MORGANTOWN PLANNING COMMISSION

June 11, 2015
6:30 PM
City Council Chambers

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Bill Kawecki, City Councilor

Development Services
Christopher Fletcher, AICP
Director

Planning Division

389 Spruce Street
Morgantown, WV 26505
304.284.7431

STAFF REPORT

CASE NO: S15-07-III / Grant Avenue, LLC / 400 block of Grant Avenue

REQUEST and LOCATION:

Request by Doug Warden, on behalf of Grant Avenue, LLC, for Type III Development of Significant Impact Site Plan approval in the 400 block of Grant Avenue.

TAX MAP NUMBER(s) and ZONING DESCRIPTION:

Tax Map 19, Parcels 90 thru 95; R-3, Multi-Family Residential District

SURROUNDING ZONING:

R-3, Multi-Family Residential District

BACKGROUND:

The petitioner seeks to construct one (1) principal structure that will include a total 94 dwelling units with a total of 183 occupants. Addendum A of this report illustrates the location of the subject site along with a general massing study of the proposed development in relation to the surrounding built environment.

Attached hereto is a detailed Planning and Zoning Code Conformity Report dated 21 MAY 2015, which identifies whether or not the subject development meets related P&Z Code requirements; whether additional information is required; and, required P&Z approvals by the Planning Commission and the Board of Zoning Appeals (BZA).

Proposed Development Program

The following generally summarizes the proposed development program illustrated in the petitioner's application documents.

- The subject development site includes Parcels 90, 91, 92, 93, 94, and 95 of Tax Map 19. It is unclear whether or not the development site also includes Parcel 211 of Tax Map 15. A proper site plan must be submitted to clearly identify the boundaries of the proposed development site.
- The proposed development site includes several parcels where previous structures have been razed and removed including 409, 411, 415, 419, 423, and 427 Grant Avenue.
- The proposed development includes one (1) principal structure that contains seven (7) levels of dwelling units and common space above two (2) decks of parking.
- The dwelling unit mix is 89 two-bedroom units and 5 one-bedroom units for a total of 94 dwelling units and 183 occupants.

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- The proposed parking program provides 95 parking spaces that includes 16 surface parking spaces accessed directly from the rear alley; 38 spaces on Parking Level 1; and, 41 spaces on Parking Level 2.
- The zoning classification for the subject development site is R-3, Multi-Family Residential District and the SCOD, Sunnyside Central Overlay District.

Required Planning and Zoning Code Approvals

Pages 15 and 16 of the attached Conformity Report dated 21 MAY 2015 identifies the P&Z approvals required for the development as proposed, which includes a Development of Significant Impact Site Plan, a Minor Subdivision, a Conditional Use, and seven (7) Variances.

It should be noted that the petitioner is still exploring retaining and foundation wall design and cost alternatives. Final design selection will have a direct effect on the type of landscaping materials that can be planted at the site; particularly along Grant Avenue. As such, a final Landscape Plan is forthcoming and Staff includes a related condition in its recommendations below.

ANALYSIS:

Comprehensive Plan Concurrence

As recommended in Chapter 9 "Implementation" of the 2013 Comprehensive Plan Update, Addendum B 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. Staff encourages the Planning Commission to review the Comprehensive Plan for guidance as Addendum B is not intended to represent a complete comparative assessment.

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.

The 2013 Comprehensive Plan identifies the subject parcel as a part of the "Encouraged Growth" and "Neighborhood Revitalization" general concept area, which provides for the:

> "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."

It appears that the proposed development is in general concurrence with the Plan's principles for land management and encouraged growth objectives and furthers the following plan implementation strategies:

- 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 2.6 Prioritize capital improvements near infill or redevelopment sites to encourage private investment.

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

STAFF RECOMMENDATION:

Chapter 3 "Land Management" of the 2013 Comprehensive Plan Update provides that it will be consulted for any development proposal based on the following steps (see Page 33 of the Comprehensive Plan).

1. Intent. Development proposal will reflect the spirit and values expressed in the principles (statements of intent) on Pages 34-37.
2. Location. Development proposals will be consistent with the Land Management Map (Page 39). 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 with Areas of Opportunity (Pages 44-48). 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.
3. Pattern and Character. Development proposal in growth areas will be consistent with the preferred development types described on Pages 39-41. Development in areas where growth is not intended should be compatible with the relevant Character Area description (Pages 26-32) and expectation for how those areas should evolve in the future.

Should the Planning Commission find that the proposed development supports the intent, location, and pattern and character goals and objectives of the Comprehensive Plan, Staff recommends the following conditions be included in the DSI Site Plan approval for Case No. S15-07-III:

1. That minor subdivision approval must be granted combining Parcels 90 thru and including 95 of Tax Map 19 prior to the issuance of any development related building permits.
2. That requisite conditional use and variance approvals identified herein must be granted by the Board of Zoning Appeals.
3. That, to the satisfaction of the Planning Division, the final Landscape Plan must be submitted, reviewed and approved and variance relief granted, if required, prior to the issuance of any development related building permits.
4. That, to the satisfaction of the City Engineer, the development of a requisite sidewalk along the Grant Avenue frontage must be designed and constructed in a manner that continues pedestrian-scaled public improvements along Grant Avenue between Campus Drive and the 4th Street right-of-way.
5. That, to the satisfaction of the City Engineer, the alley at the rear of the development site must be improved to enhance vehicular access safety and efficiency to the rear of the development site.

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6. That, to the satisfaction of the City Engineer, a Transportation Route Plan and Transportation Route Protection Agreement must be approved and executed prior to the issuance of any development related building permits.

7. That, to the satisfaction of the City's Chief Building Code Official, the development must meet all applicable federal Fair Housing and Americans with Disabilities Act standards.

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STAFF REPORT ADDENDUM A

S15-07-III / Grant Avenue, LLC / 400 block of Grant Avenue

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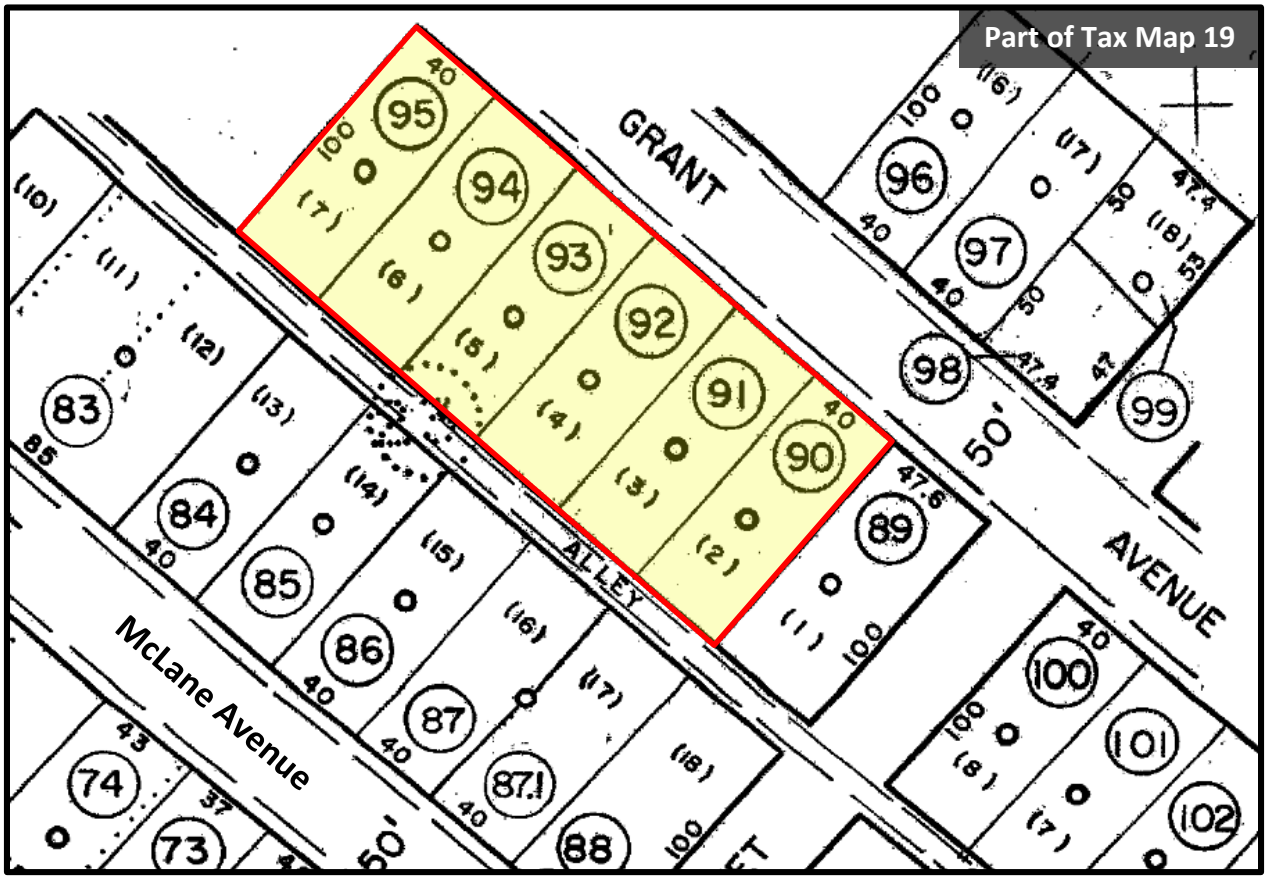

