



MORGANTOWN PLANNING COMMISSION

June 11, 2015
6:30 PM
City Council Chambers

Planning Commissioners:

Sam Loretta, 1st Ward
Tim Stranko, 2nd Ward
William Wyant, 3rd Ward
Bill Petros, 4th Ward
Mike Shuman, 5th Ward
Peter DeMasters, 6th Ward
Carol Pyles, 7th Ward
Ken Martis, Admin.
Bill Kaweckki, City Council

STAFF REPORT

CASE NO: RZ15-06 / Stan Corp / Glenn Ridge Apartments

REQUEST and LOCATION:

Request by Marlin L. Stanczyk, Sr. of Stan Corp, on behalf of Rob Lynch, for a Zoning Map Amendment to reclassify property from R-1A, Single-Family Residential District to PUD, Planned Unit Development District.

TAX MAP NUMBER(s) and ZONING DESCRIPTION:

Tax Map 14, Parcels 478, 479, and 492 and Tax Map 20, Parcels 455 and 456; R-1A, Single-Family Residential District.

SURROUNDING ZONING:

North and East: R-1A, Single-Family Residential District

South and West: R-1A, Single-Family Residential District and R-2, Single- and Two-Family Residential District

BACKGROUND:

The petitioner seeks approval to reclassify the subject parcels, the area of which is approximately 2.12 acres, from R-1A to PUD. Addendum A of this report illustrates the location of the subject property in detail along with the site's relationship to surrounding zoning districts and land uses.

The "Glenn Ridge Apartments" PUD Outline Plan highlights include:

- The significant redevelopment of approximately 2.12 acres which, according to visual survey, is currently occupied by two single-family structures.
- The proposed development program includes three (3) structures ranging from four (4) to five (5) stories. Buildings "A" and "B" are closest to Protzman Street and building "C" is in the rear of the property closest to Keyser Street. Building "A" is the smallest of the three (3) buildings, listed at 18,087 square feet and four (4) stories. Building "B" is listed at 44,032 square feet and five (5) stories. Building "C" is shown at 84,604 square feet and five (5) stories. Each of the three (3) structures has first-level parking included.
- Residential – 149 one- and two-bedroom units with a maximum number of 157 occupants. Dwelling unit occupancy will be based on West Virginia Building Code standards. Apartments will be accessed from internal hallways with each building having elevator service. Building and dwelling unit design will exceed minimum Federal Fair Housing, Federal Americans with Disabilities Act (ADA), American National Standards Institute (ANSI), and West Virginia Building Code accessibility standards. A dwelling unit and bedroom composition schedule for each of the three (3) buildings can be found on Page 17 of the Outline Plan.
- Non-residential – Approximately 750 square feet of gym/exercise space will be provided in Building "C." No additional non-residential space is programmed.

Development Services Department

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Director

Planning Division

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- **Parking** – Approximately 173 total spaces will be provided in the development. Approximately 114 spaces will be provided as covered spaces beneath the three (3) buildings. Between the buildings, the Outline Plan specifies an additional 46 spaces, plus another 13 visitor spaces at the entrance to the development from Protzman Street. Minimum residential parking requirements will be based on 0.5 spaces per occupant. Eight (8) spaces are planned as accessible spaces including two van-accessible spaces.
- **Open Space** – Overall permanent open space comprises approximately 28% of the development area, which exceeds PUD requirements. Some of the open space will be in the form of natural vegetated areas along property lines and steep slopes. A large portion of open space will be improved in the form of an outdoor recreation area adjacent to Building “B.”
- **Architectural Design Detail** – The exterior façade of the buildings will be clad in a combination of stone or brick veneer and vinyl siding. Vinyl soffit, metal fascia and 30 year asphalt architectural shingles will also be utilized. The Outline Plan includes several elevations and renderings that illustrate these architectural details.
- **Pedestrian Amenities** –The Outline Plan includes the development of five-foot wide sidewalks connecting each of the buildings and providing a connection to the existing sidewalk on the east side of Protzman Street.
- **Vehicular Access** – Buildings have been designed so that vehicular circulation and building entrances are restricted to an internal center surface parking area plus the first-level parking under each of the residential structures. This design layout with proposed building masses and the center parking area should adequately buffer noise from the development into the surrounding neighborhood. Additionally, emergency response vehicle maneuvering has been modeled to ensure access.
- **Environmentally Responsible Design** – Although the petitioner does not plan to pursue certification under the U.S. Green Building Council’s LEED Certification Program, the Outline Plan states that environmentally-conscious guidelines relating to site work, water efficiency, and energy usage will be incorporated into the project. The development’s urban location, proximity to the downtown campus, access to alternative transportation modes, re-use of a previously developed site, and proposed densities and uses are in harmony with sustainable development principles. The developer also stated an interest in re-use of grey water collected on-site for landscaping maintenance.
- **Waste Management** – The proposed site plan identifies one dumpster location that appears to be strategically situated within the center parking area. The petitioner has taken the lead in working with City and waste management providers to develop single-stream recycling at this location along with normal trash pickup.
- **Traffic Impact** – A Traffic Impact Study, dated May 2015, was prepared by French Engineering, LLC and submitted to the City Engineer. The City Engineer concurs with the report’s scope, findings, conclusions, and the following statement in the report’s Executive Summary:

“It is known that in this section of Morgantown, traffic congestion with long queues and delays are prevalent during the peak hours. In this traffic study, the amount of vehicular traffic projected to be added to the street network by the proposed development is negligible, and traffic analysis demonstrates that the proposed development will not have an adverse impact on the street network. In reality, because the proposed project is adding housing units in an area that is within walking distance of the WVU Downtown Campus, the proposed development may result in a slight reduction of vehicular traffic. Given the duration of the walk to University Avenue relative to anticipated travel times (including locating parking) on this congested street

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network, it is anticipated that the overwhelming majority of peak hour trips from this development will be via pedestrian, bicycle, or transit.”

“There are no LOS-, queue-, or capacity-related issues expected at the site driveway.”

The PUD Ward Meeting was held on Tuesday, June 2 at 6:00 PM in the Wiles Hill Senior Center. Attached hereto are the sign-in sheet and Staff’s general notes from the meeting.

ANALYSIS:

PUD Process

Some commentary about the Planned Unit Development (PUD) process is in order... The PUD process consists of three procedural steps.

Step 1 is preliminary consultations with Staff.

Step 2 is the *Outline Plan Phase*, which is the issue before the Planning Commission now. During this step, the petitioner sets forth the “vision” or master plan for how the project will evolve. A significant amount of planning is necessary during this phase to establish the overall character of the development, how it interfaces with its spatial context, the types of and intensities of land uses, the amenities being offered, how the project will affect transportation and pedestrian patterns in the area, and general rules for how the buildings will look and how they will be arranged.

Equally important is what is NOT required during this phase. Such things as detailed engineering studies of stormwater control, utility services, detailed engineering drawings of road improvements, detailed site and building plans, etc. are NOT required at this stage of the process. It is simply unreasonable to expect that the petitioner commit significant resources to dotting every “i” and crossing every “t” at this point, on the *hope* that City Council reclassifies the property to allow the development to proceed. During the Outline Plan phase, Council simply decides whether or not to accept the “vision” presented, based on the reasonable levels of supporting data required. If the answer is yes, then Council merely amends the zoning map, in this case from R-1A to PUD, in order for the detailed analysis to go forward.

The attached “Glenn Ridge Apartments” PUD Outline Plan for the proposed zoning map amendment represents the land uses, development standards, and other applicable specifications of the Planning & Zoning Code that will govern the proposed PUD. If the Outline Plan is silent on a particular land use, development standard, or other specification of the Planning & Zoning Code, then the standard of the underlying district or applicable regulations will apply.

Step 3 is the *Development Plan Phase*. During this phase, the petitioner has the confidence to go forward with a detailed analysis of the project, knowing that the zoning reclassification is in place. At this point, construction plans are produced, drainage calculations are provided, detailed engineering analyses of infrastructure improvements are completed, final site and building plans are prepared, etc. Staff will compare the Development Plan components to ensure they conform to the parameters of the Outline

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Plan in terms of densities, architectural styles, land uses, open space, etc. If the Development Plan substantially complies with the Outline Plan, then building permits may be issued at the end of the review. If, however, the plans are substantially *different* from what was proposed in the Outline Plan, then the petitioner will be required to seek an amendment to the approved Outline Plan – a process that is fully vetted by the Planning Commission and provides the usual opportunities for public participation. If the Outline Plan ultimately does not work and cannot be satisfactorily amended, then the City will simply initiate a zoning map amendment to return the property back to its original classification (R-1A). The zoning ordinance also gives the Planning Commission the discretion to review or not review the PUD Development Plan for the proposed project.

