size of the site while incorporating a self-contained, self-maintained driveway. The buildings will contain a total of 149 for-rent apartment units (157 beds) and Glenn Ridge Apartments will include more than adequate on-site parking. Each apartment unit will be 810 – 990 square feet and include one or two bedrooms, each with a walk-in closet; one or two full baths; kitchen; dining area; living room; and laundry/utility room. Covered parking will be available on the first level of each building with additional on-site parking provided. Occupancy rates will be based on Code. The site is currently zoned R-1A. The design and development team is seeking a Planned Unit Development (PUD) designation for this project. The site is approximately 2.12 acres which exceeds the minimum requirement for a PUD in the City of Morgantown.

Development and Design Team

STAN CORP is a construction company with their office on Main Street in Grantsville, Maryland. President Marlin L. Stanczyk Sr. and Secretary Marlin L. Stanczyk Jr. have a combined 62 years of experience in the construction business. Incorporated as a General Contractor in 1993, Stan Corp has completed over 60 commercial projects in Maryland, West Virginia, Pennsylvania, Virginia and Ohio. Their mission is to provide commercial customers with the highest level of quality construction possible and to ensure that every project is successful and meets or exceeds the expectations of their customers. They strive to provide value-added concept and construction while working with engineers and architects so their customers receive maximum benefit from their commercial construction experience. Stan Corp has the resources and experience to take any commercial project from concept to completion. Their expertise in construction as the General Contractor will ensure this entire project is completed with the highest degree of workmanship.

CHEAT ROAD ENGINEERING, INC. (CRE) is a young Civil Engineering design firm formed in November of 2012 with their main office along Business Park Drive in Morgantown, West Virginia. CRE was created with the goal of providing practical designs that meet their client's needs while maintaining compliance with applicable codes. They have been meeting these goals for their clients while providing site layout and construction management services. While CRE is a young company, their ownership and staff have extensive experience in the area of civil site design and construction.

CRE's experiences include the design of parking areas, ADA compliant ramps and walkways, working with landscape design professionals to integrate desirable low maintenance landscaping, and other design requirements related to residential and commercial development. They are involved with the design and construction of multiple commercial and residential site development projects.

Their experience enables them to generate designs that will consider environmental constraints, permitting requirements, constructability, long-term maintenance costs, and incorporate user friendly design features. Their team is experienced in all areas of project site design, including generating design and construction specifications. They will provide or coordinate engineering, recommendations, environmental services and land surveying services to include boundary and topographic mapping and final site civil engineering design services necessary to this project.

LAI ARCHITECTS have been immersed in the architecture of residential, commercial, industrial, office space, health care, hospitality, and multi-family building types for years. Growing out of a mountainous setting in the Deep Creek Lake area of Maryland, LAI Architects also practices in Morgantown, West Virginia. Employing an energetic, young and highly educated staff, no project is too large or too small to design with an artful response and rigid responsibility to quality. Architecture is a journey that leads a client by the architect's judgement, talent, will and energy. Our architecture is our design and we pour our heart, soul and passion into a project to find its character. LAI Architects strive to increase the ideal of the building through extremity of details. Through this, they find good relationships with clients and a great reputation in the constructive realm provided for by their good work.

Urban architectural conditions that arrive at the studio are welcomed with respect and care. The urban architecture of LAI Architects is constantly pushing the envelope of creating new spaces and places on the blocks of a thriving and growing City of Morgantown. With the international presence of West Virginia University, LAI Architects looks to the broad future of expanding this realm to the global spectrum of architecture. LAI Architects carefully interviews developmental clients that seek to commercially develop projects with quality over quantity. With a growing city comes a growing residential community. LAI Architects is servicing clients in a quality residential market, with extraordinary care and vision, while working closely with various consultants and engineers nationwide and utilizing a broad range of technological tools.

Advantages and Objectives of this Planned Unit Development

The following is in response to Article 1357, PUD Planned Unit Development District, of The Morgantown City Code, Part Thirteen – Planning and Zoning Code, 2014 Replacement.

It is anticipated this PUD will serve to implement the goals, objectives, and strategies of The City of Morgantown Comprehensive Plan specific to the district or neighborhood in which this PUD is to be located.

This PUD will serve to implement the goals and objectives of the Morgantown Comprehensive Plan by bringing an accessible residential development to an area designated in the Morgantown Comprehensive Plan, 2013 Update. The street pattern is generally a modified grid with a variety in block sizes while retaining a high degree of connectivity. The neighborhoods have multiple entry points with walkable access to transit. Although many areas currently lack sidewalks, the existing sidewalk on the Glenn Ridge Apartments side of Protzman Street is obviously fairly new and in excellent condition. This PUD includes covered parking, elevators, an indoor gym, bike racks, an outdoor recreation area and green space which exceeds minimum requirements while encouraging alternatives to individual motorized vehicular transportation by use of newly installed sidewalks for walking, biking and to access the already established bus route that passes the entrance to Glenn Ridge Apartments.

In the report of the Crossroads regional vision process, included in Appendix B of the Morgantown Comprehensive Plan, it states that West Virginia University's (WVU) growth is a significant factor in the recent growth of this region and has a significant impact on the characteristics of Morgantown's population. The 2006 Ten-Year Master Plan reported a goal of 28,500 students on the Morgantown campus by 2010. WVU reached that goal in 2008 with 28,840 students. Between 2000 and 2010, WVU's enrollment increased 33.3 percent, from 21,987 students to 29,306. These statistics support the need for increased availability of rental housing that can be

utilized by the University's growing student population. With the close proximity of this PUD site to WVU, it is hoped to increase the viability of students walking and riding bikes as their first choice when selecting a routine mode of transportation.

While many new housing units have been constructed, demand for rental housing options has not been met and is still increasing as WVU and Morgantown continue to attract students, residents and economic investment. Up-scale, feature-filled student housing is a rapidly growing trend in campuses and college towns across the country. Today's students are accustomed to a living style of privacy, convenience and comfort. They are a sophisticated market and demand features in their housing once considered luxuries: private baths, full kitchens, separate living areas, and more. Campuses and towns are also eager to move away from the perception, and sometimes reality, of student housing as low-quality, poorly-maintained properties. Glenn Ridge Apartments will provide students with an attractive housing choice featuring familiar amenities from home and close proximity to downtown and campus.