STAFF REPORT ADDENDUM A

S15-07-III / Grant Avenue, LLC / 400 block of Grant Avenue

NOT TO SCALE – FOR ILLUSTRATION PURPOSES ONLY

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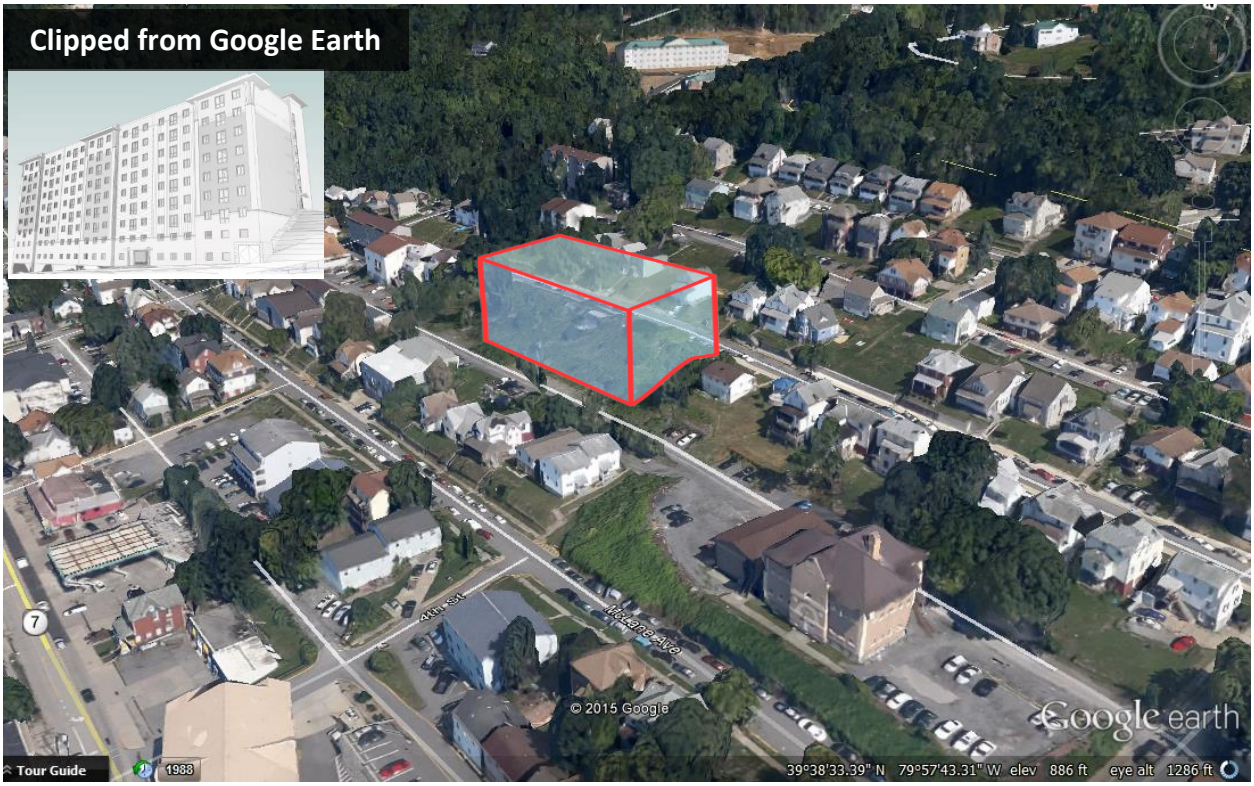
S15-07-III / Grant Avenue, LLC / 400 block of Grant Avenue



NOT TO SCALE – FOR ILLUSTRATION PURPOSES ONLY

STAFF REPORT ADDENDUM B

S15-07-III / Grant Avenue, LLC / 400 block of Grant Avenue

Concurrence with the 2013 Comprehensive Plan Update

The following narrative identifies where, in the opinion of the Planning Division, the subject development of significant impact 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

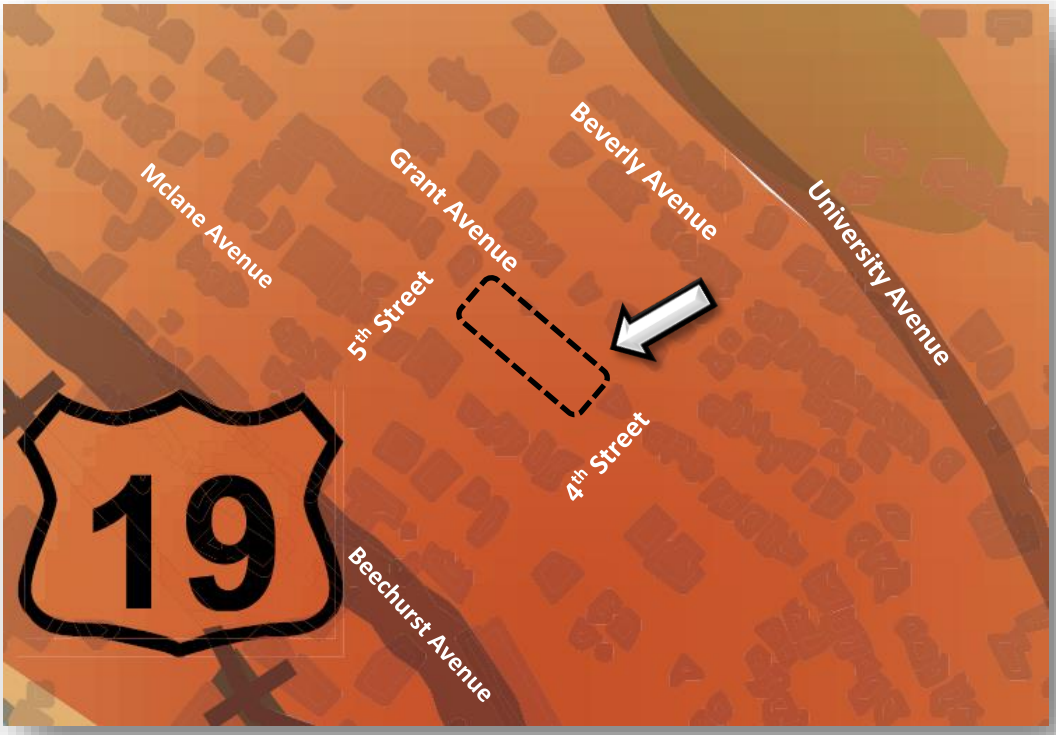
Principal 1	Infill development and redevelopment of underutilized and/or deteriorating sites takes priority over development in green field locations at the city's edge.	☒ Concurrence ☐ Inconsistent ☐ Other
	The dilapidated and functionally obsolete converted single-family residential structures that once stood on the subject development site were razed and removed over the last few years.	
Principal 2	Expansion of the urban area will occur in a contiguous pattern that favors areas already served by existing infrastructure.	☒ Concurrence ☐ Inconsistent ☐ Other
	The proposed development does not represent an expansion of the urban area but rather an increase in density within the urban core and appears to be well served by existing public and utility infrastructure.	
Principal 3	Downtown, adjacent neighborhoods and the riverfront will be the primary focus for revitalizations efforts.	☒ Concurrence ☐ Inconsistent ☐ Other
	The development site is situated in the heart of the predominantly student Sunnyside Neighborhood, which is within the "Encouraged Growth" and "Neighborhood Revitalization" concept areas.	
Principal 4	Existing neighborhoods throughout the city will be maintained and/or enhanced.	☒ Concurrence ☐ Inconsistent ☐ Other
	The proposed development appears to follow a trend toward high-rise residential densities within the Sunnyside Neighborhood and should serve as an opportunity to, in part, relieve studentification pressures on lower density, owner-occupied neighborhoods adjoining university campuses.	

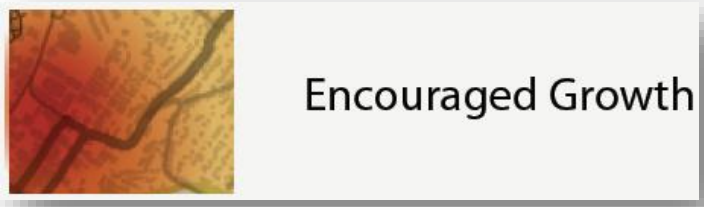
Principal 5	Quality design is emphasized for all uses to create an attractive, distinctive public and private realm and promote positive perceptions of the region.	☒ Concurrence ☐ Inconsistent ☐ Other
	The proposed development appears to incorporate design elements of recently constructed higher density residential development within the Sunnyside Neighborhood including vertical articulation and a mix of different cladding materials.	
Principal 6	Development that integrates mixed-uses (residential, commercial, institutional, civic, etc.) and connects with the existing urban fabric is encouraged.	☐ Concurrence ☐ Inconsistent ☒ Other
	Mixed residential and nonresidential uses are not included in the proposed development program. However, the increase in residential density should serve to aid in supporting new commercial development along University Avenue. Market absorption of nonresidential leasable tenant space and the economic viability of retail offerings at the proposed site is uncertain.	
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.	☒ Concurrence ☐ Inconsistent ☐ Other
	The site is located in the heart of the Sunnyside Neighborhood, which is well served by connections to walking/biking, Mountain Line Transit, and WVU's PRT. Utilization of alternate modes of transport will be enhanced through the delivery of higher residential densities within the immediate area.	
Principal 8	A broad range of housing types, price levels and occupancy types will provide desirable living options for a diverse population.	☐ Concurrence ☐ Inconsistent ☒ Other
	Although diversification of the predominantly student neighborhood will not be furthered by the proposed development, the number of units accessible to persons with disabilities will be increased with its delivery. Additionally, the desirability of quality new housing stock should further the attractiveness of the neighborhood to students desiring to live in the Sunnyside Neighborhood.	
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.	☒ Concurrence ☐ Inconsistent ☐ Other
	Sunnyside is arguably one of the most integrated areas of the City in terms of alternate transport connections for residents to access primary destinations. Specifically, the neighborhood is located between the University's Downtown, Law, and Evansdale Campuses and is well served by a road and sidewalk grid network, is in close proximity to various commercial nodes, and is well served by Mountain Line Transit and WVU's PRT systems. The proposed development will serve to extend sidewalk, public realm, and right-of-way improvements that have been delivered along Grant Avenue between Campus Drive and the 4th Street right-of-way.	

Principal 10	Parks, open space, and recreational areas are incorporated as part of future development.	☐ Concurrence ☐ Inconsistent ☒ Other
	Passive or active recreational facilities or natural or improved open space are not included in the proposed development program.	
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 have not been fully developed.	

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.