Desired PUD Advantages

Addendum B of this report restates Article 1357.01 of the Planning and Zoning Code, which provides the general provisions and anticipated advantages of Planned Unit Developments. The petitioner addressed each of the nine (9) anticipated advantages in the proposed PUD Outline Plan beginning on Page 5 of 35.

Comprehensive Plan Concurrence

As recommended in Chapter 9 “Implementation” of the 2013 Comprehensive Plan Update, Addendum C of this report identifies how the proposed development program relates to the land management intent, location, and pattern and character principles of the current Comprehensive Plan.

It should be noted that “shall” statements within the Comprehensive Plan must be understood as desired objectives and strategies that do not have the force or effect of law unless incorporated into the City’s Planning and Zoning Code.

It appears that the proposed zoning classification change from R-1A to PUD as proposed in the petitioner’s PUD Outline Plan is in general concurrence with the Plan’s principles for land management and encouraged growth objectives including:

- LM 2.1 Identify and prioritize sites for infill and redevelopment.
- LM 2.3 Develop incentives to encourage the consolidation of parcels for redevelopment.
- LM 5.2 Permit higher density development in areas that are well-supported by existing or planned transportation infrastructure or transit services.
- LM 9.1 Adopt an open space dedication requirement for major subdivisions and planned unit developments (PUDs).
- EN 6.3 Establish a program to encourage recycling participation by commercial uses, which includes two-family and multi-family residential developments under the City’s 2012 Solid Waste Contract.
- NH 3.1 Require adequate and attractive street lighting to be incorporated as part of all new multi-family residential development, major subdivisions created for residential and/or mixed-use developments, and planned unit developments.
- NH 4.1 Provide incentives to developers to encourage development of alternative housing types (i.e. higher density, live-work, mixed-use) in designated growth areas.

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Staff encourages the Planning Commission to review the Comprehensive Plan for guidance as Addendum C is not intended to represent a complete comparative assessment.

STAFF RECOMMENDATION:

City plans reviewing Departments worked closely with the petitioner's design professionals to prepare a development program and Outline Plan that highlight the project's observance of the PUD objectives and opportunities. In so doing, the proposed "Glenn Ridge Apartments" PUD Outline Plan appears to adequately address the PUD general provisions provided in Article 1357.01 of the Planning & Zoning Code (see Section 1, "Statement of Character of the Planned Unit Development" of the subject Outline Plan).

The Planning and Zoning Code provides that in their consideration of a Planned Unit Development Outline Plan, the Planning Commission and City Council shall evaluate the project in light of as many of the fourteen (14) objectives enumerated in Article 1357.05 as may be relevant to the specific proposal. Addendum D of this report restates said objectives and provides Staff's review considerations.

Based on the content of the Outline Plan, Staff advises the Planning Commission to submit an affirmative recommendation to City Council to approve the "Glenn Ridge Apartments" PUD Outline Plan and the zoning reclassification of the subject realty from R-1A to PUD with the following considerations and conditions:

1. That the "Glenn Ridge Apartments" PUD Outline Plan dated 30 APR 2015 be supplemented by the petitioner's presentation to the Planning Commission, this Staff Report, and the considerations and conditions recommended herein as the convention to be used in evaluating and approving the petitioner's Development Plan.
2. That review and approval of the petitioner's Development Plan be waived by the Planning Commission and delegated to Staff. However, should the Development Plan substantially differ from the approved Outline Plan, then the applicant must submit an Outline Plan amendment to the Planning Commission for approval.
3. That the petitioner must obtain minor subdivision approval to combine all parcels within the subject development site prior to the issuance of building permits relating to the subject Planned Unit Development
4. That the petitioner shall remove all improvements and facilities from the right-of-way and the site associated with existing structures situated within the development site (i.e. sidewalks, steps, retaining walls, driveway curb cuts, etc.). Further, should said removal affect existing improvements within the right-of-way (i.e., removal of driveway curb cut), right-of-way improvements must be made to the satisfaction of the City Engineer.
5. The Development Plan shall include final grading, erosion and stormwater, landscaping, lighting, and signage plans.

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6. That pedestrian-scaled lighting shall, to the satisfaction of the Development Services Director, be developed along all internal and public right-of-way sidewalks fronting the development site.
7. That footer, foundation, and related facilities for all retaining walls and buildings adjacent to a public right-of-way shall be designed and constructed, to the satisfaction of the City Engineer, so that any future right-of-way widening and/or improvements are safeguarded.
8. That the proposed pedestrian walkways connecting the development to Protzman Street and also designated for internal circulation, be constructed by the petitioner to the satisfaction of the Development Services Director and the City Engineer prior to occupancy. Said pedestrian walkways must consist primarily of concrete sidewalks and steps along the edge of internal roads and parking spaces. Any crosswalks within the center surface parking area shall be designed and constructed by the petitioner to the satisfaction of the City Engineer as raised crosswalks to establish a pedestrian zone and slow vehicular traffic within the development. The petitioner shall be responsible, by agreement with the City, for the perpetual maintenance, repair, and replacement of said pedestrian walkways within both the development site and related frontage public rights-of-way.
9. That the petitioner, by restrictive covenants, shall describe and guarantee by perpetual dedication the improved and natural open space and landscaping illustrated in the PUD Outline Plan, running with the land for the benefit of residents and guests of the Planned Unit Development.
10. That the petitioner, by agreement with the City, shall assume the responsibility of perpetual maintenance, repair, and replacement of all existing and proposed retaining wall systems that are a part of the subject PUD project and situated at or near the property boundaries separating the project site and public rights-of-way.
11. That the petitioner shall advise any and all successors and future project development owners of conditions 8, 9, and 10 noted above and that said conditions shall run as restrictive covenants with the subject land. Further, specific explanation of these obligations shall be included by the petitioner in any future deed transferring ownership of the subject realty.
12. That the following schedule shall serve as the "Permitted Land Use Table" for the "Glenn Ridge Apartments PUD" where "P" is a use permitted by-right, "A" is a use permitted as an accessory use, "C" is a use allowed only as a conditional use, and uses not listed below are not permitted within the subject PUD District.

- | | |
|--------------------------------|---|
| a. Agriculture, Home..... | A |
| b. Administrative Office..... | A |
| c. Community Garden | P |
| d. Dwelling, Multi-Family..... | P |

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- e. Essential Services and Equipment..... P
- f. Home Occupation, Class 1 P
- g. Home Occupation, Class 2 C
- h. Park and Recreational Services..... P
- i. Parking Lot, Private P
- j. Telecommunications, Class 1 A
- k. Telecommunications, Class 2 P

13. That advertisement signage within the subject PUD shall be restricted to the project name, logo, and/or address only; may only be a ground monument type sign; may not exceed a maximum area of 24 square feet or exceed six (6) feet in height from adjoining grade; the sign face shall be opaque and may not be internally illuminated; and, shall be made of wood, sculpted "sign foam," ornamental metals, painted aluminum panels, and/or natural or veneer brick/stone.
14. That the PUD Development Plan shall be submitted to the City not more than eighteen (18) months following City Council approval of the Outline Plan; that phased development shall, to the greatest extent practicable, follow the proposed construction schedule provided on Page 15 of 35 of the subject Outline Plan; and, that all site improvements, building construction, and right-of-way improvements shall be determined complete by the City not later than 01 AUG 2018.
15. That all agreements and restrictive covenants referenced above shall be executed by the petitioner and the City as a part of the PUD Development Plan prior to the issuance of building permits relating to the subject Planned Unit Development.
16. That the petitioner maintains adequate commercial garbage service with the City's contractor.