Although the tenant population will likely be comprised of many students, the project will welcome other tenant types as well. Graduate and international students, faculty and professors, young professionals, long-term visitors, local employees, retirees and senior citizens could all find their new residence at Glenn Ridge Apartments. The buildings and apartments are designed to appeal to a broad market with ease of physical accessibility and attractive units.

It is anticipated this PUD will apply the design principles of new urbanism, neo-traditionalism, and other emerging smart growth principles, urban development patterns and best management practices.

New Urbanism, sometimes referred to as neo-traditionalism planning, can be defined as the revival of "the lost art of place making". 'Smart growth', according to Wikipedia, "is an urban planning and transportation theory that concentrates growth in compact walkable urban centers to avoid sprawl. It also advocates compact,

transit-oriented, walkable, bicycle-friendly land use . . . directed at developing sustainable communities that provide a great range of transportation and housing choices and prioritize infill and redevelopment in existing communities rather than development of 'greenfield' farmland". This PUD should indeed be making an artful or adroit place that will become home to many residents and an integral part of its Wiles Hill – Highland Park neighborhood. It will accomplish this by meeting some of the most common goals of Smart Growth and New Urbanism according to the site NewUrbanism.org:

Walkability: Glenn Ridge Apartments will be located within easy walking distance to bus stops, restaurants, downtown Morgantown and West Virginia University (WVU). The new sidewalks should further encourage walking and biking to and from the site by residents and visitors.

Connectivity: This site will be interconnected to the existing street grid for ease in traffic flow. This location is along an established bus route of the Mountain Line Transit Authority and Glenn Ridge Apartments will be pedestrian- and bicycle-friendly.

Diversity: The elevators, excess on-site parking, new sidewalks, green space and on-site gym and recreation area should make this PUD appealing to a diverse number of occupants from various social, racial and economic backgrounds.

Quality Architecture and Urban Design: Quality is a primary goal-based outcome for Stan Corp and will be so in its construction of Glenn Ridge Apartments. The architecture will be pleasing, classic, and attentive to the human scale. Its quality materials, combined with quality workmanship and well thought-out design, will keep it looking good with minimal required maintenance for years to come.

Traditional Neighborhood Structure: Glenn Ridge Apartments encourages and reinforces the traditional urban patterns of the neighborhood by providing safe,

welcoming places for pedestrians and presenting a clear, discernable front for ingress and egress by way of well-traveled Protzman Street.

Increased Density: Density allows for the most efficient use of space and easy access by the most number of users. The density of this development is compatible with the neighborhood and reinforces the efficient use of services and resources shared by the community, to create a more convenient, enjoyable living habitat for its residents.

Smart Transportation: The new sidewalks create a pedestrian-friendly design that should promote the walkable environment officially established in 2007 by the Morgantown Pedestrian Safety Board. These new sidewalks and included bike racks should encourage the residents to walk or bike as daily transportation. In addition, the site is conveniently located along the already established Route 30 West Run bus route of Mountain Line Transit Authority, where the nearest regularly scheduled stop at the intersection of Van Gilder Street & Hoffman Avenue is only 153 yards from Glenn Ridge Apartments. In addition, because the entrance to this development is along the route, residents and visitors should be able to use the flag-down system, meaning riders can catch or depart the bus anywhere along the route, as long as it is a safe place to enter or exit the bus. Installation of a permanent bus stop at the entrance to Glenn Ridge Apartments may also be researched.

Sustainability: This project should have no negative impact on the environment and will use resources efficiently. There will be a centrally located dumpster for trash and for combined recyclables for use by the residents of Glenn Ridge Apartments. As an additional element in the stormwater retention system, the process of recycling grey water may be evaluated for use in watering and maintaining the beautiful new landscaping. Each unit will include energy efficient appliances, energy saving furnaces, LED lighting and Glenn Ridge Apartments will promote more walking and biking, less driving.

Quality of Life: Glenn Ridge Apartments intends to be an enriching and uplifting place that enhances the quality of life of its residents, occupants and neighbors. It is anticipated to be a pedestrian friendly community that offers more opportunities to get to know others in the neighborhood and town, resulting in meaningful relationships with more people and a friendlier community. This PUD will facilitate residents access to recreation and services without the need for a car or someone to drive them, saving time, energy, money and worry. All of this equates for a better quality of life for the residents of Glenn Ridge Apartments.

It is anticipated that this PUD will promote development patterns that maximize compatibility of differing adjacent land uses to avoid the necessity of extensive buffering.

Glenn Ridge Apartments reinforces the continued mixture of residential uses in this neighborhood. This project incorporates practicality and should be aesthetically pleasing within the community development pattern. The site is thoughtfully planned and designed to accommodate the needs of the residents with minimal physical buffering despite the sloping landscaping in this area. This project fits as a compatible medley within the surrounding urban fabric.

It is anticipated this PUD will enhance the appearance of this neighborhood by conserving areas of special natural beauty, steep slopes, ecological importance, flood prone areas and natural green space, where appropriate, while understanding that land within urban areas is best suited for urban densities and development patterns.

This proposed development is expected to enhance the appearance of the neighborhood by maximizing the potential density of this urban site. This site is currently an underutilized area in the neighborhood with no significant ecological or architectural importance. The recent trend of the immediate neighborhood has been to become much denser than the site as it exists. This proposed PUD seeks to maximize density and establish order to the immediate urban fabric. In addition, the

site currently does not take advantage of its close proximity to West Virginia University (WVU) which is in need of more housing within walking distance to meet its growing population without adding undue stress on the already busy streets within the City of Morgantown. This PUD will further enhance the appearance of the neighborhood with its green space, which exceeds the minimum requirements, and its outdoor recreation area.

It is anticipated that this PUD will counteract poor urban design and mitigate congestion on the streets.