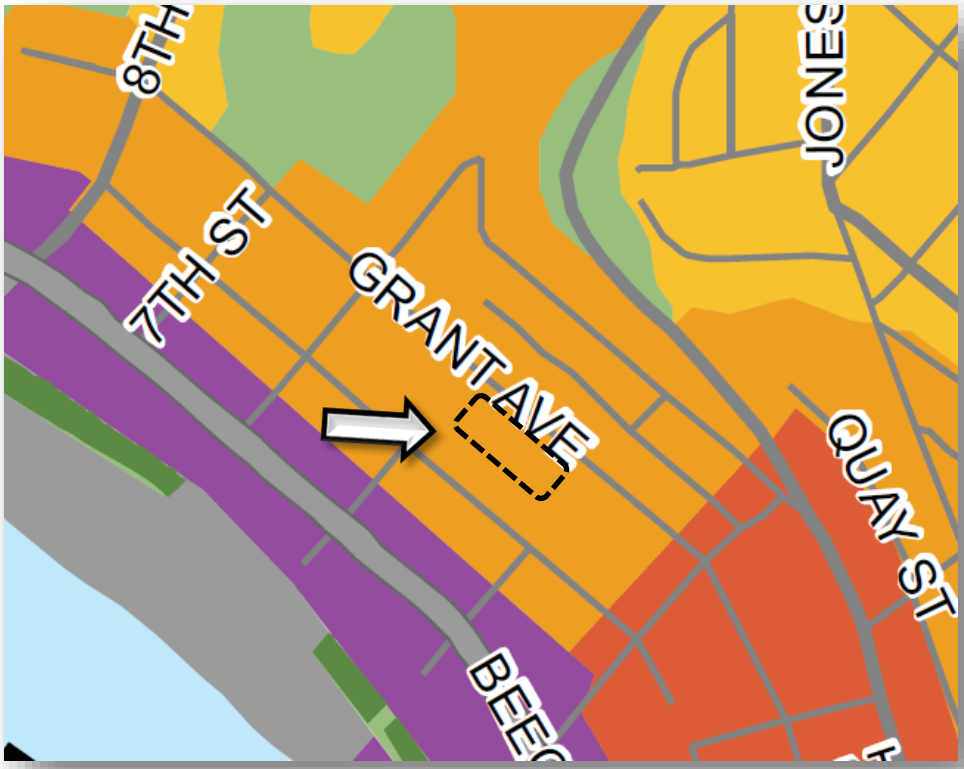
The following graphic is clipped from the **Conceptual Growth Framework Map** included on Page 19 of the 2013 Comprehensive Plan Update. The subject development site is located within the **"Encouraged Growth"** area.





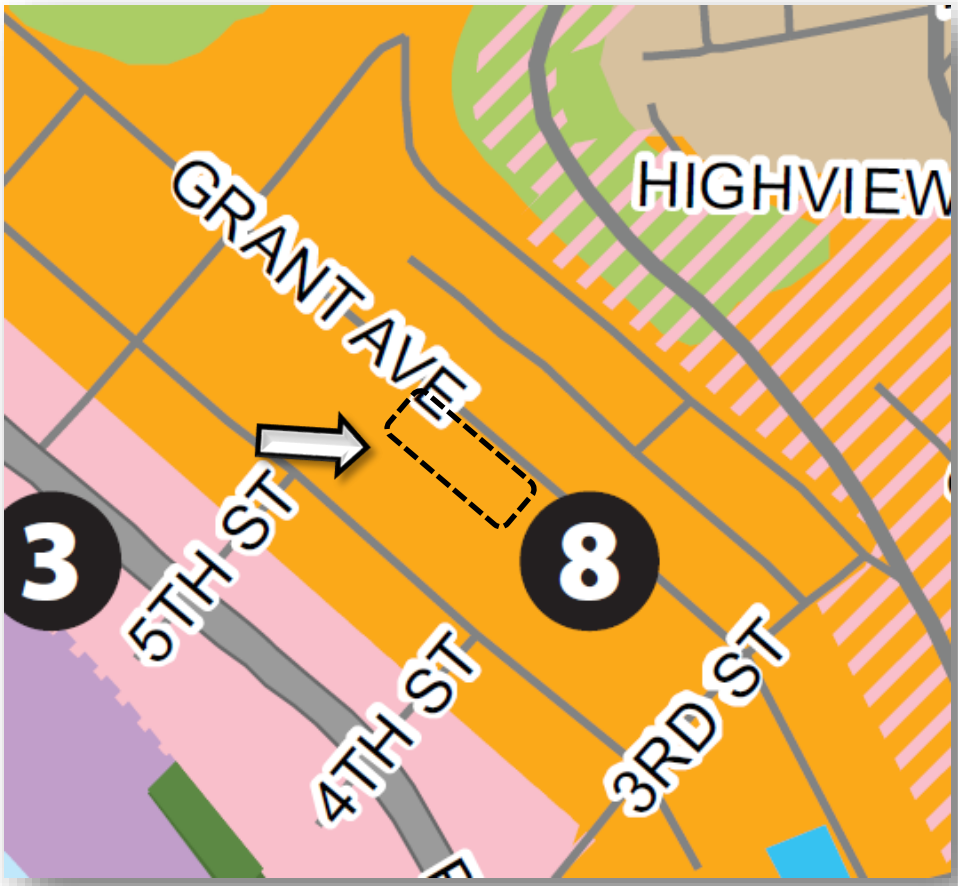
PATTERN AND CHARACTER	Development proposals in growth areas will be consistent with preferred development types. Development in areas where growth is not intended should be compatible with the relevant Character Areas description and expectations for how those areas should evolve in the future.

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 1"** pattern and character areas.



Neighborhood 1. Neighborhood 1 includes the oldest residential areas in the city surrounding Downtown and WVU's campus. It encompasses most of the city's historic neighborhoods as well as areas dominated by student renters. This neighborhood type has the highest density of buildings on the smallest lots. The district contains a mix of housing types ranging from older single family homes to four-six unit apartment buildings to newly constructed multi-story apartment buildings – often with multiple housing types in the same block. Small-scale commercial or civic uses are also integrated into the neighborhood fabric. The blocks are small and generally follow a grid street pattern. This is the most walkable neighborhood area.

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 areas.



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.

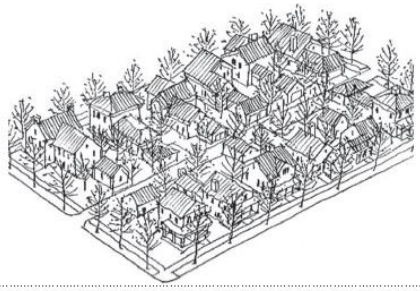
The following graphics are clipped from Pages 41 through 43 of the 2013 Comprehensive Plan Update and identify the development types desired within the "**Core Enhancement**" concept area.

Appropriate Development Types

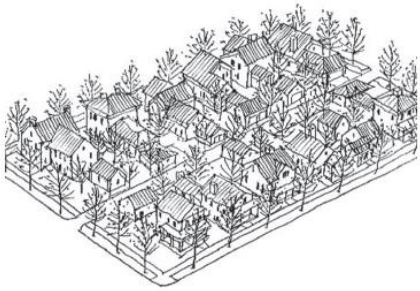
CONCEPT AREA	SF	TF	MF	C	NX	UC	CC	O	I	CD	OS
Neighborhood Revitalization	•	•	•	•	•						•

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.



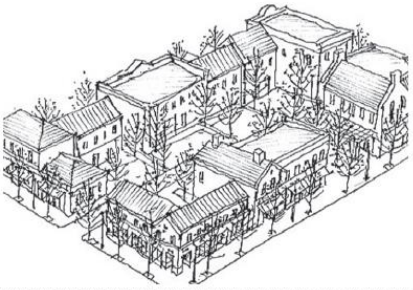
MF **Multi-family Residential**
Includes various forms such as apartment buildings where three or more separate residential dwelling units are contained with a structure and townhouse dwelling types. They vary considerably in form and density depending on the context – from four-story or larger buildings 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.

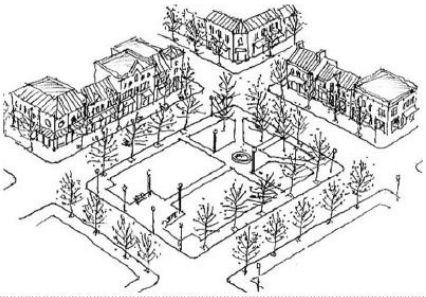
NX **Neighborhood Center Mixed-Use**

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 2.6 Prioritize capital improvements near infill or redevelopment sites to encourage private investment.

Objective 3. Facilitate the creation of residential areas with strong neighborhood qualities.

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.

PLANNING AND ZONING CODE CONFORMITY REPORT

Planning Division

"Grant Avenue Apartments" by Grant Ave, LLC

The following information identifies Planning and Zoning (P&Z) Code provisions related to the above referenced contemplated development. Plans reviewed herein were prepared by Omni Associates Architects (dated 01 MAY 2015) and Cheat Road Engineering (dated 30 APR 2015 and submitted to the Planning Division on 01 MAY 2015. The purpose of this review is to identify whether or not the subject development meets related P&Z requirements; whether additional information is required; or, whether variance(s) and/or conditional use approval(s) are necessary.

CONTEMPLATED DEVELOPMENT PROGRAM

- The subject development site includes Parcels 90, 91, 92, 93, 94, and 95 of Tax Map 19. It is unclear whether or not the development site also includes Parcel 211 of Tax Map 15. A proper site plan must be submitted to clearly identify the boundaries of the proposed development site.
- The proposed development site includes several parcels where previous structures have been razed and removed including 409, 411, 415, 419, 423, and 427 Grant Avenue.
- The proposed development includes one (1) principal structure that contains seven (7) levels of dwelling units and common space above two (2) decks of parking.
- The dwelling unit mix is 89 two-bedroom units and 5 one-bedroom units for a total of 94 dwelling units with a total of 183 occupants.
- Contemplated parking programming includes 16 surface parking spaces accessed directly from the rear alley; 38 spaces on Parking Level 1; and, 41 spaces on Parking Level 2. The total number of contemplated parking spaces is 95.
- The zoning classification for the subject development site is R-3, Multi-Family Residential District and the SCOD, Sunnyside Central Overlay District.

SUMMARY OF CONFORMITY OBSERVATIONS

Planning and Zoning Code Reference	
Conformity (Y, **N**, **TBD**)	Planning and Zoning Code standard (either verbatim or paraphrased).
	Conformity review observations. Required approvals noted in **bold highlighted (yellow) font**.

R-3, MULTI-FAMILY RESIDENTIAL DISTRICT

1339.02 Permitted and Conditional Uses	
Y	"Multi-Family Dwellings" are permitted by-right in the R-3 District [Article 1331.05].

1339.03 Lot Provisions	
Y	(A) Minimum lot size – 4,000 sq. ft. NOTE – Minor Subdivision approval will be required to combine the several parcels that comprise the development site.
Y	(B) Minimum lot frontage – 40 ft.
Y	(C) Maximum lot coverage – 60%. The proposed lot coverage appears to be approximately 46.4%

1339.04 Setbacks			
	Provision	Requirement	Proposed (approx.)
Y	(A)(1) Minimum Front	10 ft.	11 ft.
Y	(A)(2) Maximum Front	20 ft.	11 ft.
Y	(A)(3) Minimum Side	5 ft.	14 ft. (east) 73 ft. (west)
Y	(A)(4) Minimum Rear	20 ft.	22 ft.
N/A	(B) Corner lot provision.		