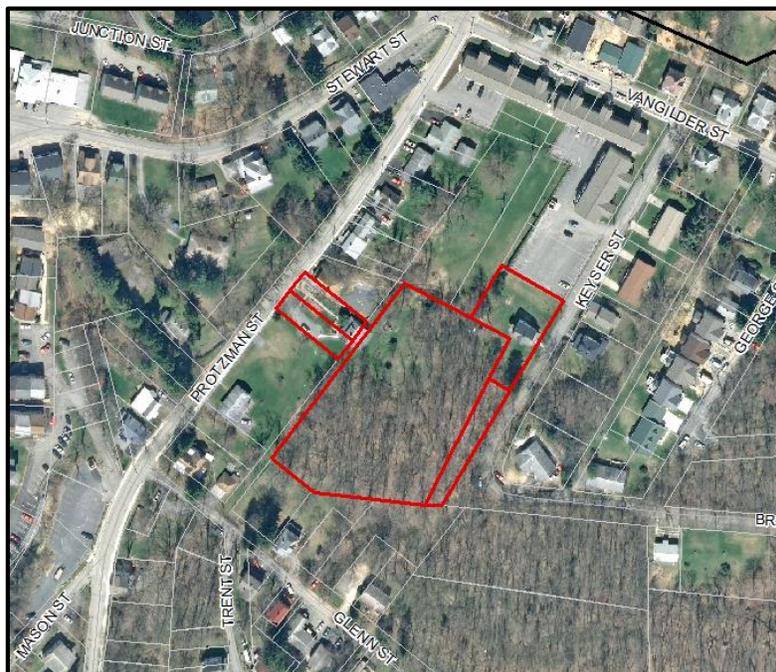
Enclosure(s): Addenda and exhibits noted above; petitioner's application, PUD Outline Plan, and related drawings

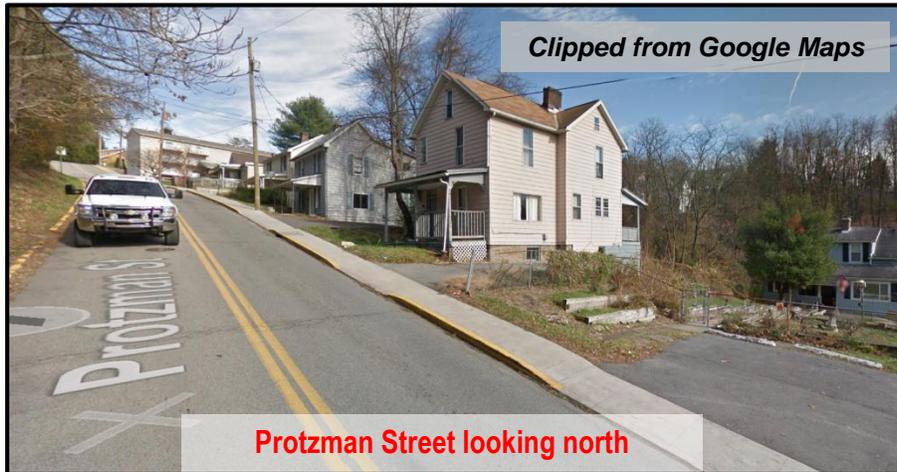
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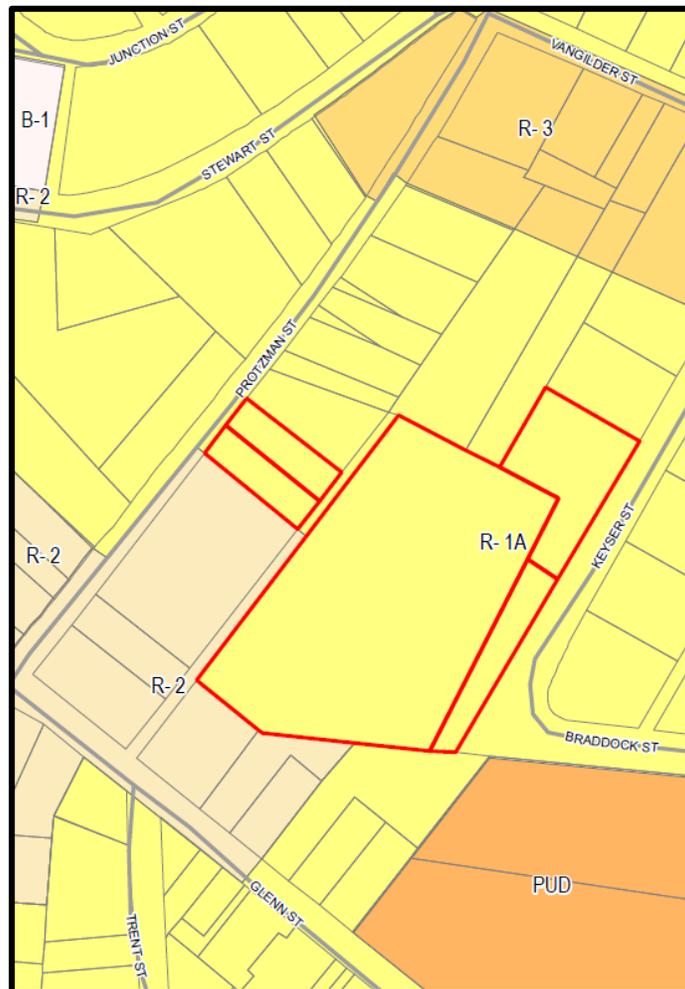
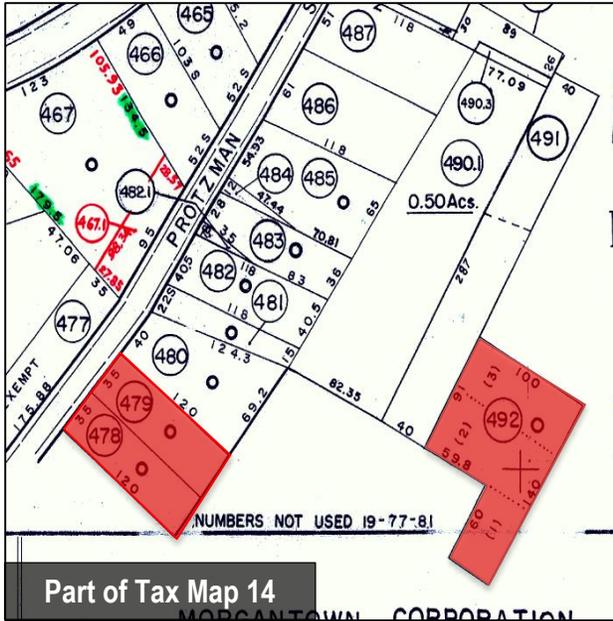
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STAFF REPORT ADDENDUM A
RZ15-06 / Stan Corp / Glenn Ridge Apartments







Glenn Ridge Apartments PUD

Staff Analysis

Surrounding Land Use Characteristics

Legend

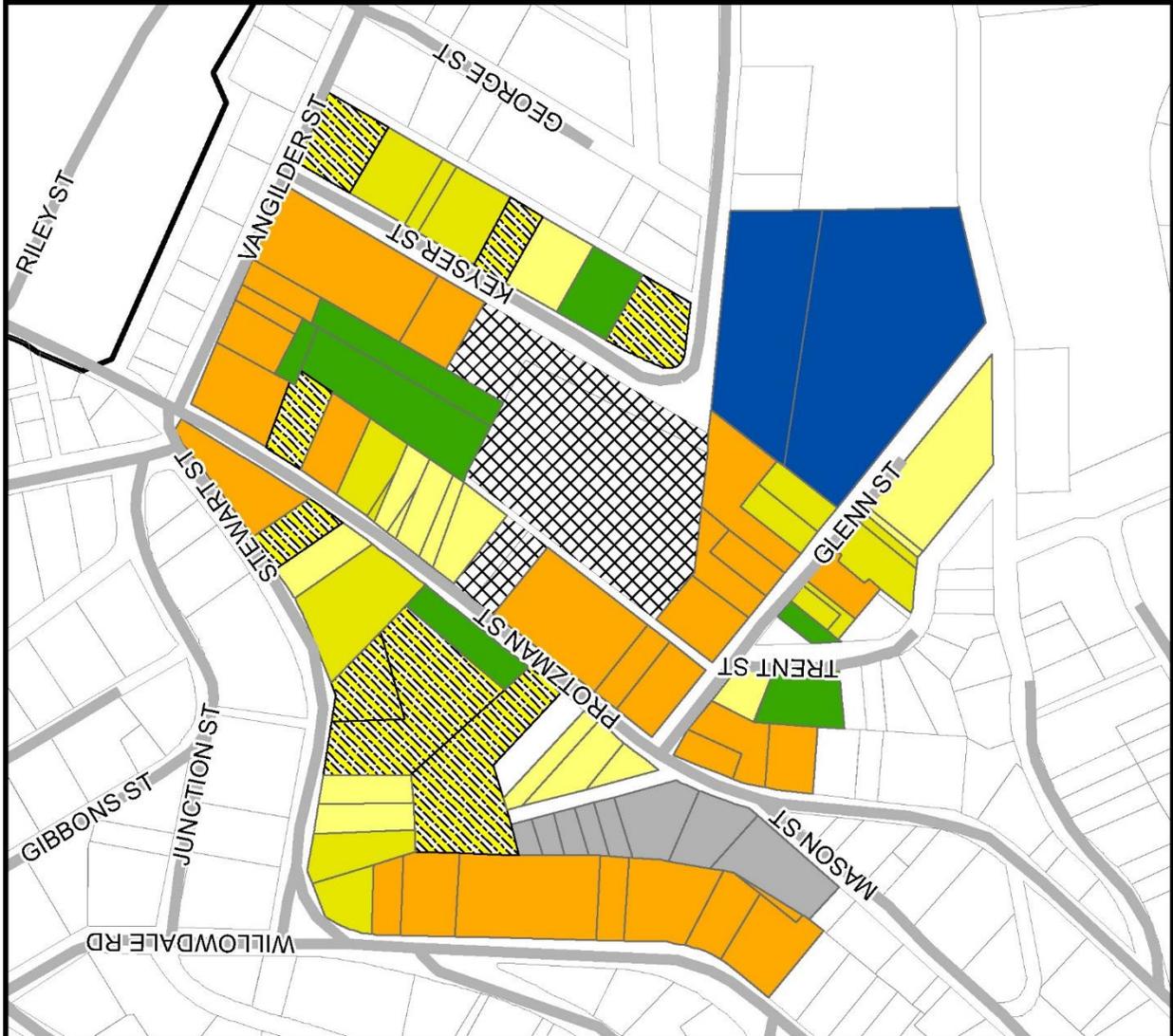
-  Parcels (1997)
-  PUD Project Site - 2.1 acres