Glenn Ridge Apartments intends to counteract poor urban design by taking an underutilized site and maximizing its potential while adding elevator accessible residences, covered and open parking, a recreation area, an abundance of green space and new sidewalks to this neighborhood. The total amount of parking exceeds the minimum typically required. Ingress and egress will be from the grand entrance off Protzman Street to avoid creating congestion to the smaller, more single-family residential area of Keyser Street. In addition, all of the buildings are being set back further than any minimum requirements from the front property line, allowing for easier car access in and out of Glenn Ridge Apartments without increasing, slowing down or otherwise interfering with traffic flow on Protzman Street.

It is anticipated this PUD will promote architecture that is compatible with the community vernacular and/or the surroundings.

This site currently includes two single-family residential structures. Neither are of significant architectural value. Very steep topography with scraggly trees and one large, old tree (that is aging to the point limbs are falling from it and needs to be removed) make up the remainder of this site. Spindly trees are currently the only visual screens. Glenn Ridge Apartments should be a visibly pleasing and far better and higher use of the site than what currently exists. The architectural style proposed is classic and refined; distinct in its quality of design and construction, yet compatible with the neighborhood through its use of vinyl, stone and attractive streetscaping.

This development is designed to enhance the architectural design of its surrounding community.

It is anticipated this PUD will promote design principles that allow differing types of land uses to coexist while preserving property values and minimizing potential negative consequences.

Implementation of this PUD will serve the broad goals consistent in the 2013 update of The City of Morgantown Comprehensive Plan of neighborhood safety, urban vitality, enhancement of land values, long-term sustainability, access to mass transit, the buildings in a neighborhood as the primary elements with parking being necessary but secondary, and access to the network of sidewalks for increased walkability within the neighborhood, giving the residents a personal stake in the quality and well-being of the neighborhood.

Property values will be improved as Glenn Ridge Apartments will be a higher and better use of the site than the current conditions and includes a visually attractive project with above required green space adding to the natural beauty of the neighborhood. The use of this development is residential and blends well within the surrounding community. The fundamental need of having a quality product to attract desirable renters, combined with a consistent management presence, ensures Glenn Ridge Apartments will continue with excellence during occupancy and enhance the integrity of the entire neighborhood.

It is anticipated this PUD will promote appropriate urban densities that will help make alternative forms of transportation economically and socially feasible.

This site location has convenient access to transportation beyond just personal automobiles. The entrance fronts along Protzman Street which is already an established bus route (Route 30 West Run) for the Mountain Line Transit Authority. Most of these buses work on a flag down system – riders may catch or depart the bus anywhere along the route, which includes the entrance to Glenn Ridge

Apartments. It is expected many residents and visitors to this site may use public transit for its low cost, ease and convenience. The concentrated density of the project contributes to the use, viability and economy of public transportation, bicycling and walking.

It is anticipated this PUD will promote and protect the environmental integrity of the site and its surroundings by providing suitable design responses to the specific environmental constraints of the site and surrounding area.

This site is constrained by a busy urban thoroughfare (Protzman Street), steep terrain and infrequently-used side street (Keyser Street). In response to these physical surroundings, this development design appropriately addresses these constraints by arranging the entrance facing Protzman Street, strategic placement of two retaining walls, a recreation area included within the green space, pleasant landscaping expected to include mulched trees and shrubs, and pedestrian-friendly sidewalks. Vehicular traffic will only be directed to Protzman Street for site entry and exit.

The rear of the site currently appears neglected. This development will improve the visual acuity of the site by using the terrain to its best advantage for positioning of the buildings, parking, recreation area and sidewalks. The professional landscaping will improve the view for all residents, visitors, passersby and from all surrounding properties.

SECTION 2 - STATEMENT OF OWNERSHIP

The majority of the property within the proposed Glenn Ridge Apartments is currently under Purchase Agreements between current owners and Stan Corp, or its nominee Marlin L. Stanczyk Sr., as Purchaser, with included consent for Purchaser to assign purchase to Rob Lynch to take title in any name he chooses. Closing is to take place within 45 days of July 31, 2015, barring any necessary extensions requested by Purchaser. These properties are free of restrictive covenants and are to be free and clear of liens at the time of closing. There currently exists an unopened City right-of-way 12 ft. wide and approximately 100 ft. long, the extent of the parcel at that location. That area of the parcel is only planned to include landscaped green space. Tax parcel designations are: Fourth Ward of the City of Morgantown; Monongalia County; West Virginia; Tax Map 14, Parcels 478, 479 and 492; and Tax Map 20, Parcels 455 and 456. The total area of these parcels is approximately 2.1 acres.

One additional portion of a property, in a triangular shape, will be included in Glenn Ridge Apartments. It is currently owned by Tera, LLC; Rob Lynch is one of the current owners of Tera, LLC. Concurrently with the above closing, Tera, LLC, will transfer this portion of their parcel solely to Rob Lynch to take title in any name he chooses and being the same name as the above referenced parcels. The portion of this property being transferred is free of restrictive covenants and is to be free and clear of liens at the time of closing. Tax parcel designation is: Fourth Ward of the City of Morgantown; Monongalia County; West Virginia; Tax Map 20; a small, currently underutilized triangular-shaped portion of the larger triangular-shaped portion of Parcel 457. The total area of this portion of this parcel is approximately 0.02 acres.

Along with any necessary agreements and covenants which govern the use, maintenance and continued protection of the PUD and its common spaces, shared facilities and private roads, all of these properties will undergo a lot consolidation at the time of closing. The total area of these combined parcels, which will make-up all of the land within Glenn Ridge Apartments in its entirety, is approximately 2.12 acres.