1339.05 Encroachments into Setbacks	
N – 1 V15-43	(A)(1) Fire escapes, chimneys, cornices, awnings, canopies, eaves, sills, pilasters, lintels, gutters or other similar features may extend into a setback a distance not exceeding three (3) feet, except that such features shall not extend closer than three (3) feet from the property line. NOTE: **Variance** relief is required for the front entrance canopy to encroach into the minimum front setback standard by 6" AND for the rear entrance canopy to encroach into the minimum rear setback standard by 2'.
Y	(A)(2) Uncovered stairs, landings and porches shall not extend closer than three (3) feet from the property line. Such porches may not subsequently be enclosed unless the normal setback requirements for the district are met.
N/A	(A)(3) Open and covered, but un-enclosed front porches attached to single family or two-family dwellings may extend into the required front setback a distance equal to fifty (50) percent of the setback depth.
Y	(B) No permitted encroachment shall extend to within 3 feet of an accessory structure. NOTE: No accessory structure appears to be proposed.

Y	(C) Fences, walls, terraces, steps or other similar features may encroach into a required setback, except as provided in Section 1363.03, Safety and Vision. Such appurtenances shall not be located within access, drainage, or utility easements.
Y	(D) HVAC mechanical units may be located no closer than five (5) feet to a side lot line. NOTE: Staff understands that HVAC mechanical units will be located on the roof.

1339.06 Building Height			
	Provision	Requirement	Proposed
N – 2* CU15-04 N – 3 V15-37**	(A) Maximum Height	4 stories or 55 ft., whichever is less. Conditional use approval in excess of 55 ft. but less than 80 ft.	7 stories and 79'
N/A	(B) Maximum Height of an accessory structure	18 ft.	N/A
Y	(C) Minimum height for a two-family dwelling or multi-family dwelling	2 stories	> 2 stories
	* **Conditional use** approval will be required to construct an average building height between 55 feet and 80 feet. ** **Variance** relief will be required to exceed the maximum building height standard in stories.		

1339.07 Performance Standards	
N – 4 V15-38	(A) All residential construction shall substantially conform in street orientation and massing to adjacent structures. The "North Elevation" provided on Sheet A-2.1 illustrates that the principal entrance door is oriented toward Grant Avenue and substantially conforms to adjacent structures. However, the proposed massing (three-dimensional bulk of a building in terms height, width, and depth) does not appear to *substantially conform* to adjacent structures, which requires **variance** relief.
N/A	(B) Civic buildings such as private schools, churches should be built so that they terminate street vistas whenever possible, and should be of sufficient design to create visual anchors for the community.
N/A	(C)(1) Materials. Residential buildings shall be clad in wood siding, vinyl siding, composite siding (cement board), stone, or brick. NOTE: These standards are superseded by Article 1361.03(P) [see comments below].

N/A	(C)(2) Materials. Garden walls shall not be made from cinderblocks unless of the ornamental variety designed for use in landscaping projects. NOTE: Retaining walls are not illustrated on the plans reviewed herein.
N	(C)(3) Materials. Principal building roofs should have a pitch that substantially conforms to the roof pitches of adjacent homes. NOTE: Although the proposed flat type roof does not substantially conform to roof pitches of adjacent homes, the term "should" is a desired design element but not required. Therefore, variance relief cannot be required for the proposed flat roof.
N/A	(D) Front porches on two-family dwellings.
N/A	(E) Garages.
Y	(F) Sidewalks shall be constructed along the frontage of a lot upon which a use is to be constructed. New sidewalks shall be at least six (6) feet wide, or the same width as an existing but incomplete sidewalk along the same side of the street. NOTE: A six-foot wide sidewalk is illustrated along the length of the development's Grant Avenue frontage.

ARTICLE 1361.03 – SUNNYSIDE OVERLAY DISTRICTS

Design and performance standards that apply to all Sunnyside Overlay Districts.

Consistent (Y or N)	Design and Performance Standard
	Consistency Review Comment
Y	(A) Buildings shall be oriented with the front facing the lot's primary street, or the Monongahela River if the parcel has frontage on the river.
	The "North Elevation" provided on Sheet A-2.1 illustrates that the principal entrance door is oriented toward Grant Avenue.
Y	(B) Buildings should be designed to overlook streets and public open spaces so as to create a "self-policing" environment.
	No observation.
Y	(C) Buildings shall not be oriented with the front facing parking or service areas.
	No observation.
N/A	(D) On primary streets, street trees shall be provided at a minimum of thirty-five (35) feet on center.
	Grant Avenue is not included in Article 1361.02(A) as "primary street."
N – 5 V15-41	(E) Building facades that are adjacent to public streets and/or open spaces shall have a high degree of ground floor transparency [at least sixty (60) percent].
	Sheet A-2.1 notes a ground floor transparency of 26%, which requires **variance** relief.
Y	(F) The siting of buildings should avoid the creation of unusable open spaces and should respect and complement view corridors to and from the hillside and the riverfront.
	The term "should" is a desired design element but not required.
N/A	(G) Building massing should be the tallest at street corners. In order to achieve this, buildings constructed on a corner of two primary streets should be at least five (5) stories in height, provided that all other requirements of the zoning ordinance are adhered to.
	The proposed development site is not located at the corner of two primary streets and does not appear to be located at the corner of two secondary streets.
N/A	(H) Ground floor retail and service-type uses located within mixed-use buildings along primary streets shall not be included in height calculations.
	Ground floor retail is not included in the contemplated development program.
N/A	(I) For buildings taller than four (4) stories or seventy-five (75) feet in height, any additional floors in excess of four (4) stories shall be recessed or set back at least twelve (12) feet from the build-to line.
	A build-to-line has not been established for Grant Avenue.

N/A	(J) A maximum of seventy-five (75) percent of the length of a building face shall be constructed along the build-to line or right-of-way of a primary street. The remaining twenty-five (25) percent may be setback a maximum of ten (10) feet from the build-to line.
	A build-to line has not been established for Grant Avenue.
TBD	(K) Land between the front facade of a building and a public street shall be landscaped to integrate with the neighborhood's sidewalk system. In any area or setback between a building and sidewalk, one or a combination of the following shall be provided: (1) Landscaping/planting beds consisting of shrubbery and /or trees, or (2) Special paving areas designed as plaza space. No grass or sod areas shall be allowed in this space.
	A Final Landscape Plan is forthcoming.
N/A	(L) On primary streets, sidewalks shall be a minimum of eight (8) feet in width.
	Grant Avenue is not included in Article 1361.02(A) as "primary street."
Y	(M) Front yard setbacks along secondary streets shall be a minimum of five (5) feet, and a maximum of fifteen (15) feet.
	The proposed 11-foot front setback is within the subject minimum and maximum standard.
N/A	(N) Within areas of single-family and two-family dwellings, front yard setbacks of in-fill development shall not deviate by more than five (5) feet from the average front yard setbacks of the neighboring residences.
	The subject development site does not appear to be within an area of single-family or two-family dwellings.
	(O) Building Form and Scale:
N/A	(1) Total fenestration shall be at least fifty (50) percent for building facades facing primary streets and/or public open spaces. For the ground floor, the ratio shall be at least sixty (60) percent.
	Grant Avenue is not included in Article 1361.02(A) as "primary street."
N/A	(2) All ground floor retail areas along primary streets and/or public open spaces shall have awnings over entrances and ground floor windows, extending out at least four (4) feet from the facade. Such awnings may be extended to cover public sidewalks, provided they are set back at least eighteen (18) inches from the curb line of the street.
	Grant Avenue is not included in Article 1361.02(A) as "primary street." Ground floor retail is not included in the contemplated development program.

N/A	(3) Overall building widths along primary streets may vary, but building facades shall be designed in ten (10) to twenty (20) foot increments, so as to achieve the appearance of a series of distinct, adjoining buildings.
	Grant Avenue is not included in Article 1361.02(A) as "primary street."
N/A	(4) The articulation of buildings, and window proportions, shall be vertical for buildings constructed along primary streets.
	Grant Avenue is not included in Article 1361.02(A) as "primary street."
N/A	(5) The minimum building height for a parcel on a primary street shall be three (3) stories. On secondary streets, the minimum building height shall be two (2) stories.
	Grant Avenue is not included in Article 1361.02(A) as "primary street."
N – 6 V15-41	(6) The majority of window openings shall be slightly recessed (4-8 inches) from the exterior building wall to create a distinct and uniform shadow line for the building's primary facade.
	Building elevation drawings and floor plans reviewed herein do not appear to illustrate requisite window recessing. **Variance** relief is anticipated.
Y	(7) Unless no feasible alternative exists, fire escapes shall not be constructed on or attached to the front facade of any building or structure. The City of Morgantown Fire Department shall be the determining authority as to whether a feasible alternative exists.
	Building elevation and floor plan drawings reviewed herein do not illustrate fire escapes on the front façade.
	(P) Building Materials:
N – 7 V15-42	(1) Except for single and two family dwellings, the first two (2) floors of a building shall be constructed of natural materials. Natural materials include stone, brick, and wood siding, but do not include materials such as, or similar to, wood roof shingles, reflective glass, split faced concrete block, imitation stone, and imitation stucco or Drivit. Thirty-five (35) percent of the remaining building facade(s) on the public right-of-way or any facade(s) facing a single-family residence shall also be constructed of natural materials.
	Building elevation drawings reviewed herein identify various fiber cement cladding materials, which requires **variance** relief.
N – 8 V15-42	(2) Vinyl siding or other composite materials shall not exceed thirty-five (35) percent of a building face that abuts a right-of-way.
	Building elevation drawings reviewed herein identify various fiber cement cladding materials, which requires **variance** relief.
N/A	(3) In general, brick and a recessed window vocabulary should predominate along the northern end of Beechurst and along University Avenue. Materials should transition into a mixed palette of brick, metal and glass toward the southern end of Beechurst. The Riverfront should utilize more contemporary materials such as metal and glass.
	The term "should" is a desired design element but not required. The subject development site is not located on Beechurst Avenue or University Avenue.