Land Uses

-  Single-Family (not registered)
-  Single-Family (registered)
-  Two-Family
-  Multi-Family
-  WWU owned
-  Parking
-  Vacant / Undeveloped

Surrounding Land Use Characteristics

Study Area (excluding project site and rights-of-ways).....	16.2 acres.....	100%
Single-Family (not registered rental).....	2.3 acres.....	14%
Single-Family (registered rental).....	1.9 acres.....	11.7%
Two-Family (rental).....	1.8 acres.....	11.1%
Multi-Family (rental).....	5.3 acres.....	33.0%
WWU owned.....	2.6 acres.....	16.1%
Parking.....	0.9 acres.....	5.2%
Vacant / Undeveloped.....	1.4 acres.....	8.7%



STAFF REPORT ADDENDUM B

RZ15-06 / Stan Corp / Glenn Ridge Apartments

The following restates Article 1357.01 “General Provisions” for PUD, Planned Unit Development Districts.

1357.01 GENERAL PROVISIONS.

The purpose of the planned unit development is to encourage flexibility in the development of land in order to promote its most appropriate use; to improve the design, character and quality of new developments; to encourage a harmonious and appropriate mixture of uses and/or housing types; to facilitate the adequate and economic provision of streets, utilities and city services; to preserve critical natural environmental and scenic features of the site; to encourage and provide a mechanism for arranging improvements and sites so as to preserve desirable features; and to mitigate the problems which may be presented by specific site conditions. It is anticipated that Planned Unit Developments will offer one or more of the following advantages:

- (A) Serve to implement the goals, objectives, and strategies of The Morgantown Comprehensive Plan specific to the district or neighborhood in which the PUD is to be located;
- (B) Apply the design principles of new urbanism, neo-traditionalism, and other emerging smart growth principles, urban development patterns and best management practices;
- (C) Promote development patterns that maximize compatibility of differing adjacent land uses to avoid the necessity of extensive buffering;
- (D) Enhance the appearance of neighborhoods by conserving areas of special natural beauty, steep slopes, ecological importance, flood prone areas, and natural green spaces where appropriate, while understanding that land within urban areas is best suited for urban densities and development patterns;
- (E) Counteract poor urban design and mitigate congestion on streets;
- (F) Promote architecture that is compatible with the community vernacular, and/or the surroundings;
- (G) Promote design principles that allow differing types of land uses to coexist while preserving property values and minimizing potential negative consequences;
- (H) Promote appropriate urban densities that will help make alternative forms of transportation economically and socially feasible; and
- (I) 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.

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STAFF REPORT ADDENDUM C

RZ15-06 / Stan Corp / Glenn Ridge Apartments

Concurrence with the 2013 Comprehensive Plan Update

The following narrative identifies where, in the opinion of the Planning Division, the proposed Planned Unit Development (PUD) Outline Plan is in concurrence and/or is inconsistent with the 2013 Comprehensive Plan Update.

INTENT	Development proposals will reflect the spirit and values expressed in the Plan's principals.
---------------	--

Principles for Land Management

Principal 1	Infill development and redevelopment of underutilized and/or deteriorating sites takes priority over development in green field locations at the city's edge.	<input checked="" type="checkbox"/> Concurrence <input type="checkbox"/> Inconsistent <input type="checkbox"/> Other
<i>The existing structures within the proposed PUD are older stock and have begun deteriorating. It appears that approximately 33% of the land area within the immediate area of the proposed PUD is currently multi-family dwellings and approximately 61% of the land area is occupied by registered rental units or parking serving rental units.</i>		
Principal 2	Expansion of the urban area will occur in a contiguous pattern that favors areas already served by existing infrastructure.	<input checked="" type="checkbox"/> Concurrence <input type="checkbox"/> Inconsistent <input type="checkbox"/> Other
<i>The development site is contiguous to multi-family, student housing structures, especially to the north, which is further away from the WVU campus. New housing units within the immediate area represent residential densities that are more consistent with R-2 and R-3 development patterns.</i>		
Principal 3	Downtown, adjacent neighborhoods and the riverfront will be the primary focus for revitalizations efforts.	<input checked="" type="checkbox"/> Concurrence <input type="checkbox"/> Inconsistent <input type="checkbox"/> Other
<i>The site is located within 2,000 feet of WVU's downtown campus and is surrounded by both new and older student housing stock.</i>		
Principal 4	Existing neighborhoods throughout the city will be maintained and/or enhanced.	<input checked="" type="checkbox"/> Concurrence <input type="checkbox"/> Inconsistent <input type="checkbox"/> Other
<i>The site is located in the Falling Run valley well below adjacent neighborhoods and has a physical buffer from those neighborhoods due to terrain and existing streets such as Stewart Street. Both ends of this section of Protzman Street have already experienced redevelopment and this project should blend with previously built improvements.</i>		

Principal 5	Quality design is emphasized for all uses to create an attractive, distinctive public and private realm and promote positive perceptions of the region.	<input checked="" type="checkbox"/> Concurrence <input type="checkbox"/> Inconsistent <input type="checkbox"/> Other
<i>The proposed development will match the styles of neighboring redevelopment efforts and promote the current efforts underway near the WVU Downtown campus to provide updated rental housing for students.</i>		
Principal 6	Development that integrates mixed-uses (residential, commercial, institutional, civic, etc.) and connects with the existing urban fabric is encouraged.	<input checked="" type="checkbox"/> Concurrence <input type="checkbox"/> Inconsistent <input type="checkbox"/> Other
<i>The PUD District is designed to promote flexibility to promote the land's most appropriate use. The existing urban fabric in the immediate area is predominantly residential rental housing and this project integrates well with that pattern.</i>		
Principal 7	Places will be better connected to improve the function of the street network and create more opportunities to walk, bike and access public transportation throughout the region.	<input checked="" type="checkbox"/> Concurrence <input type="checkbox"/> Inconsistent <input type="checkbox"/> Other
<i>The site is located at the edge of WVU's downtown campus and is accessible to the Mountain Line Transit's Purple route along Stewart Street and University Avenue. Connections from the site and utilization of sidewalks along Protzman Street to University Avenue will be significantly improved through higher density development and associated onsite pedestrian improvements.</i>		
Principal 8	A broad range of housing types, price levels and occupancy types will provide desirable living options for a diverse population.	<input checked="" type="checkbox"/> Concurrence <input type="checkbox"/> Inconsistent <input type="checkbox"/> Other
<i>The assembly of and redevelopment of dilapidating and functionally obsolete structures will serve to improve the quality, character, and age of the housing stock within the immediate area and at the edge of WVU's downtown campus.</i>		
Principal 9	Residential development will support the formation of complete neighborhoods with diverse housing, pedestrian-scaled complete streets, integrated public spaces, connection to adjacent neighborhoods, and access to transportation alternative and basic retail needs.	<input checked="" type="checkbox"/> Concurrence <input type="checkbox"/> Inconsistent <input type="checkbox"/> Other
<i>The scale of proposed development on the site will serve to significantly improve the quality, character, attractiveness, and livability of new student housing opportunities at the edge of campus and continue the pattern of redevelopment and rebirth of the student neighborhoods within the immediate area at higher residential densities consistent with the R-2 and R-3 Districts. Redevelopment will revitalize a deteriorating area and will provide for public infrastructure improvements including roadway enhancements, construction of sidewalks and/or pedestrian ways, stormwater management, etc. While the actual number of connections to the public realm are limited due to the site layout, the improvements listed should catalyze future investment in the immediate area.</i>		

-
- Principal 10 Parks, open space, and recreational areas are incorporated as part of future development. Concurrence
 Inconsistent
 Other

The proposed development includes roughly 26,000 square feet of open space. Most of that area is included in landscaping and perimeter areas, but the development does include 3,000 square feet of recreation area adjacent to Building B; an amenity seldom realized unless development is approved through the PUD process.