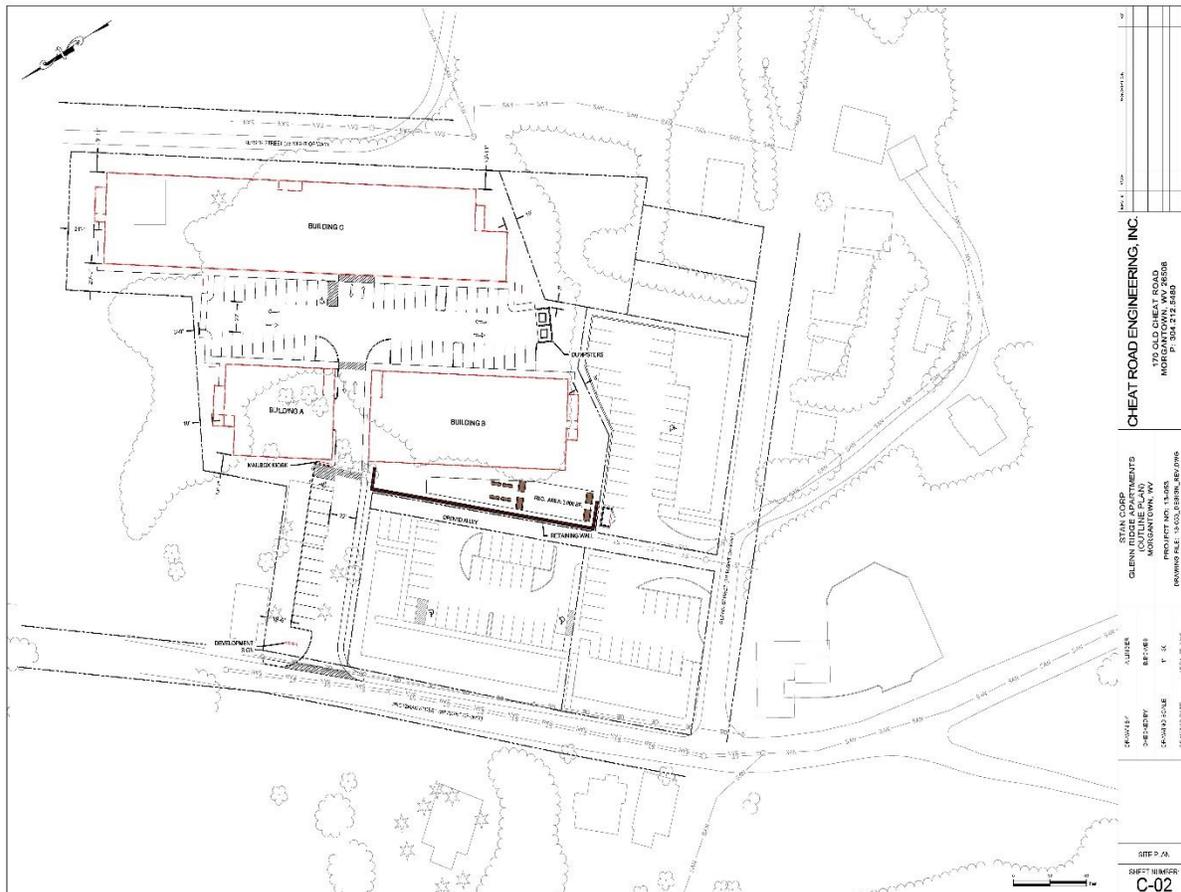
SECTION 3 - STATEMENT OF DEVELOPMENT SCHEDULING

Total construction duration is expected to be approximately 25 months, with a targeted occupancy of 87 apartments in Building C by the August 15, 2016, rental season deadline and the final 62 apartments in Building A and Building B ready for the August 15, 2017, rental season deadline.

The construction schedule will aim to complete site work during the late summer and early fall of 2015 for ease of earth moving. Guarantee of performance for the completion of all public improvements, executed at time of permit application or platting, ie bond, etc., will be provided as required by City. This will include guarantee posted prior to the commencement of each phase, specify the time for completion of improvements and be in the amount of 125% of the estimated verifiable cost of the improvements as determined by the project contractor or engineer and as approved by the City Engineer. This project will comply with all guidelines for site work and construction activity, including noise ordinances. Activity that impacts traffic or off-site areas will be coordinated to avoid West Virginia University (WVU) student move-in, sporting or other events. The General Contractor will work with the City of Morgantown and any other governing authorities to minimize traffic disruption as much as possible. Construction workers will park on-site. Construction, delivery and other vehicles will enter and exit the site from Protzman Street. As soon as the ground is moved to accommodate the layout of roads, buildings and parking, the site will be covered with shale to minimize mud and debris deposits on nearby roads.

Proposed Construction Schedule

PUD Outline Plan Submission:	May 1, 2015
Development Plan Submission:	Included in Outline Plan
Site Clearing and Demolition:	September 2015
Site Excavation and Utility Work:	August 2015
Building Construction:	September 2015
Completion/Occupancy:	
87 apartments + 1 gym unit in Building C:	August 2016
62 apartments combined in Buildings A & B:	August 2017



SECTION 4 - STATEMENT OF PROPOSED USES, DENSITIES AND INTENSITIES

The proposed Glenn Ridge Apartments is comprised of one four-story and two five-story buildings.

Proposed Building Areas

Square footage of residential floors				
Building		Level	Sq. Ft.	Total Sq. Ft.
Building A		2 nd	6,029	
" " "		3 rd	6,029	
" " "		4 th	6,029	
Bldg. A Totals		2 - 4		18,087
Building B		2 nd	11,008	
" " "		3 rd	11,008	
" " "		4 th	11,008	
" " "		5 th	11,008	
Bldg. B Totals		2 - 5		44,032
Building C		2 nd	21,151	
" " "		3 rd	21,151	
" " "		4 th	21,151	
" " "		5 th	21,151	
Bldg. C Totals		2 - 5		84,604
A+B+C Totals				146,723

Each building will consist of first level covered parking with the remainder of the levels containing for-rent apartments except for one unit in Building C intended to be a gym for use exclusively by residents of Glenn Ridge Apartments.

Glenn Ridge Apartments Outline Plan

04.30.2015

BREAKDOWN OF UNIT SIZES PER BUILDING				
BUILDING		27'x30'	33'x30'	TOTALS UNITS
Building A		18	0	18
Building B		40	4	44
Building C		*84	4	88
		(*1 is a gym)		
TOTALS		*142	8	150

This project will include one gym and a total of 149 apartment units containing 157 beds.

BREAKDOWN OF STYLE OF UNITS PER BUILDING					
BUILDING		1B/1B	2B/2B	GYM	TOTALS BEDS
Building A		18	0		18
Building B		40	4		48
Building C		83	4	1	91
TOTALS		141	8	1	157

Occupancy rates will be based on Code.