TBD	(4) Building materials which promote energy efficiency and sustainability should constitute a minimum of thirty-five (35) percent of the total materials used to construct a building.
	The term “should” is a desired design element but not required.
	(Q) Street Hierarchies and Land Use:
N/A	(1) Except for single- and two-family dwellings, buildings constructed along primary streets shall have sixty (60) percent or more of their ground floor space dedicated to retail, restaurant, office or personal service uses. Residential uses shall be permitted on the ground floor in the remaining space, but shall not enfront the primary street.
	Grant Avenue is not included in Article 1361.02(A) as “primary street.”
N/A	(2) On-street parking spaces immediately adjacent to a land use shall be counted toward fulfilling parking requirements for the use.
	On-street parking spaces were not counted toward minimum parking requirements. Additionally, on-street parking along the proposed building will be removed to accommodate a requisite fire lane.
Y	(3) The minimum number of off-street parking spaces for multi-family dwellings shall be one-half a space (0.5) per occupant as determined by the West Virginia State Building Code and adopted and implemented by the City. The minimum number of off-street parking spaces for mixed-use and over-store dwellings shall be one-half a space (0.5) per occupant as determined by the West Virginia State Building Code and adopted and implemented by the City plus required spaces for commercial use(s).
	This minimum parking requirement supersedes Article 1365.03(J). At least 92 parking spaces are required for the proposed 183 occupants. Development plans illustrate a total of 107 parking spaces.
N/A	(4) Surface parking lots between buildings shall be designed as interior landscaped courtyards where cars are screened from the right-of-way; surface lots shall not be constructed where two (2) public rights-of-way intersect.
	A surface parking lot is not proposed “between buildings” nor is one proposed where public rights-of-way intersect.
N/A	(5) Parking structures abutting open spaces or fronting on primary streets shall be designed with building-like facades.
	No observation.
N/A	(6) Parking garages three (3) stories or higher shall provide ground floor retail or service uses in an amount not less than thirty-five (35) percent of the ground floor area, located along the frontage of the garage.
	No observation.
Y	(7) Private parking areas shall be accessed from secondary streets and/or alleys. Access from primary streets shall only be utilized when other options are not available.
	Access, either directly or indirectly, to surface and structured parking areas are access from the rear alley.

N – 9 **V15-39**	(8) To minimize curb cuts along primary and secondary streets, residential garages or car ports or driveways shall be located at the rear of the property and accessed from an alley, when available.
	The proposed curb cut (driveway entrance) on Grant Avenue requires **variance** relief.
Y	(9) Parking areas and properties containing multifamily or commercial buildings shall provide linkages of similar design and quality to adjacent off-site pedestrian amenities such as sidewalks, bike paths, etc.
	No observation.
TBD	(10) Parking areas containing ten (10) or more stalls shall be lighted to create safe, attractive nighttime environments. Such lighting shall not be designed or situated in such a manner as to cause spillover glare onto adjoining properties. Building entrances and significant architectural or landscape features should be illuminated with low-intensity, indirect lighting sources directed toward the feature.
	A Lighting Plan was not included in plans reviewed herein to determine conformity. NOTE: Light standard details and photometric plans (ground and affixed to the building) must be included as a part of an acceptable Lighting Plan submitted at the time of building permit application.

ARTICLE 1361.04(B) – SUNNYSIDE CENTRAL OVERLAY DISTRICT

Design and performance standards that apply to specific Sunnyside Overlay Districts.

Consistent (Y or N)	**Design and Performance Standard**
	Consistency Review Comment
N/A	(1) Front porches shall be required on all single- and two-family dwelling…
	Single- and two-family dwelling units not included in contemplated development program.
N/A	(2) Reserved.
	No observation.

ARTICLE 1365 PARKING, LOADING AND INTERNAL ROADWAYS

Y	1365.03(A)	Off-street parking and loading spaces shall be provided on the same lot as the use served, except as otherwise provided in this Code, and may be situated as one or more individual areas.
	No observation.	
N/A	1365.04(B)	Shared Parking Facilities
	Shared parking is not proposed.	
N/A	1365.04(J)	Table 1365.04.01 "Minimum Off-Street Parking Requirements" provides the minimum standard of 1 bedroom dwelling unit - 1 space per unit 2 or more bedroom dwelling unit - 0.75 spaces per occupant as determined by the West Virginia State Building Code and adopted and implemented by the City.
	This standard is superseded by Article 1361.03(Q)(3) and related comments are provided under that section of the report.	
Y	1365.04(N)	Any land use which requires a minimum of 50 parking spaces shall be required to provide a pedestrian circulation plan for the proposed site.
	Pedestrian access from parking stalls along the rear alley is provided by an internal sidewalk running across the back of the property and linking pedestrians, by-way-of steps on both sides of the building, to side entrance doors.	
Y	1365.06	Accessible parking spaces.
	According to Table 1365.06, at least 5 accessible parking spaces must be provided. A total of five (5) van accessible parking spaces are provided on the parking deck levels. NOTE: The sixth accessible parking space access directly from the rear alley should be converted to a standard parking space as an accessible route into the building is not evident.	
N/A	1365.07	Off-Site Parking Facilities.
	Off-site parking is not proposed.	
	1365.09	Parking Development Standards – Dimensions
N – 10 **V15-40**	(A)(1)	Each required off-street standard parking space shall be at least eight and one half (8.5) feet in width and at least eighteen (18) feet in depth, exclusive of access drives or aisles, ramps, columns, or office or work areas. Such space shall have adequate vertical clearance.
	Columns are not permitted within the minimum parking stall dimensions. **Variance** relief is required to partially reduce the width of approximately some of the parking stalls by six (6) inches.	

N/A	(A)(2) Up to ten (10) percent of the total number of required parking spaces may be designed for compact cars; provided, compact spaces are limited to employees or residents only and the property owner/manager assigns and enforces such spaces accordingly. Compact spaces shall be grouped together and identified as "compact cars only" with pavement stenciling and/or signage. Compact spaces should be located furthest from building entrances to discourage use by noncompact vehicles. Each compact space shall be at least eight (8) feet in width and at least fifteen (15) feet in depth, exclusive of access drives or aisles, ramps, columns, or office or work areas. Such space shall have adequate vertical clearance.
	Compact spaces are not proposed.
Y	(A)(3) Except on lots occupied by one and two-family dwellings, each off-street parking space shall open directly upon an aisle or driveway at least twelve (12) feet wide or such additional width and design in accordance with Table 1365.09.01, so as to provide safe and efficient means of vehicular access to such parking space. Such aisle or driveway shall be unobstructed and allow for the passage of emergency vehicles at all times. This requirement may be waived by the Planning Director where such waiver will not cause a hazard.
	No observation.
N – 11 **V15-39**	(A)(4) All required parking spaces and aisles shall be provided wholly within the property lines and shall not extend into any public right-of-way.
	The access aisle for the 16 surface parking spaces along the rear alley appears to be located within the alley's public right-of-way, which requires **variance** relief.
	1365.09 Parking Development Standards – Layout and Design.
Y	(B)(1) All off-street parking or loading facilities shall be designed with appropriate means of vehicular access to a street or an alley in a manner which will least interfere with traffic movement.
	No observation.
N – 12 **V15-39**	(B)(2) Driveway entrances or exits shall be no closer than 15 feet to an adjoining residential property line or five (5) feet to an adjoining non-residential property line or designed in such a manner as to least interfere with traffic movement. No driveway across public property at the right-of-way line of the street shall exceed a width of 22 feet, unless a greater width is specifically approved by the City Engineer. No driveway shall be located closer than 30 feet of the nearest point of the intersection of two streets.
	It does not appear that the proposed driveway entrances to Grant Avenue or to the rear alley are closer than 30 feet of the nearest point of intersecting street. However, the proposed driveway entrance at the right-of-way line of Grant Avenue exceeds 22 feet in width; the driveway entrance at the right-of-way line of the rear alley far exceeds 22 feet in width; and, the driveway entrance along the rear alley is closer than 15 feet to the adjoining residential property (401 Grant Avenue; Tax Map 19, Parcel 89). These elements require **variance** relief.

N/A	(B)(3) Connections between parking lots or reservations of land for future such connections may be required at the discretion of the Planning Director.
	No observation.
	(B)(4) Required off-street parking spaces shall be so designed, arranged and regulated so that:
Y	(a) Such parking areas are lined or designated to insure the most efficient use of the parking spaces.
	No observation.
Y	(b) Individual spaces on lots with 5 percent average slope or greater are provided with anchored bumper guards or wheel guards. Under no circumstances shall parking spaces be provided on lots in excess of 10 percent slope.
	No observation.
N/A	(c) Parking spaces are 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 shall be on any public right-of-way or walkway, unless otherwise permitted at the direction of the Planning Director.
	A tandem type parking layout is not proposed.
Y	(d) With the exception of drive-through windows and related stacking lanes, all parking spaces and maneuvering aisles shall be physically separated from any wall of a building by a vertical curb, maintained planting strip, and/or other suitable barrier.
	A four-foot wide, raised sidewalk is proposed along the rear of the building.
Y	(B)(5) Off-street parking spaces may be open to the sky or enclosed in a building. In any instance when a building is constructed or used for parking facilities on the lot, said building shall be treated as any major structure and subject to all requirements thereof.
	The proposed parking decks are integral to the principal structure and are accordingly reviewed herein.
TBD	(B)(6) All parking lots abutting residential uses or districts, and all parking lots in any district containing more than four (4) spaces shall be subject to the landscaping and screening requirements for such parking lots as set forth in Article 1367, Landscaping and Screening.
	See related comments below under Article 1367.
TBD	(B)(7) Any lighting facilities used to illuminate off-street parking areas shall be so located, shielded and directed upon the parking area in such a manner that they do not reflect or cause glare onto adjacent properties or interfere with street traffic. In no instance shall bare, unshaded bulbs be used for such illumination.
	A Lighting Plan was not submitted with plans reviewed herein.

	1365.09 Parking Development Standards – Surfacing and Drainage.
TBD	(C)(1) All open off-street parking areas shall be surfaced with an all-weather, dust-free concrete or asphalt material, and shall be maintained in good condition and free of weeds, dirt, trash and debris; except that, a gravel surface may be used for a period not exceeding six months after the date of granting the Certificate of Occupancy where ground conditions are not immediately suitable for permanent surfacing as specified above.
	Paving will be required for all parking areas. Paving design along with stormwater management will be reviewed and approved by the Morgantown Utility Board (MUB) and the City Engineer.
N/A	(C)(2) A gravel surface in the area of storage or handling may be used permanently in association with industries that handle liquids or chemicals which create a potential hazard if containment should be lost and where absorption into the ground through a loose surface material would eliminate or alleviate such hazard.
	No observation.
TBD	(C)(3) Such parking areas shall be graded and properly drained in such a manner that there will be no free flow of water onto either adjacent property or public sidewalks. Further, any run-off generated by such improved areas shall be disposed of in accordance with the stormwater management ordinance and other City regulations.
	Stormwater management plans will be reviewed and approved by the Morgantown Utility Board (MUB).
TBD	(C)(4) Other surface materials and designs may be utilized when specifically approved by the City Engineer, for purposes of reducing stormwater runoff or other environmental and aesthetic considerations.
	No observation.
N/A	1365.10 Loading Requirements.
	Use will not receive or transmit goods or wares by truck.