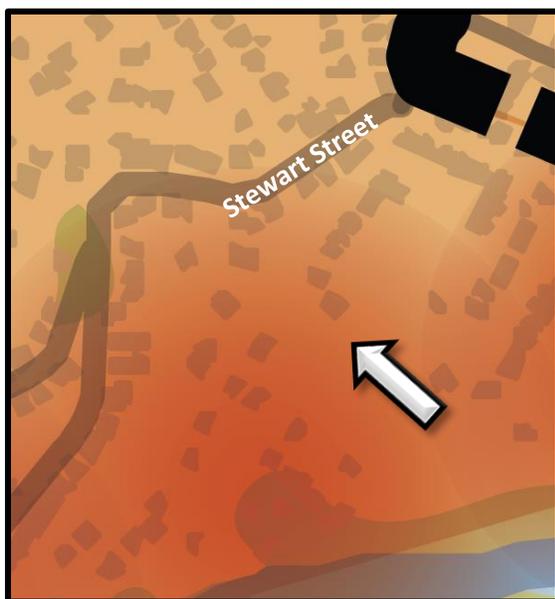
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- Principal 11 Environmentally sensitive and sustainable practices will be encouraged in future developments. Concurrence
 Inconsistent
 Other

The developer's goals and objectives concerning sustainable design and construction techniques and industry accepted best practices are not above and beyond industry accepted practices. Additional considerations have been shared with the developer for consideration.

LOCATION

Development proposals will be consistent with the Land Management Map. If the proposal applies to an area intended for growth, infill, revitalization, or redevelopment, then it should be compatible with that intent and with any specific expectations within Areas of Opportunity. If the proposal applies to an area of conservation or preservation, it should be compatible with and work to enhance the existing character of the immediate surroundings.

The following graphic is clipped from the **Conceptual Growth Framework Map** included on Page 19 of the 2013 Comprehensive Plan Update. The subject development site is located within the **“Encouraged Growth”** area.

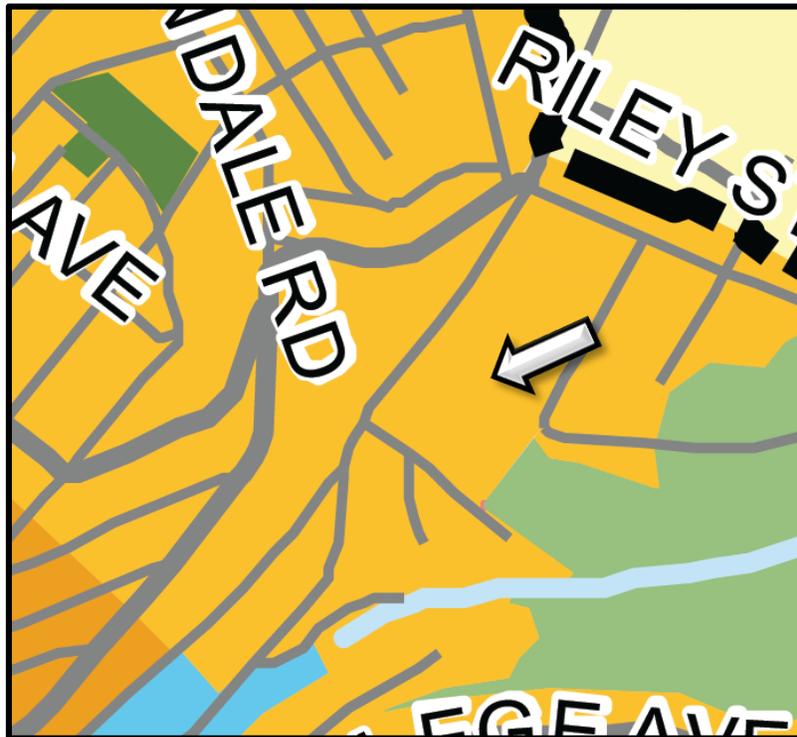


Encouraged Growth

**PATTERN
AND
CHARACTER**

Development proposals in growth areas will be consistent with preferred development types. Development in areas where growth is not intended should be compatible with the relevant Character Areas description and expectations for how those areas should evolve in the future.

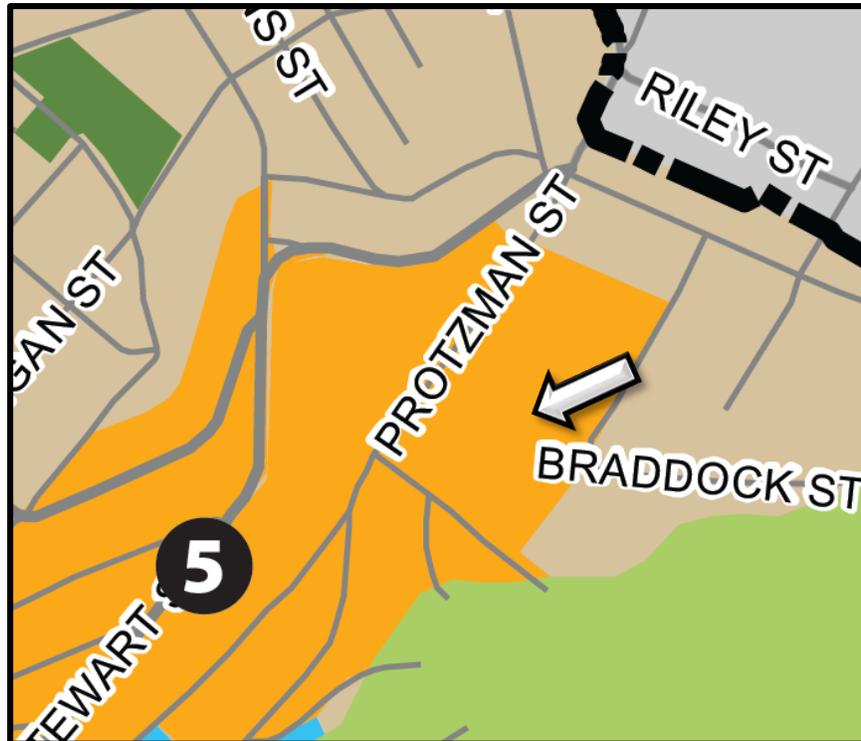
The following graphic is clipped from **Map 3 – Pattern and Character** included on Page 27 of the 2013 Comprehensive Plan Update. The subject development site is located within the “**Neighborhood 2**” pattern and character area.



Neighborhood 2. Neighborhood 2 is relatively lower density than neighborhood 1 with longer blocks and slightly larger lots. This district is primarily single-family residential but also includes some small-scale multi-family residential and commercial uses. The street pattern is generally a modified grid with more variety of block sizes, but still retaining a high degree of connectivity. The neighborhoods have multiple entry points with walkable access to transit, although many of these areas lack sidewalks. The multi-family buildings are either single-family structures that have been divided into multiple dwellings or small and isolated multi-unit buildings.



The following graphic is clipped from **Map 4 – Land Management** included on Page 39 of the the 2013 Comprehensive Plan Update. The subject development site is located within the “**Neighborhood Revitalization**” concept area.



Neighborhood Revitalization: Stabilization and reinvestment in existing neighborhoods that includes improvements to public and private buildings and infrastructure, and support for infill development, adaptive reuse and redevelopment that offers a mix of residential types and supporting uses.

The following graphics are clipped from Pages 41 through 43 of the 2013 Comprehensive Plan Update and identify the development types desired within the “Neighborhood Revitalization” concept area.

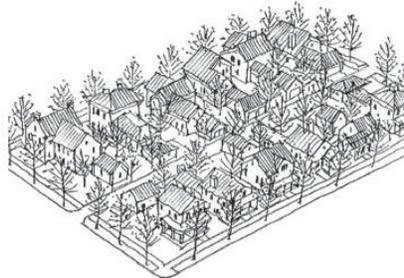
CONCEPT AREA	Appropriate Development Types											
	SF	TF	MF	C	NX	UC	CC	O	I	CD	OS	
 Neighborhood Revitalization	•	•	•	•	•							•

DEVELOPMENT TYPE DESCRIPTIONS

PATTERN AND CHARACTER EXAMPLES

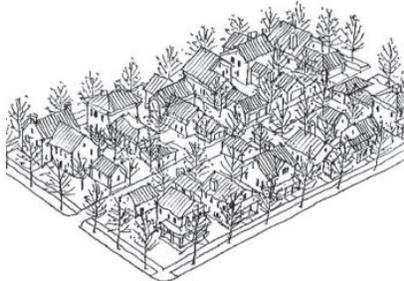
SF Single Family Residential

Detached 1-2.5 story residential structures each intended for one family. Densities range from six to twelve units per acre.