Proposed Density

- Total living area on all levels in all buildings: 146,723 sq. ft.
- Total parking area on first level in all buildings: 38,188 sq. ft.
- Gross building area: 184,911 sq. ft.
- Gross site area: 92,169 sq. ft. (÷ 43,560 sq. ft./acre = 2.12 acres)

Proposed Uses and Occupancies

This project includes all residential use. Because this development is located within walking distance, tenants are anticipated to be mostly students of West Virginia University (WVU). However, the elevators, green space, indoor gym and outdoor recreation area may make these residential units desirable to other tenant types such as faculty and professors, young professionals, long-term visitors, local employees, retirees and senior citizens.

Parking

To alleviate or prevent congestion and improve safety of the public streets, on-site parking will be provided for residents and visitors of Glenn Ridge Apartments. The parking entrance will be located off of Protzman Street. In accordance with Article 1365, Parking, Loading and Internal Roadways, of the Morgantown City Code, Part Thirteen – Planning and Zoning Code, 2014 Replacement, there must be a minimum of 153 on-site parking places. There are currently a total of 173 on-site parking places per proposed plans.

On-site Parking	Covered	Uncovered	Total
Building A	16		
Building B	33		
Building C	65		
Between Buildings		46	
Entrance		13	
Totals	114	59	173

Covered parking: Covered parking, that parking enclosed in a building, will be located on the first level of each of the three buildings. There are a total of 114 covered parking spaces planned inside these three buildings.

Open parking: Uncovered, or open to the sky, resident parking will be nestled between the buildings to limit the view from both Protzman Street and Keyser Street. There are 46 planned uncovered parking spaces in this area. Visitor parking will be conveniently located at the grand entrance into Glenn Ridge Apartments, just off Protzman Street. There are 13 planned uncovered parking spaces in this area, for a total of 59 uncovered on-site parking places.

Of the total 173 planned on-site parking places, 8 of them are planned to be identified as handicapped parking places, which exceeds the City of Morgantown's zoning code requirements of 6 spaces for parking in an R-3 area of this size. Of the 8 planned handicapped parking places, 2 are planned to be van-accessible.

All of these proposed on-site parking places are to be utilized solely for the parking of passenger automobiles or light trucks, with not more than two axles, belonging to occupants and their guests. This parking is not to be used for the storage, display, sale, repair, dismantling or wrecking of any vehicle, equipment or material.

Parking dimensions: Each on-site parking space will be at least 8.5 feet in width and at least 18 feet in depth, exclusive of access drives or aisles, ramps, columns, office area or work areas. Said spaces will have adequate vertical clearance.

Although not currently planned, up to 10 percent of the total number of required parking spaces may be designed for compact cars, provided compact spaces are limited to residents only and the property owner/manager assigns and enforces such spaces accordingly. Compact spaces will be grouped together and identified as "compact cars only" with pavement stenciling and/or signage. Compact spaces will be located furthest from the building entrances to discourage use by non-compact vehicles. Each compact space will be at least 8 feet in width and at least 15 feet in

depth, exclusive of access drives or aisles, ramps, columns, office area or work areas. Said spaces will have adequate vertical clearance.

All of the parking spaces on site at Glenn Ridge Apartments will be at a parking angle of 90° and will open directly to a two-way aisle or driveway at least 20 feet wide, so as to provide safe and efficient means of vehicular access to parking spaces. Said aisles or driveway will be unobstructed and allow for the passage of emergency vehicles at all times. All on-site parking spaces and aisles will be within the property lines of Glenn Ridge Apartments and will not extend into any public right-of-way.

Parking layout and design: All on-site parking will have appropriate vehicular access to and from Protzman Street.

The entrance / exit for Glenn Ridge Apartments will be no closer than 15 feet to an adjoining residential property line or 5 feet to an adjoining non-residential property line or designed in such a manner as to least interfere with traffic movement. Where the driveway into Glenn Ridge Apartments meets the right-of-way line of Protzman Street, it will not exceed a width of 22 feet, unless a greater width is specifically approved by the City Engineer. The driveway will not be located closer than 30 feet from the nearest point of any existing intersection of two or more streets. Future connections between the parking area of Glenn Ridge Apartments and any adjoining property may be required at the discretion of the Planning Director.

All on-site parking spaces will be designed, arranged and regulated so that:

- Parking areas will be lined or designated to insure the most efficient use of the parking spaces;
- The slope of any individual parking spot will not exceed a 10 percent slope. Any individual parking space with a 5 percent average slope or greater will be provided with anchored bumper guards or wheel

guards. Glenn Ridge Apartments plans to have anchored bumper guards or wheel guards at each on-site parking space;

- Parking spaces will be unobstructed and have access to an aisle or driveway so that any automobile may be moved without moving another and so that no maneuvering directly incidental to entering or leaving a parking space will be on any public right-of-way or walkway, unless otherwise permitted at the direction of the Planning Director; and
- All parking spaces and maneuvering aisles will be physically separated from any wall of a building by a vertical curb, maintained planting strip, and/or other suitable barrier.

Parking spaces will include both open to the sky and enclosed in a building. Said building will be treated as any major structure and subject to all requirements thereof.

The parking area will be subject to the landscaping and screen requirements as set forth in Article 1367, Landscaping and Screening, of the Morgantown City Code, Part Thirteen – Planning and Zoning Code, 2014 Replacement.

Parking surfacing and drainage: All open parking areas will be surfaced with an all-weather, dust-free concrete or asphalt material and maintained in good condition, free of weeds, dirt, trash and debris; except that a gravel surface may be used for a period not to exceed six months after the date of granting the Certificate of Occupancy where ground conditions are not immediately suitable for permanent surfacing as specified herein.