ARTICLE 1367 LANDSCAPING AND SCREENING

TBD	A Landscape Plan is a required element of a Development of Significant Impact Site Plan application [Article 1385.08(A)(1)(e)]. However, Staff understands that retaining and foundation wall design options and related costs are still being explored, which will directly affect the type of landscaping material that can be planted along, at least, Grant Avenue. Staff will advise the Planning Commission to include a related condition with DSI Site Plan approval.

ARTICLE 1369 SIGNS

TBD	A preliminary signage plan was not submitted for this review. NOTE: A Sign Plan must be submitted as a part of the Development of Significant Impact Site Plan application.

ARTICLE 1371 LIGHTING

TBD	A Lighting Plan was not included in plans reviewed herein to determine conformity. NOTE: Light standard details and photometric plans (ground and affixed to the building) must be included as a part of an acceptable Lighting Plan submitted at the time of building permit application.

SUMMARY OF REQUIRED PLANNING AND ZONING CODE APPROVALS

The requisite approvals identified above (**highlighted in yellow**) are grouped below into specific applications that must be submitted for the development as proposed. The numbers below associate with the notation numbers in the left column of the tables above.

NOTE: Variances relating to Landscaping and Buffering requirements are not included below as a final Landscape Plan has not, to date, been submitted for review due to ongoing retaining and foundation wall design exploration.

Notation Number	Code Issues	Application Submitted
Planning Commission		
N/A	Development of Significant Impact Site Plan. Because the number of dwelling units is more than 12 and less than 99, the proposed project is considered a Development of Significant Impact and requires Planning Commission review and approval.	Yes
N/A	Minor Subdivision. The parcels that comprise the proposed development must be combined (subdivided) into one (1) parcel. This application can be submitted following Planning Commission approval of the DSI Site Plan and BZA conditional use and variance approvals but before issuance of any development related building permits.	**No**
Board of Zoning Appeals (BZA)		
Conditional Use:		
2 CU15-04	Conditional use approval to construct in excess of 55 feet but less than 80 feet [Article 1339.06(A)].	Yes
Variances:		
1 V15-43	Variance relief to encroach into the minimum front setback standard for the front eave (0'-11") and for the front entrance canopy (3'-9").	Yes
3 V15-37	Variance relief to exceed the maximum height standard of 4 stories [Article 1339.06(A)].	Yes
4 V15-38	Variance relief from substantially conforming in massing to adjacent structures [Article 1339.07(A)].	Yes
5, 6 V15-41	Variance relief from minimum ground floor transparency percentage [Article 1361.03(E)]. Variance relief from recessing windows [Article 1361.03(O)(6)].	Yes
7, 8 V15-42	Variance relief from natural material standards and ratios [Article 1361.03(P)(1)]. Variance relief to use cement fiber paneling and lap siding and brick/stone veneer [Article 1361.03(P)(2)].	Yes
10 V15-40	Variance relief to partially reduce the width of approximately 36 parking stalls by six (6) inches due to parking structure columns [Article 1365.09(A)(1)].	Yes

Notation Number	Code Issues	Application Submitted
9, 11, 12 V15-39	Variance relief to permit a curb cut (driveway entrance) on Grant Avenue [Article 1361.03(Q)(8)]. Variance relief to utilize the rear alley public right-of-way as an access drive aisle for the 16 proposed surface parking spaces [Article 1365.09(A)(4)]. Variance relief to exceed the maximum driveway width standard of 22 feet at the Grant Avenue and rear alley rights-of-way lines and to permit the rear alley driveway entrance to be closer than 15 feet to the adjoining residential property line [Article 1365.09(B)(2)].	Yes

As illustrated in the above table, at least one (1) conditional use application and seven (7) variance applications must be submitted for the plans reviewed herein. Additional variance relief may be required concerning landscaping and buffering once a final Landscape Plan is submitted and reviewed.

FINDINGS & OBSERVATIONS

- A Landscape Plan has not been submitted for review, which is a required element of a Development of Significant Impact Site Plan application [Article 1385.08(A)(1)(e)]. However, Staff understands that retaining and foundation wall designs and related costs are still being explored. As noted above, additional variance applications are anticipated.

- The massing, scale, and residential density of the proposed development is significantly higher than adjoining properties.

- Additional planning is required for the proposed location and orientation of the dumpster enclosure to ensure that garbage trucks will not trespass on the adjoining property to access the facility. Additionally, requisite opaque gates for the dumpster enclosure may not swing out into the right-of-way of the rear alley or swing out into the adjoining property.

Prepared by: Christopher M. Fletcher

Director of Development Services
304-284-7431
cfletcher@cityofmorgantown.org

City of Morgantown, West Virginia

APPLICATION FOR TYPE III SITE PLAN REVIEW

OFFICE USE	
CASE NO.	S1507-111
RECEIVED:	5/1/15
COMPLETE:	

The Morgantown Planning Commission is responsible for approving Type III Site Plan Review Applications. There are two categories of Type III Site Plans Review Applications, 1) Developments of Significant Impact and 2) Major Developments of Significant Impact. Please check the category that best describes your proposed development:

☒ Developments of Significant Impact (DSI):

- Residential Projects:.....12 to 99 dwelling units
- Commercial Projects: .....15,000 square feet of gross floor area
- Office / Institution Projects:....15,000 square feet of gross floor area
- Industrial Projects.....0 square feet to 99,999 square feet of gross floor area
- Mixed Use Projects .....15,000 square feet of gross floor area

☐ Major Developments of Significant Impact (Major DSI):

- Residential Projects:.....100 or dwelling units
- Commercial Projects: .....100,000 or more square feet of gross floor area
- Office / Institution Projects:....100,000 or more square feet of gross floor area
- Industrial Projects.....100,000 or more square feet of gross floor area
- Mixed Use Projects .....100,000 or more square feet of gross floor area

(PLEASE TYPE OR PRINT IN BLACK INK)

I. APPLICANT			
Name:	Doug Warden / GRANT AVE, LLC	Phone:	304-290-3347
Mailing Address:	240 Ridge of Summit Dr. (Street)	Mobile:	
	Morgantown (City) WV (State) 26508 (Zip)	Email:	wardendoug01@gmail.com

II. AGENT / CONTACT INFORMATION			
Name:	JOHN SAUSEN - OMNI + ASSC	Phone:	304-367-1417
Mailing Address:	1543 FAIRMONT AVE SUITE 201 (Street)	Mobile:	304-288-5607
	FAIRMONT, WV (City, State)	Email:	JRSOMNI@aol.com
Mailings –	Send all correspondence to (check one): ☒ Applicant OR ☐ Agent/Contact		

III. PROPERTY			
Owner:	GRANT AVE, LLC.	Phone:	
Mailing Address:	240 RIDGE of SUMMIT DR. (Street)	Mobile:	
	MORGANTOWN, WV 26508 (City, State, Zip)	Email:	

City of Morgantown, West Virginia

APPLICATION FOR TYPE III SITE PLAN REVIEW

OFFICE USE	
CASE NO.	915-07-III
RECEIVED:	01 MAY 15
COMPLETE:	

IV. SITE

Street Address (if assigned):	400 Block of Grant Ave.	Zoning:	R-3
Tax Map(s) #:	19	Parcel(s) #:	90-95
Existing Use of Structure or Land:	Residential		
Proposed Use of Structure of Land:	Residential		

V. STRUCTURE

Proposed Setbacks: Front: ~~10~~ 11 ft. Rear: ~~20~~ 22 ft. Side A: 73 ft. Side B: ~~13~~ 14 ft.

Proposed Height of Structure: 79'-9" ✓ No. of Proposed Off-Street Parking Spaces: 95 ✓

No. of Dwelling Units (if applicable): 94 ✓ No. of Bedrooms: 183 No. of Employees:

Square Footage of all Proposed Structures (please explain): Total Gross SF of all levels= 137,100 SF ✓

Gross SF of all residential levels = 106,216 SF

Gross SF of all parking levels = 30,884 SF

VI. SITE PLAN REQUIREMENTS

All applications for Type III Site Plan Review must be accompanied by complete and accurate site plan exhibits that meet the requirements set forth in Article 510.08 of the Zoning Ordinance and provided herein as:

Addendum A.....Developments of Significant Impact

Addendum B.....Major Developments of Significant Impact

IX. ATTEST

I hereby certify that I am the owner of record of the named property, or that this application is authorized by the owner of record and that I have been authorized by the owner to make this application as his/her authorized agent and I agree to conform to all applicable laws of this jurisdiction. I certify that the information submitted herein and attached hereto is true and accurate and understand that if found otherwise may result in the denial of this request or subsequent revocation of any and all related approvals. 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.

Doug Warden		4/2/15
Type/Print Name of Applicant/Agent	Signature of Applicant/Agent	Date

$1,055.00

- **Applicants will be advised of the Technical Review Committee meeting date/time.**
- **Site Plan Review Fee – $75 for first $200,000 in construction costs; $10 for each additional $100,000**

$10 million construction cost per 21 MAY 15 email.

S15-07-III

City of Morgantown, West Virginia

TYPE III SITE PLAN REVIEW ADDENDUM A

DEVELOPMENTS OF SIGNIFICANT IMPACT

Developments of Significant Impact are those that have a citywide impact. Such impacts would typically involve the transportation network, environmental features such as parks or stream corridor, and local schools.

(1) All applications for a Development of Significant Impact shall be accompanied by the following:

(a) A site plan (14 copies), drawn to scale, that includes the following for the use of the Planning Director:

(i) ✓The actual dimensions, size, square footage, and shape of the lot to be built upon as shown on an actual survey by a licensed land surveyor or registered design professional licensed by the State of West Virginia and as authorized by West Virginia State law, said survey to be provided by the applicant.

(ii) ✓The exact sizes and locations on the lot of existing structures, if any.

(iii) ✓The location, square footage, and dimensions of the proposed structure or alteration.

(iv) ✓The location of the lot with respect to adjacent rights-of-way.

(v) ✓The existing and proposed uses of the structure and land.

(vi) ✓The number of employees, families, housekeeping units, bedrooms, or rental units the structure is designed to accommodate.

(vii) ✓The location and dimensions of off-street parking and means of ingress and egress for such space.

(viii) ✓Height of structure;

(ix) ✓Setbacks;

(x) Buffer yard and screening, if applicable; IC

(xi) ✓Location of garbage collection area and screening;

(xii) x Location of sign;

(xiii) ✓Layout of all internal roadways;

(xiv) ✓Location of stormwater management facilities;

(xv) ✓Utility lines and easements; and

(xvi) ✓Signature of applicant.