TF Two Family Residential

Detached structures that each contain two separate residential dwellings and townhouse dwelling types. May be built in a similar pattern as single-family structures and integrated in neighborhoods with other single-family structures and/or at the edge of single-family neighborhoods. Densities range from six to twenty units per acre.



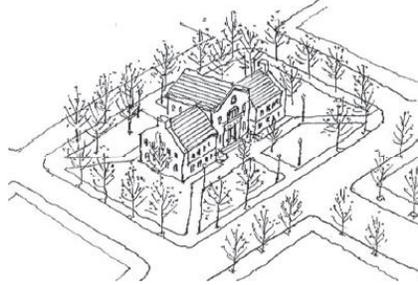
MF Multi-family Residential

Includes various forms such as apartment buildings where three or more separate residential dwelling units are contained with a structure and townhouse dwelling types. They vary considerably in form and density depending on the context – from four-story or larger buildings set close to the street in and at the edge of the downtown core and along major corridors, to smaller two- to four-story buildings with greater street setbacks in areas between the downtown core and single-family neighborhoods.



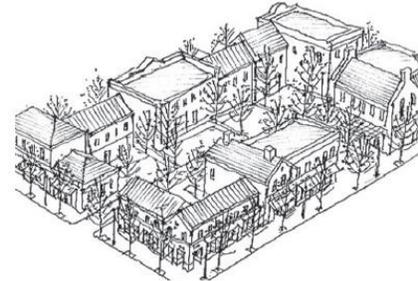
C Civic and Institutional

These sites include both public uses (government buildings, libraries, community recreation centers, police and fire stations, and schools) and semi-public or private uses (universities, churches, hospital campuses). Public uses should be strategically located and integrated with surrounding development. Civic and Institutional sites may be distinctive from surrounding buildings in their architecture or relationship to the street.



NX Neighborhood Center Mixed-Use

A mix of housing, office, commercial, and civic uses adjacent to one another or contained within the same structure (such as offices or apartments above ground-floor retail). Such uses should be compatible with and primarily serve nearby neighborhoods (within 1/2 mile). Parking should be located behind or to the side of buildings and may be shared between multiple uses.



OS Greenspace

Includes formal parks, recreation areas, trails, and natural open space.



**OBJECTIVES
AND
STRATEGIES**

Land Management

A. Goal

Efficient and attractive use of land resources that strengthens the quality, character, and upkeep of the built environment while balancing redevelopment and strategic expansion with open space preservation.

Objective 2. Promote strategic infill and redevelopment of underutilized or functionally obsolete areas.

LM 2.1 Identify and prioritize sites for infill and redevelopment.

LM 2.3 Develop incentives to encourage the consolidation of parcels for redevelopment.

LM 5.2 Permit higher density development in areas that are well-supported by existing or planned transportation infrastructure or transit services.

**OBJECTIVES
AND
STRATEGIES**

Neighborhoods and Housing

A. Goal

Attractive, well-maintained neighborhoods that offer a broad mix of desirable housing options and convenient access to services and amenities.

Objective 4. Promote the development of a broad range of housing types and prices.

NH 4.1 Provide incentives to developers to encourage development of alternative housing types (i.e. higher density, live-work, mixed-use) in designated growth areas.

Appendix A

Resource Documents

1. Areas for Future Study

The following table and accompanying map identify areas for future study throughout the City of Morgantown. These areas are places where the existing zoning does not align with the existing land uses or the existing pattern of development. It may also be an area where the existing zoning is not compatible with, or does not fully support the desired future of the area as indicated in the Comprehensive Plan's Land Management Map. These areas require further land use and development study by the Planning Commission to enable zoning map amendment and/or zoning text amendment recommendations to City Council that will advance the goals, objectives, strategies, and consistency principles of this Comprehensive Plan Update.

MAP NUMBER	CURRENT ZONING	GENERAL DESCRIPTION	OBSERVATIONS
4	R-1A and R-2	Protzman, Glenn, and Van Gilder Streets; adjoins the Wiles Hill / Highland Park Neighborhoods	<p>Current single-family residential zoning does not reflect existing uses, existing development patterns, or future potential.</p> <p>Considerations for future study:</p> <ul style="list-style-type: none"> Permitting of higher densities to match surrounding development.




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STAFF REPORT ADDENDUM D

RZ15-06 / Stan Corp / Glenn Ridge Apartments

The following restates Article 1357.05 “Review Considerations” for PUD, Planned Unit Development Districts. Each objective is followed by Staff’s evaluation in *italics*.

1357.05 REVIEW CONSIDERATIONS.

In their consideration of a Planned Unit Development Outline Plan, the Planning Director in his report to the Municipal Planning Commission, the Municipal Planning Commission in their recommendation to City Council, and the City Council in its decision, shall evaluate the project in light of as many of the following objectives as may be relevant to the specific proposal:

-
- (A) The extent to which the Planned Unit Development meets the purposes of the Zoning Ordinance, the Comprehensive Plan, and any other adopted planning objectives of the City of Morgantown.
-

Addendum A of this Staff Report illustrates the contextual relationship between the subject PUD site and surrounding zoning districts and existing land uses. Of particular note is that approximately 33% of the land area within the immediate area of the PUD site is currently multi-family dwellings and approximately 61% of the land area is occupied by registered rental units or parking serving rental units. Addendum C of this Staff Report responds to how the proposed PUD is in concurrence with the 2013 Comprehensive Plan’s land management principles; identifies the site as being located within an “Encouraged Growth” area and a “Neighborhood Revitalization” concept area; and, identifies how the proposed PUD supports several land management goals, objectives, and strategies.

- (B) The extent to which the proposed plan meets the requirements, standards, and stated purpose of the Planned Unit Development regulations.
-

The proposed Outline Plan exceeds application submittal requirements and includes the majority of Development Plan submittal requirements; the purpose of which is to aid and support the Planning Commission’s delegation of Development Plan review and approval to Staff. The petitioner appears to have well addressed each of the nine (9) anticipated advantages in the Outline Plan beginning on Page 5 of 35.

- (C) The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including but not limited to, the density, dimension, bulk, use, required improvements, and construction and design standards and the reasons why such departures are or are not deemed to be in the public interest.
-

The proposed PUD Outline Plan does not depart from subdivision regulations. The proposed PUD Outline Plan appears to follow density, dimension, bulk, use, improvements, and construction and design standards most similar to those set forth for the R-3, Multi-Family Residential District. The proposed PUD Outline Plan’s departure from the existing R-1A District development standards appears to be consistent with the Comprehensive Plan’s “Encourage Growth” and “Neighborhood Revitalization” objectives, particularly when considering existing zoning classifications and existing land uses within the immediate area.

- (D) The proposal will not be injurious to the public health, safety, and general welfare.
-

The proposed PUD appears to be consistent with the Comprehensive Plan’s land management principles, goals and objectives for the immediate area. Additionally, several plan implementation strategies are reflected in and supported by the proposed PUD Outline Plan.

-
- (E) The physical design of the Planned Unit Development and the extent to which it makes adequate provision for public services, provides adequate control over vehicular traffic and promotes alternative forms of transportation, provides for and protects designated permanent open space, and furthers the amenities of urban ambience, light and air, recreation and visual enjoyment.
-

The proposed access to the site has been planned to restrict vehicular trip generation to Protzman Street thereby ensuring no additional traffic will result on Vangilder Street and Keyser Street where lower density single- and two-family dwelling units exist. The site is located at the edge of WVU's downtown campus and is accessible to the Mountain Line Transit's Purple rout along Stewart Street and University Avenue. Connections from the site and utilization of sidewalks along Protzman Street to University Avenue will be significantly improved through higher density development and onsite pedestrian improvements. The proposed Outline Plan appears to exceed minimum PUD natural and improved open space requirements and the scale and massing of the buildings appears to be consistent with adjoining and nearby multi-family development. The Outline Plan's design layout with proposed building masses and the center parking area should adequately buffer noise from the development into the surrounding neighborhood. Additionally, emergency response vehicle maneuvering has been modeled to ensure access.

- (F) The relationship and compatibility of the proposed plan to the adjacent properties and neighborhood, and whether the proposed plan would substantially interfere with the use or diminish the value of adjacent properties and neighborhoods.
-

Addendum A of this Staff Report illustrates the contextual relationship between the subject PUD site and surrounding zoning districts and existing land uses. Of particular note is that approximately 33% of the land area within the immediate area of the PUD site is currently multi-family dwellings and approximately 61% of the land area is occupied by registered rental units or parking serving rental units.