Parking areas will be graded and properly drained in adherence to the guidelines set by Morgantown Utility Board (MUB). There will be no free flow of water onto either adjacent property or public sidewalks. Any runoff generated by such improved areas

Glenn Ridge Apartments Outline Plan

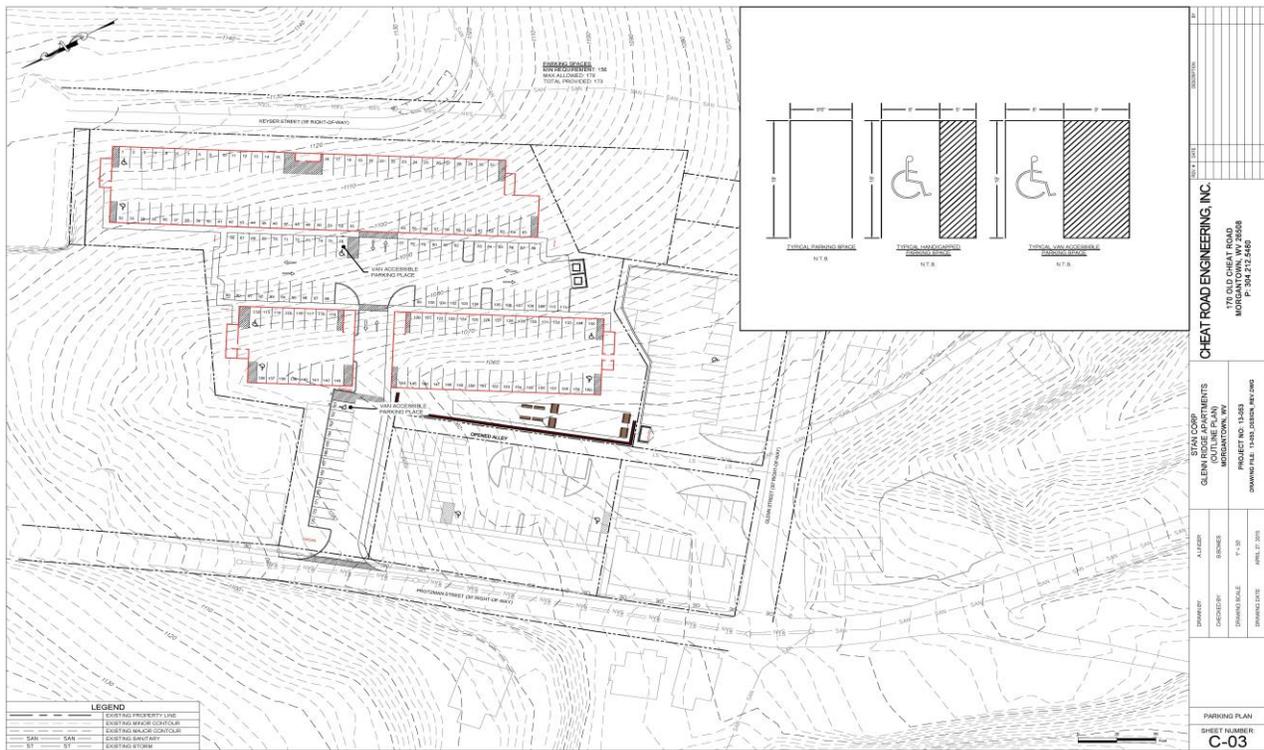
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will be disposed of in accordance with the storm water management ordinance and other City regulations.

Other surface materials and designs may be utilized when specifically approved by the City Engineer for the purposes of reducing storm water runoff or other environmental and aesthetic considerations.

A pedestrian circulation plan has been implemented and will be accessible by the extensive amounts of new sidewalks being installed. These sidewalks will connect to the existing sidewalk along Protzman Street, which is in excellent condition.

In conformity with the accessibility standards of the Americans with Disabilities Act of 1990 and Article 1365.06 of the Morgantown City Code, Part Thirteen – Planning and Zoning Code, 2014 Replacement, there will be a minimum of 6 handicapped accessible parking spaces with at least 1 of these 6 designed as a van-accessible or universal-accessible parking space. Glenn Ridge Apartments currently proposes a total of 8 handicapped accessible parking spaces with 2 being van-accessible.



Exterior Amenities

The professional landscaping of the green areas will provide a welcome patch of greenery, air and light to this area of the neighborhood. The recreation area will provide an attractive place to exercise or simply stop and sit for a few minutes. Mulched trees and shrubs, part of the professional landscaping, will soften the space and enhance the welcoming atmosphere of Glenn Ridge Apartments. The tree-lined grand entrance will be visible from Protzman Street and surrounding properties. As much as is feasible, vegetation used within Glenn Ridge Apartments will be native to the area, low on water consumption, easy to maintain and will blend with the existing surrounding neighborhood. Proposed trees and shrubs to be used are Green Pillar Pin Oak trees and Blue Princess Holly, Miss Kim Lilac and Korean Spice Viburnum shrubs. The professional landscaping behind Building C will improve the view from Keyser Street and neighboring properties. Overall proposed permanent open space, including landscaped green spaces and recreation area, comprises approximately 26,359 square feet (0.61 acres), or more than 28% of the total 92,169 square feet site of Glenn Ridge Apartments. Dependent upon final landscape design, this is almost triple the minimum requirement of 10%. The recreation area alone is planned to comprise of 3,000 square feet (0.07 acres), or 33% of the minimum 10% required permanent open space. As planned, each of these percentages should surpass the minimum requirements for PUDs of 10% and 30% of the 10%, according to Article 1357.02 of the Morgantown City Code, Part Thirteen – Planning and Zoning Code, 2014 Replacement.

For safety, exterior cameras will be in place. A locked and secured mailbox will be provided for each residential unit and mailboxes will be maintained in a well-lit area of Glenn Ridge Apartments. Covered and uncovered parking will include ADA parking equal to or in excess of minimum required standards.

Interior Amenities

All apartments will feature private bedrooms that can accommodate queen size beds and all bedrooms will have private bathrooms and walk-in closets. The kitchens will have wood cabinets, full-size refrigerator, electric range with oven, microwave, dishwasher and sink with garbage disposal. A clothes washer and dryer will be provided in the laundry/utility room within each apartment. Combined living/dining areas will be spacious and comfortable. Bedrooms and living spaces will be well-lit with large, operable windows. Units will have individually controlled air heating and cooling. A trash dumpster and a combined recycling dumpster will be conveniently located onsite for ease of waste disposal by residents.