(b) Grading plans and drainage plans and calculations are not required for Planning Commission site plan review, but shall be required prior to issuance of any building permits. Such plans shall be prepared by a registered design professional licensed by the State of West Virginia, and as authorized by West Virginia State law; and shall also meet all applicable local, state and federal regulations.

(c) ✓Parking plan

(d) ✓Landscaping plan IC

(e) Sign plan NOT SUBMITTED

(f) Approved WV Division of Highways Access Permit, if applicable N/A

(g) Any other such information concerning the lot or neighboring lots as may be required by the Planning Director to determine conformance with, and provide for the enforcement of, this ordinance; where deemed necessary, the Planning Director may require that in

S15-07-III

the case of accessory structures or minor additions, all dimensions shown on plans relating to the size of the lot and the location of the structure(s) thereon be based on an actual survey by a registered land surveyor or registered design professional licensed by the State of West Virginia and as authorized by West Virginia State law, said survey to be provided by the applicant.

(3) The Planning Director may require that the lot and location of the building(s) thereon shall be staked out on the ground before construction.

(4) For uses which, in the opinion of the City Engineer, may create excessive negative traffic impacts on dedicated City streets in the immediate vicinity that serve the use, the City may require an analysis of the proposed development's impact on current or future traffic flows, at the developer's expense, prepared by a qualified professional engineer. The Planning Commission may also table consideration of a development and refer such development to the City Engineer to ask his or her opinion as to whether a traffic study may be warranted. If the study indicates that the projected traffic impact of the use would result in a two (2) full letter grade decline in the existing Level of Service (e.g., going from a Level of Service B to a Level of Service D) of any dedicated City street directly serving the use, such finding *may* be considered sufficient grounds for denial of the project, or a requirement that sufficient improvements be made to said streets, at the developer's expense, or that the project be reduced in size and scope to the point where no such negative impact on the Level of Service results. Level of Service refers to the traffic grading system described in the latest edition of the Highway Capacity Manual, published by the Transportation Research Board.

(5) Site plans approved by the Planning Commission authorize only the use, arrangement, and construction set forth in such approved site plans and no other use, arrangement or construction. Furthermore, the approval of a site plan shall not be construed to be approval of any violation of the provisions of this ordinance. The issuance of a building permit based upon site plans given approval by the Planning Commission shall not prevent the Planning Director from thereafter requiring the correction of errors in said site plans or from preventing operations from being carried on thereunder when in violation with this ordinance. Site plan approval does not eliminate the need to obtain an approved building permit and the applicant's responsibility to meet all other requirements established by local, state and federal regulations.

(6) One copy of the site plan submitted for a permit to the Planning Department shall be returned to the applicant after the Planning Director has marked such copy as either approved or disapproved as to the provisions of this ordinance and attested to same by his signature on such copy. The original, similarly marked, shall be retained by the Planning Director.

I hereby certify that I have read the site plan submission requirements provided herein and understand that failure to submit said exhibits constitutes an incomplete application which will result in application review delays.

GRAM AVE, LLC by DOUG WARDON		4/2/15
Type/Print Name of Applicant/Agent	Signature of Applicant/Agent	Date

Zimbra **shollar@cityofmorgantown.org**

Re: Construction costs needed

From : Douglas Warden <wardendoug01@gmail.com> Thu, May 21, 2015 08:13 AM
Subject : Re: Construction costs needed
To : Stacy Hollar <shollar@cityofmorgantown.org>
Cc : jrsomni@aol.com

$10,000,000 thanks,

On May 21, 2015, at 8:09 AM, Stacy Hollar wrote:

Good morning,

Could you please provide me with the construction costs associated with the 400 Block Grant Avenue development? I need this figure at your earliest convenience in order to configure the fees for the Site Plan application.

Thank you,

Stacy Hollar
Executive Secretary
Development Services Department
389 Spruce Street
Morgantown, WV 26505
304-284-7431
shollar@cityofmorgantown.org

GRANT AVENUE APARTMENTS

OWNER:

Owner Name
Owner Address
Owner Phone

ARCHITECTURAL SERVICES:

OMNI ASSOCIATES - ARCHITECTS, INC.
1543 FAIRMONT AVENUE
FAIRMONT, WV 26554
304.367.1417

SITE DESIGN:

Cheat Road Engineering, Inc.
300 Business Park Dr. Suite 202
Morgantown, WV 26508
304.212.5480

STRUCTURAL DESIGN:

Name
Address
Phone

MECHANICAL, ELECTRICAL AND PLUMBING DESIGN:

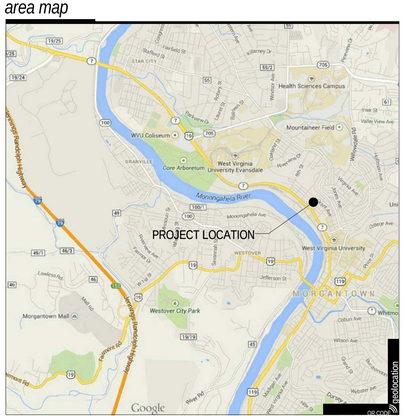
Name
Address
Phone

SHEET LIST

NO.	NAME
00 GENERAL	
G-1.0	COVER SHEET
01 CIVIL	
C-01	EXISTING CONDITIONS
C-02	SITE PLAN
C-03	PARKING PLAN
C-04	LANDSCAPING PLAN
04 ARCHITECTURAL	
A-1.P1	PARKING LEVEL 1 - FLOOR PLAN
A-1.P2	PARKING LEVEL 2 - FLOOR PLAN
A-1.0	GROUND FLOOR PLAN
A-1.1	FIRST FLOOR PLAN
A-1.2	FLOORS 2 THRU 6
A-2.1	NORTH ELEVATIONS
A-2.2	SOUTH ELEVATION
A-2.3	EAST & WEST ELEVATIONS

vicinity map

area map



general code information

REVISIONS

GRANT AVENUE APARTMENTS

Grant Avenue

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05.01.2015

omni associates architects
1543 FAIRMONT AVENUE
FAIRMONT, WV 26554
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omni411.com

COVER SHEET

G-1.0

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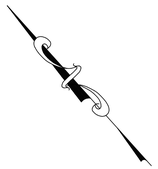
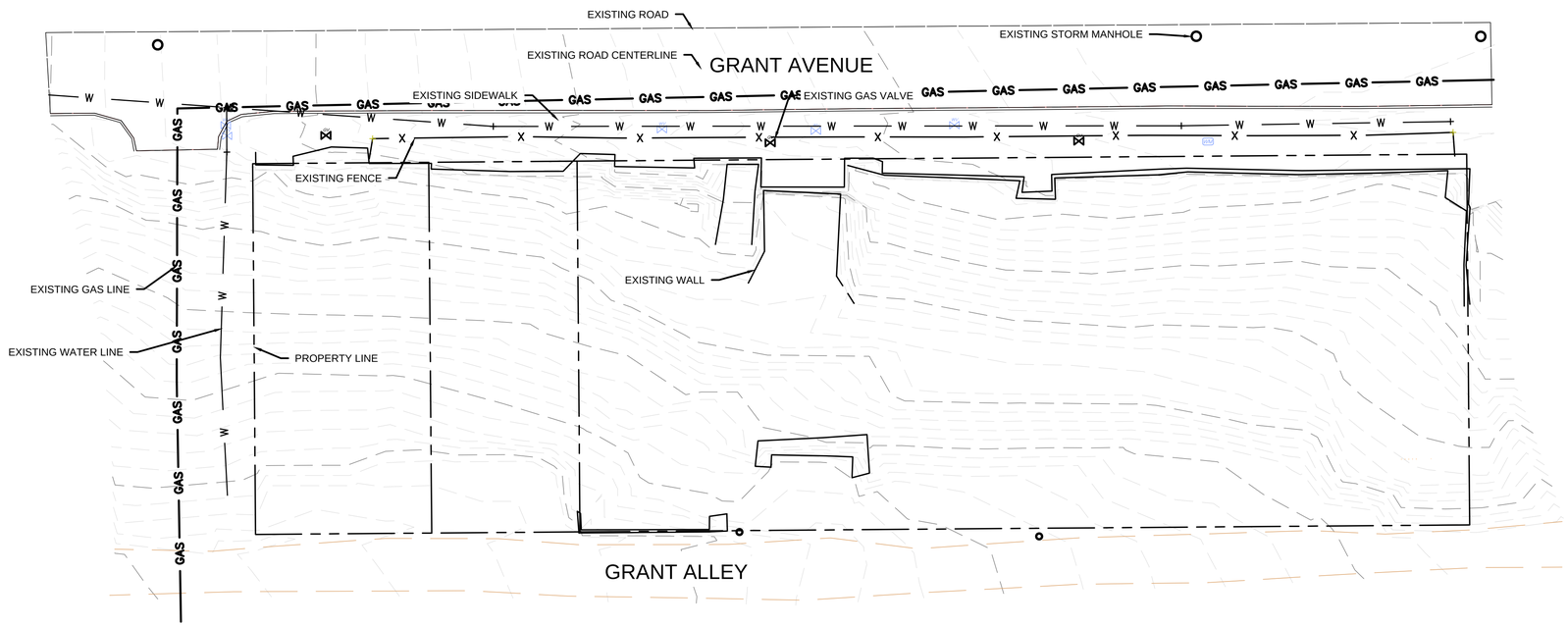
PROJECT No: 21264 DRAWN BY: JRM





LEGEND	
	EXISTING WALL
	EXISTING SIDEWALK
	EXISTING STORM MANHOLOE
	EXISTING GAS VALVE
GAS GAS	EXISTING GAS
W W	EXISTING WATER
	PROPERTY LINE
	EXISTING ROAD
X	FENCE