- (G) The desirability of the proposed plan to the City of Morgantown's physical development, tax base and economic well-being. At the discretion of the Planning Commission and City Council, special consideration in the form of increased development flexibility may be given to projects that are intended to rehabilitate or replace dilapidated areas, brownfields, or other areas of general visual or economic blight. Such special consideration shall not be granted to projects intended for construction on lands that consist of 60 percent or more previously undeveloped lands.
-

Although special consideration of increased development flexibility does not appear warranted in terms of removing blighting and/or brownfields conditions, the existing structures on the development site appear to have become functional obsolete given surrounding development patterns, deferred maintenance, and diminished market interest in new detached single-family structures on the subject site. The proposed Outline Plan appears to be consistent with the uses, massing, and scale characteristics within the immediate area.

- (H) The proposal will not cause undue traffic congestion, and can be adequately served by existing or programmed public facilities and services.
-

The traffic study found that the amount of vehicular traffic projected to be added to the street network by the proposed development is negligible and traffic analysis demonstrates that the proposed development will not have an adverse impact on the street network.

- (I) The proposal preserves significant ecological, natural, historical, and architectural resources to the extent possible.
-

No such resources on the subject site have been identified by the developer or Staff.

-
- (J) The proposal will enhance the appearance, image, function, and economic sustainability of the community at large.
-

The subject site and the proposed residential use and density appears to be consistent with the 2013 Comprehensive Plan's land management principles and "Encouraged Growth" and "Neighborhood Revitalization" objectives. It has been well reported that the University's continued enrollment growth and retention objectives result in a high level of market interest and demand for the delivery of new rental housing stock within close proximity to university campuses. Although the proposed PUD results in a reduction of R-1A District land area within the City, the subject site is strategically situated between the downtown campus, where hundreds of millions of dollars has been invested over the last several years to modernize and expand academic facilities, and the Wiles Hill – Highland Park Neighborhood, where the City has remained committed to protecting the predominantly single-family area through the creation of the R-1A District in the mid-1990's, the acquisition and transformation of the former Wiles Hill School into a senior and community center, traffic calming improvements, its partnership with the Fairmont-Morgantown Housing Authority to purchase-rehab-resell homes with owner-occupancy deed restrictions, the reduction in the number of unrelated occupants permitted within dwelling units, and the establishment of a permit parking district.

- (K) Projects which are designed to a more human scale, support multi-modal transportation options, preserve useful open space, provide significant amenities to residents, and incorporate architectural detailing, massing and scale that is consistent with historical community norms shall have a significant advantage in the review process over those that merely seek to maximize inappropriate forms of density, circumvent customary development standards, or promote a pattern of development that can be generally recognized as "urban sprawl," as defined in the definition section of the zoning ordinance. Projects that fail to achieve these objectives will likely result in a recommendation for denial by the Planning Director and/or Planning Commission.
-

The proposed PUD will not contribute to "urban sprawl." The site furthers the Comprehensive Plan's parcel consolidation and infill development objectives within "Encouraged Growth" and "Neighborhood Revitalization" areas. The proposed higher density development is in an area that is well-supported by existing transportation infrastructure and transit services. The proposed density, scale, and massing is consistent with by-right development patterns set forth in the R-3 District.

- (L) The proposal makes reasonable accommodations in housing, recreational amenities, and pedestrian facilities for individuals with disabilities.
-

The proposed development will increase the supply of housing accessible to persons with disabilities supported by accessible parking spaces.

- (M) The proposal dedicates and provides a percentage of the total number of dwelling units to be offered at sale or rental prices deemed affordable to individuals of low and moderate income, as defined by the U.S. Department of Housing and Urban Development. Generally, between 3 to 5 percent of all units should meet this goal.
-

Dedicating a percentage of the proposed units as affordable is not proposed.

- (N) For PUD's containing only residential uses, clustering of units should be utilized (and may be required by the City) in order to preserve meaningful open space and/or recreational amenities for the residents. In addition, such projects shall be required to provide a mixture of different dwelling types and sizes. Examples of dwelling types include townhouses, row houses, patio homes, zero lot line houses, single-family detached housing, apartments, duplexes, condominiums, etc.
-

Of the 49 proposed dwelling units, 8 units are two-bedroom and the rest are one-bedroom units. The configuration and geometry of the site may challenge design incorporation of various dwelling types. It should be noted the housing stock within the immediate area appears to be very diverse and includes owner-occupied single-family dwellings and for-rent single-, two-, and multi-family dwelling units.

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Meeting Notes

Purpose: Glenn Ridge Apartments PUD Ward Meeting

Date: 6/2/2015

Time: 6:00 PM

Place: Wiles Hill Community Center

Prepared by: C. Fletcher, S. Hollar, C. Parsons

Stan Corp was represented by Merlin Stanczyk, David Robertson, and Stephanie Jano. City Administration was represented by Chris Fletcher and Stacy Hollar and Chet Parson, AECOM. The attendee sign-in sheet is attached hereto.

C. Fletcher opened the presentation with introductions and an explanation of the Planned Unit Development process. S. Jano presented development program details referring to several site and elevation drawings.

The following notes generally characterize the comments, questions, and/or concerns expressed by the PUD Ward Meeting attendees.

- Will the development result in an increase in traffic volume and congestion; particularly through the intersection at Protzman, Stewart, Hoffman, Vangilder.
- How will the development benefit the community.
- There is not enough visitor parking (13 spaces). Can visitors use any excess parking spaces around the development in addition to those identified along the entrance?
- There is an over emphasis on proposed bike racks as students do not ride bicycles and walk.
- How will the building be managed and what types of security will provided? Who handles maintenance on a long-term basis?
- Will transportation services be provided similar to other higher density apartments such as a shuttle to campus or other destinations?
- Stormwater management and potential problems are a concern.
- The market needs more single-family homes and less construction of multi-family housing for students; the site should stay R-1A so affordable single-family homes can be constructed.
- Land costs nears university campuses are an obstacle to constructing lower density housing for permanent residents – more focus is needed on starter homes for younger families and non-tenured faculty at WVU.
- The Wiles Hill – Highland Park Neighborhood has been overrun by students and the City is not helping to protect the neighborhoods.

- Are there any decks/patios or personal outside spaces for each of the units?
- How is it determined that this type of development is a need for the community?
- Can young professionals and other non-students live there?
- What is the likelihood that the plans as presented will change between now and construction?

Fletcher fielded several questions concerning the development and City policies, practices, and investments. Attendees were asked to view the drawings that were displayed and discuss specific questions/concerns one-on-one with Stan Corp and City representatives.

The meeting ended at approximately 7:30 PM.

Glen Ridge Apartments

PUD

6/2/15

Sign In

William Blosser

Jennie Simmons

CHET PARSONS

Jan Linn

Larry W. Wood / Ray W. Wood

Lois Kovac

S. Shinn

Bill Kawecky

Eda Fogetta

Carol Pyles

Janessa Pyles

Mike & Enna Casazza

FRANK SCAFFELLA

William Burton



Ann Dacey

Wes Nugent

Nicole Panaccio



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
	GAINTSVILLE	MD	21536
		Mobile:	814-442-0846
		Email:	STANCZYK16@gmail.com

II. AGENT / CONTACT INFORMATION			
Name:	David Robertson		Phone: 301-895-8064
Mailing Address:	Street	160 Miner Hickory Road	
	City	State	Zip
	GAINTSVILLE	MD	21536
		Mobile:	814-442-0846
		Email:	STANCZYK16@gmail.com
Mailings –	Send all correspondence to (check one): <input type="checkbox"/> Applicant OR <input checked="" type="checkbox"/> 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		
<p>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.</p>		
DAVID ROBERTSON		4/30/15
Type/Print Name of Applicant/Agent	Type/Print Name of Applicant/Agent	Date