Glenn Ridge Apartments will be highly secure with all exterior access doors and all elevators being key-card entry only, prohibiting visitors from entering beyond the parking areas without a resident. Panic hardware will be installed on each exterior access door for safe egress should there be any type of emergency. Each individual apartment front door will have security entry locks and deadbolt peep sites; bedroom doors will also be lockable. Interior cameras will monitor common areas for added safety. Elevator utility rooms will be provided on the parking level of each building near the elevator; two general utility rooms will be provided on each level above the parking level in each of the three buildings. All elevators and all residential units will be Fair Housing compliant. In accordance with minimum required standards, at least 8 residential units will be American with Disabilities Act (ADA) compliant (1 in Building A; 2 in Building B; 5 in Building C).

Building Construction

Glenn Ridge Apartments will be solidly built of high-quality materials of 2"x6" wood frame studding with a truss choice flooring of soundproofing Gypcrete on floor; 5/8" drywall on walls and ceiling; and wood roof trusses with 2 hour fire-rated separation walls between units. All common areas and hallways will have 1 hour fire-rated walls.

Exterior walls and ceilings will be ½ hour fire-rated construction except for top floor to attic which will also be 1 hour fire rated. These buildings will be as safe as possible against the threat of fire, with full standpipe, sprinkler and smoke alarm systems, fire-extinguishers and adequate, fire-rated means of egress.

The building façade will be vinyl and stone with vinyl soffit, metal fascia and 30 year asphalt architectural shingles. Materials will include vinyl, stone, wood framing and vinyl energy-efficient egress windows. No exterior insulation finishing systems (EIFS) will be used on these buildings. Exterior site and exterior building lighting will enhance safety. Metal halide light wall packs and HID interior fluorescent garage lights will be used in parking areas.

Constructing a quiet, acoustically-separated structure is a top priority. Party walls between units and floor/ceiling assemblies will be designed to minimize transmission of both airborne and structure-borne noise. Residential corridors will be acoustically separated from private, residential spaces. Acoustic separations will meet or exceed code minimums.

Interior finishes will be warm and welcoming, bright and clean. Each apartment unit will have carpet in bedroom areas; vinyl in laundry/utility rooms and bathrooms; and laminate in kitchens and living/dining rooms. Doors will be Masonite and cabinetry will be wood. Durable commercial grade carpet and other finishes will be used in all common areas.

Accessibility

Glenn Ridge Apartments will meet or exceed physical accessibility standards. The minimum number of required residential units will meet the more stringent ANSI Type A guidelines. All remaining units will meet the guidelines for an ANSI Type B unit. The dispersal of these units meets code requirements. An accessible route is provided throughout the site common areas, residential corridors and within

apartments. Elevator service will be provided to all levels in all three buildings. Per required minimums, at least 6 reserved accessible parking spaces, with 1 being van-accessible or universal-accessible, will be maintained. The development and management teams are committed to offering choices for truly "fair" housing and will make every effort to accommodate special needs.

Green Design

Glenn Ridge Apartments will be a development promoting health of the environment and building occupants. This project will incorporate environmentally conscience practices relating to site work, water efficiency and energy usage. During the construction process, the use of multiple dumpsters designated for specific various recyclables will be utilized if possible. The project itself has an inherently sustainable starting point in its dense, urban location and re-use of a previously underused site. Extensive existing connections to the community, nearby amenities and services, and public transit eliminate the need for new infrastructure, reducing overall negative environmental impact of the development. Stormwater will be managed to regulate quantity and discharge per Morgantown Utility Board's (MUB) guidelines and the possibility of accessing grey water stored on site for use in watering the landscaping will be evaluated.

The buildings themselves will be designed and constructed to reduce negative environmental impact. Mulched trees and shrubs native to the area will be used, if possible, with the lowest possible maintenance requirements for added enduring beauty. Water usage will be reduced inside the building through careful selection of low-flow toilets. Energy usage will be minimized through the construction of well insulated exterior walls, the installation of energy-efficient windows and energy-saving HVAC equipment and the selection of energy-efficient appliances.

All spaces will be designed to receive adequate ventilation and sleeping and living spaces will have operable energy-efficient windows offering air and daylight. Individual apartments will control their own heating and air-conditioning to suit

individual needs. Non-toxic and low-emitting paints, adhesives, sealants and coatings will be selected to promote healthy air quality. Smoking in the buildings will not be encouraged. In all, Glenn Ridge Apartments will have high-quality buildings that are healthy, attractive and safe for their occupants and the surrounding community.

SECTION 5 - FACILITIES PLAN

Cheat Road Engineering, Inc. (CRE) is responsible for surveying the existing site topography, developing overall site layout and grading, paving design, stormwater conveyance systems, site utilities and erosion and sediment control. Design improvements will be coordinated with the city engineer and the Morgantown Utility Board (MUB). Adequate truck access to the site has been achieved and communications with the Morgantown Fire Department and Republic Services will continue. Facilities will be designed to complement the proposed architecture and services provided to the residents of Glenn Ridge Apartments.

Streets, Roadways and Bikeways

With its grand entrance from Protzman Street, this proposed site is bounded by Keyser Street on the East and Protzman Street on the West. Van Gilder Street is located north of Glenn Ridge Apartments, with Glenn Street to its South. The Route 30 West End bus route of Mountain Line Transit Authority current runs along Protzman Street, past the entrance to Glenn Ridge Apartments, with the closest scheduled stop just north of the entrance at the intersection of Hoffman Avenue and Van Gilder Street. Most of Mountain Line Transit Authority's buses work on a flag-down system, you may catch or depart the bus anywhere along the route, as long as it is a safe place, which could conceivably then include the entrance to Glenn Ridge Apartments. All of these roadways are local city streets maintained by the City of Morgantown.

Existing street right-of-ways and the dimensions of existing pavement surfaces will not be reduced, so will allow sufficient width for vehicle and bicycle accommodations as is currently available. Construction excavation should only require access to the waterline under the East side edge of Protzman Street at the entrance into Glenn Ridge Apartments and for the joining of the entrance from Protzman into Glenn Ridge Apartments. The development team is proposing this work will be done with the coordination of the Morgantown Utility Board (MUB) and to coordinate with

Water Supply System

The Morgantown Utility Board (MUB) will provide the potable water supply used by Glenn Ridge Apartments. MUB currently operates water facilities in the area to provide potable water to the area residents, businesses and fire service. This project will connect to the water line near the entrance to this project at Protzman Street.