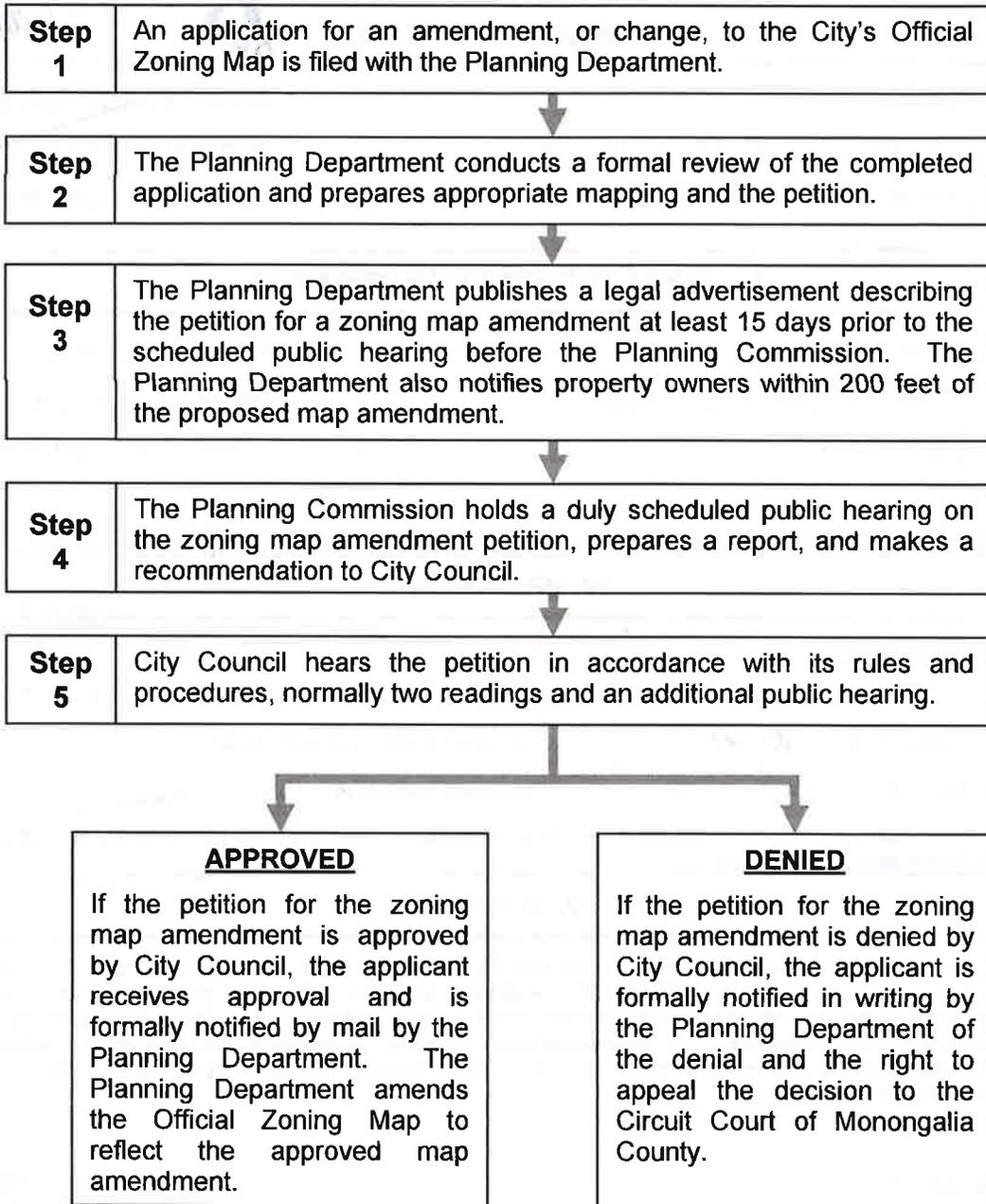
Zoning Map Amendment Fee - \$75 *CK 12195*



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



Glenn Ridge Apartments

Planned Unit Development

Outline Plan

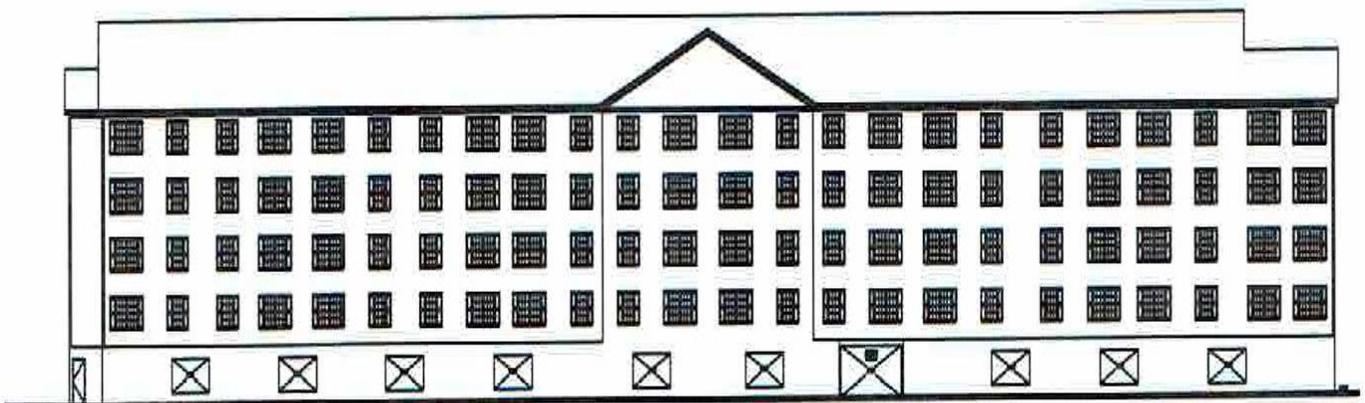
Prepared for

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.

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

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

Glenn Ridge Apartments Outline Plan

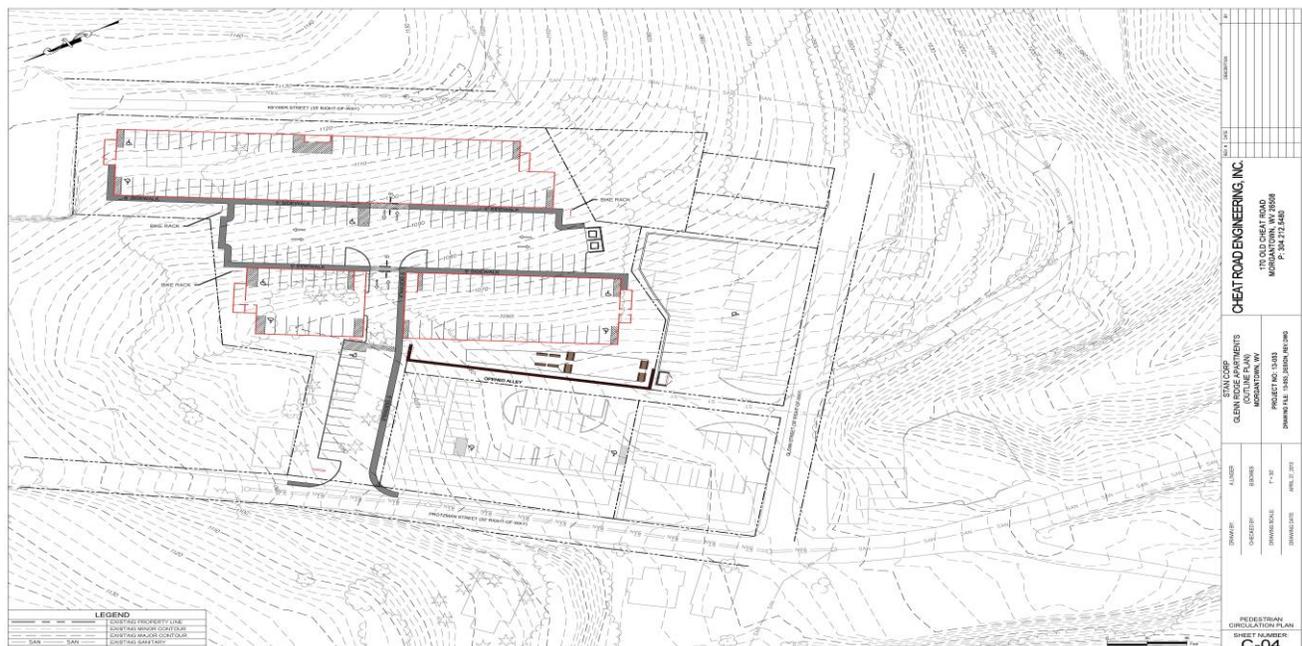
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lowest traffic times possible for the least interference and increased safety. Any portions of Protzman Street that are disturbed by this construction project will be repaired and/or rebuilt according to the requirements of the City of Morgantown.

Fire trucks will use Protzman Street to enter and exit Glenn Ridge Apartments and access the three buildings located on the site. Once onsite, the interior "T" shape of the interior aisle or driveway design is intended for ease in navigating by any size fire truck required. The development and design team will continue to review plans with the Morgantown Fire Department in an effort to meet their needs and provide safe emergency access to the site and buildings.

Sidewalks and Pedestrian Pathways

Currently there are no sidewalks on this site. New sidewalks will be constructed to allow accessibility and adequate safety measures and promote walking as an alternative form of transportation for the residents and visitors to Glenn Ridge Apartments. Curb cuts at crosswalks will have truncated domes and ramps for ease of access and awareness.



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.)

Glenn Ridge Apartments
Planned Unit Development
Outline Plan

ADDENDUMS
PICTURES,
TRAFFIC STUDY,
ETC.