Sanitary Sewers

The Morgantown Utility Board (MUB) will provide sanitary sewer service for Glenn Ridge Apartments. MUB currently operates two sewer systems, the primary Morgantown system should service this PUD. This project will connect to an 8 inch main line currently located at the corner of this property.

Stormwater Management

Stormwater management requirements will be met for the site by reducing the post-development runoff to pre-existing development runoff levels plus providing an additional 10% reduction. The Morgantown Utility Board (MUB) requires a 10% reduction in pre-existing runoff for redevelopment sites. The stormwater management system will be designed by Cheat Road Engineering, Inc., (CRE) per specifications provided by MUB.

Public Utilities

Any existing overhead utilities will be relocated to underground service. Gas services are not being provided as the entire project is being designed to utilize electric rather than natural gas.

CATV and high-speed wireless internet service will be available to residents of Glenn Ridge Apartments. Electric service will be individually metered per tenant. Water and sewer service will be separately metered per building.

The public utilities available are as follows:

- Electric: Mon Power
- Telephone: Frontier
- Cable: Comcast
- Gas: Dominion Hope
- Water: Morgantown Utility Board (MUB)
- Sewer: Morgantown Utility Board (MUB)

Streetscaping, Furniture and Lighting

This building site will feature attractive professional landscaping and accessories consistent with the City of Morgantown's standards and the existing precedent established in this neighborhood. Street lights will be installed along the grand entrance from Protzman Street. Picnic tables, benches or other accessories as may be used will be chosen to blend seamlessly with the building aesthetics. Trees will provide a green welcome. All vegetation will be selected carefully to be of a variety native to this area, if possible, and appropriate for this climate, urban conditions, ease of maintenance and visual appeal.

Setbacks

The following setbacks will be required for all principal structures:

Setbacks	In Feet
Minimum Front	14'
Minimum Side	8'
Minimum Rear	13'

Except the following Yard, Building Setbacks, and Open Space Exceptions as provided herein or in Section 1363.02(B) Yard, Building Setbacks and Open Space Exceptions in The Morgantown City Code, Part Thirteen – Planning and Zoning Code, 2014 Replacement:

- No yard, open space or lot area required for a building or structure will, during its life, be occupied by or counted as open space for any other building or structure; and
- The following structures or facilities will be allowed to be constructed in any yard, when proper permits are obtained: driveways, curbs, sidewalks, fences, walls, hedges (subject to the regulations of Section 1363 Yard, Building Setbacks and Open Space Exceptions in The Morgantown City Code, Part Thirteen – Planning and Zoning Code, 2014 Replacement), flagpoles, non-permanent landscape features, planting boxes, recreational equipment, parking spaces, uncovered decks, patios and, only if adequately screened, composting or garbage disposal equipment.

Encroachments into setbacks: Architectural features may project into a required setback, such as:

- Fire escapes, chimneys, cornices, awnings, canopies, eaves, sills, pilasters, lintels, gutters or other similar features may extend into a setback a distance not exceeding 3 feet, except that such features will not extend closer than 3 feet from the property line; and
- Uncovered stairs, landings and porches will not extend closer than 3 feet from the property line. Such porches may not subsequently be enclosed unless the normal setback requirements are met.

No permitted encroachment noted above will extend to within 3 feet of an accessory structure.

Fences, walls, terraces, steps or other similar features may encroach into a required setback, except as provided in section 1363.03, Safety and Vision in The City of Morgantown Comprehensive Plan, 2014 Replacement.

HVAC mechanical units may be located no closer than 5 feet to a side lot line.

Building height: Maximum permitted building height will be the actual height of Building C, proposed to be 58 feet 4 inches. The maximum height of an accessory structure will not exceed 18 feet.

Waste management

While Morgantown does not currently have a mandatory municipal recycling program, the project team is working with city officials and the municipal waste management service provider to develop a collection system for the building. Trash and combined recyclables will be collected in dumpsters in an enclosure located at the edge of the parking area between buildings, where they can be easily accessed by all residents and collection vehicles, but where its view from both Protzman and Keyser Streets will be limited. Adequate truck access was preliminarily approved at the Technical Review Team meeting on April 14, 2015. Continued contact with the municipal waste management service provider will be maintained regarding any changes. Frequency of collection will be determined by management in collaboration with the collection service.

It is our understanding that Morgantown has been trying to maintain a recycling program. It is the hope of the development, design team and management that this commitment will motivate others to join the effort.

Signage

Site and building signage within Glenn Ridge Apartments will be minimal and incorporated thoughtfully and tastefully. As the site includes multiple tenants, directional and identification signage may be important and would be designed accordingly.

Signage, lighting and design standards, size restrictions on permitted signs, prohibited signs and devices, signs exempt from regulations, etc., will be the same as permitted for R-3 in Article 1369 of The Morgantown City Code, Part Thirteen – Planning and Zoning Code, 2014 Replacement.

SECTION 6 - TRAFFIC ANALYSIS

A Traffic Impact Study was prepared by French Engineering, LLC, with their main office located in Fairchance, Pennsylvania. The analysis and report are for the following four intersections:

- Falling Run Road and University Avenue
- Protzman Street, Van Gilder Street and Stewart Street
- Stewart Street and Willowdale Road
- Stewart Street and University Avenue

as instructed by J. Damien Davis, PE, CFM, Director of Public Works and Engineering, City of Morgantown.

The report shows the traffic counts were collected on 03-02-2015 and 04-13-2015. This study determined that the new site would generate a total of 44 trips in the AM peak hour and 63 trips in the PM peak hour. Pedestrian traffic was assumed to 50% of the external trips and amounted to 22 and 31 trips in the AM and PM peaks respectively.

In summary, the amount of vehicular traffic added to the street network by the proposed development was found to be negligible and, further, that the proposed development will not have an adverse impact on the street network. It was anticipated Glenn Ridge Apartments may result in a slight reduction of vehicular traffic with the overwhelming majority of peak hour trips from this the site being pedestrian, bicycle or transit. (Full study attached in Addendums.)