PRELIMINARY

0 20 40 Feet

REV #	DATE	DESCRIPTION	BY

CHEAT ROAD ENGINEERING, INC.
300 BUSINESS PARK DR. SUITE 202
MORGANTOWN, WV 26508
P: 304.212.5480

GRANT AVENUE APARTMENTS
MORGANTOWN, WV

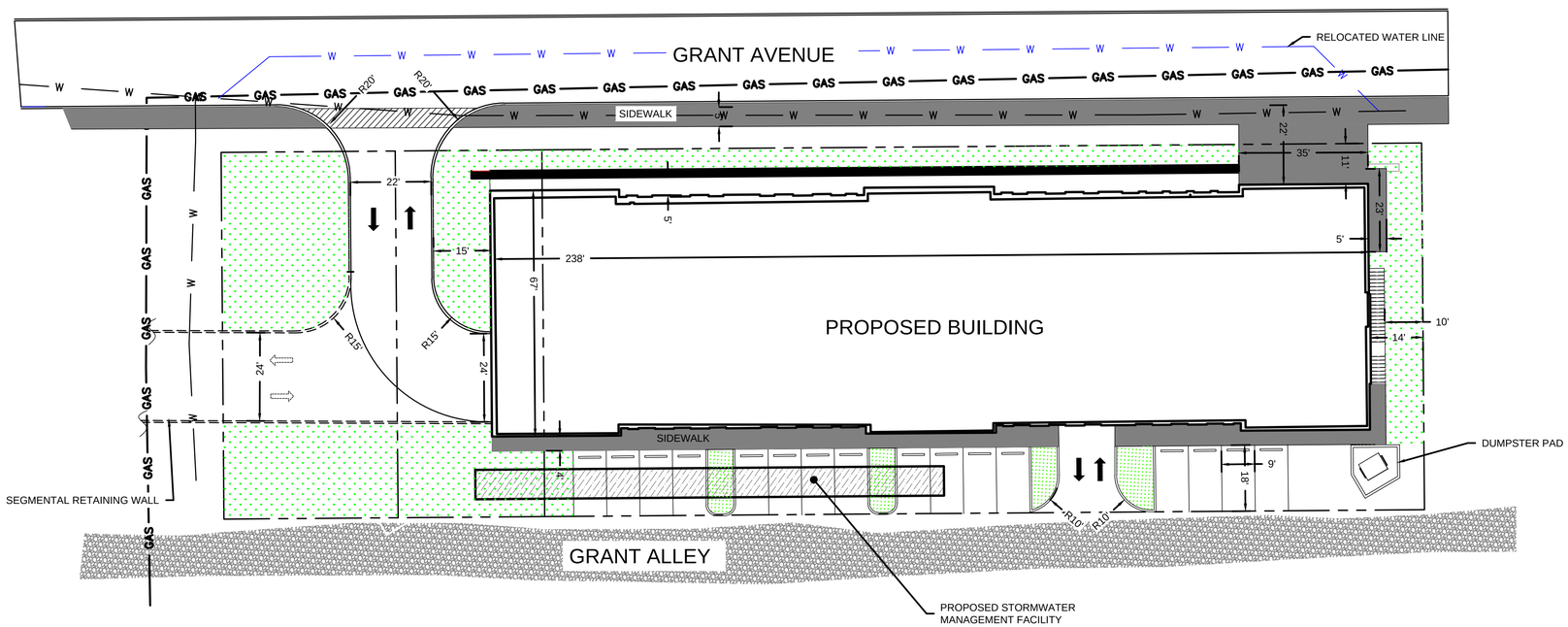
PROJECT NO: 15-054
DRAWING FILE: 15-054_DESIGN.DWG

DRAWN BY: A.LINGER
CHECKED BY: B.BOWES
DRAWING SCALE: 1" = 20'
DRAWING DATE: April 30, 2015

EXISTING CONDITIONS

SHEET NUMBER:
C-01

FLOOR LEVEL	FINISHED ELEVATION
PARKING LEVEL 1	924.00'
PARKING LEVEL 2	934.00'
GROUND FLOOR	944.00'
FIRST FLOOR	954.00'
SECOND FLOOR	964.00'
THIRD FLOOR	974.00'
FOURTH FLOOR	984.00'
FIFTH FLOOR	994.00'
SIXTH FLOOR	1004.00'
ROOF FLOOR	1014.00'



LEGEND	
GAS	EXISTING GAS LINE
	PROPOSED RETAINING WALL
	PROPOSED BUILDING
	PROPOSED GRASS
	PROPOSED ROAD
	PROPOSED CONCRETE
	EXISTING STORM MANHOLE
	PROPOSED ASPHALT
	EXISTING GRAVEL ALLEY
	PROPERTY LINE
	EXISTING ROAD CENTERLINE
	GROUND FLOOR WALK
W	RELOCATED WATER LINE
W	EXISTING WATER LINE

PRELIMINARY

0 20 40 Feet

REV #	DATE	DESCRIPTION	BY

CHEAT ROAD ENGINEERING, INC.
300 BUSINESS PARK DR. SUITE 202
MORGANTOWN, WV 26508
P: 304.212.5480

GRANT AVENUE APARTMENTS
MORGANTOWN, WV

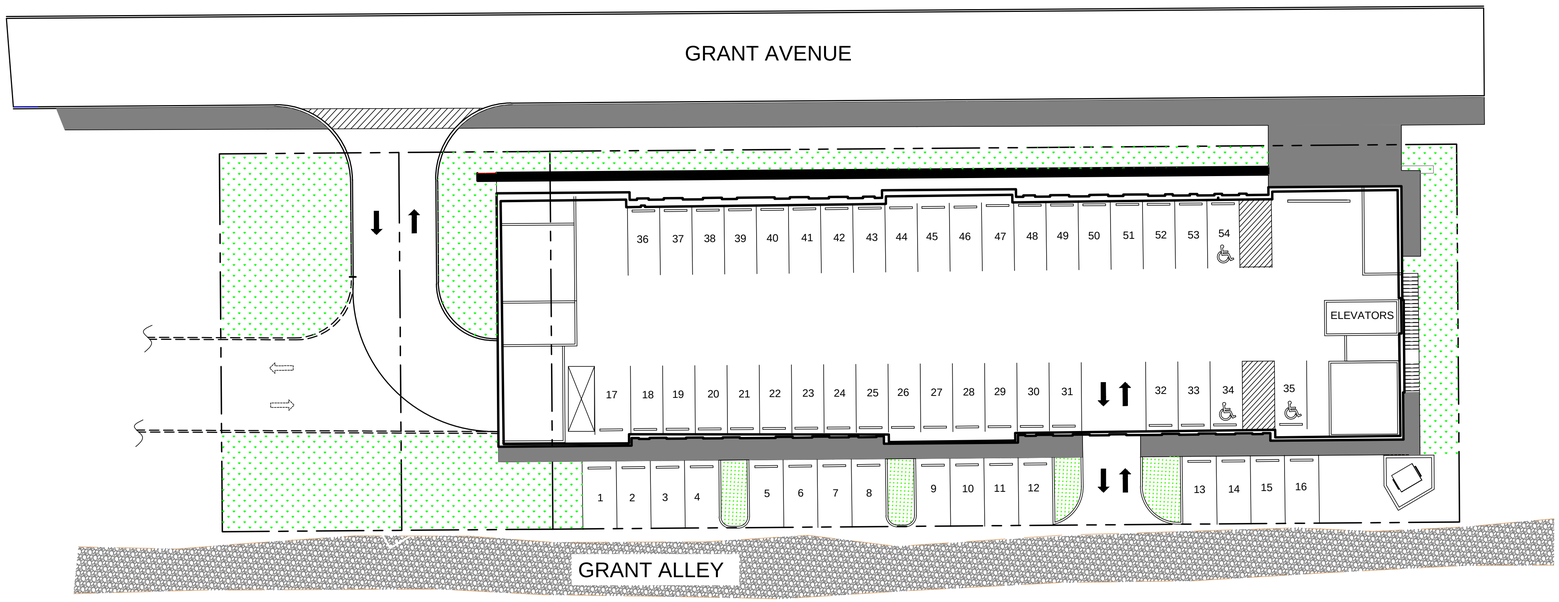
PROJECT NO: 15-054
DRAWING FILE: 15-054_DESIGN.DWG

DRAWN BY: A.LINGER
CHECKED BY: B.BOWES
DRAWING SCALE: 1" = 20'
April 30, 2015

SITE PLAN

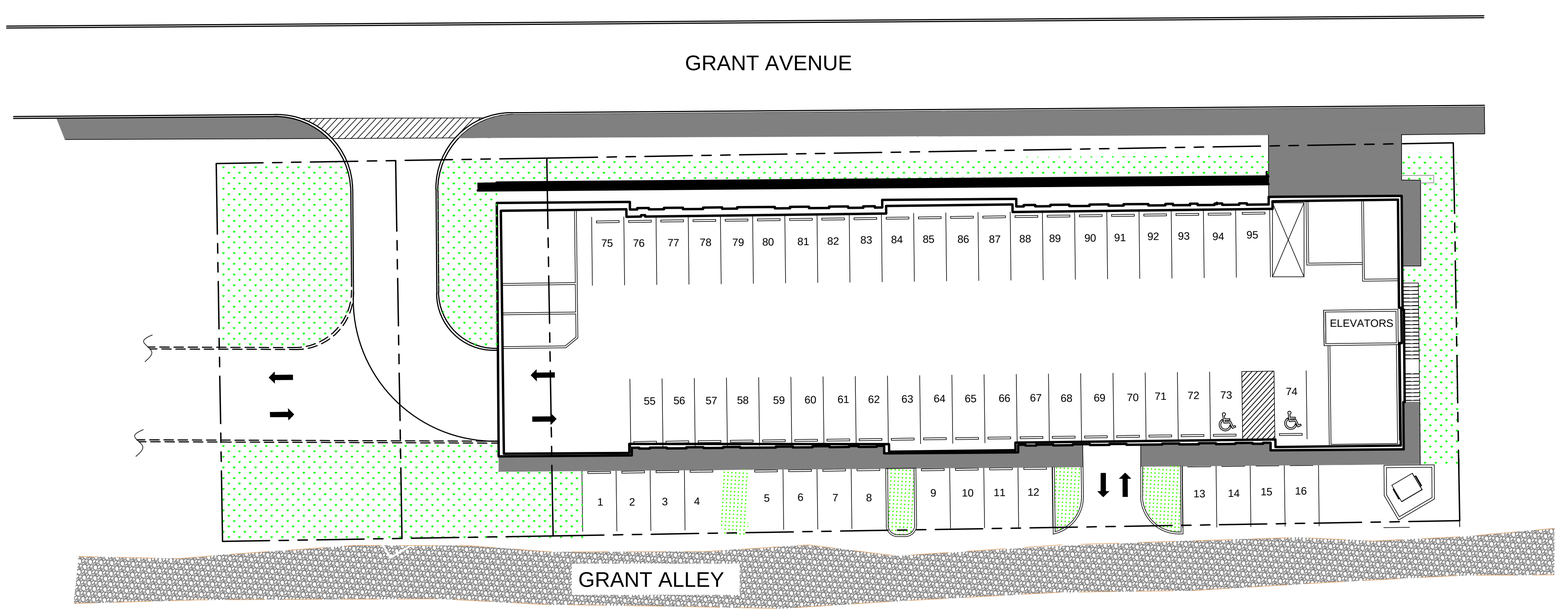
SHEET NUMBER:
C-02

PARKING LEVEL 1



0 20 40 Feet

PARKING LEVEL 2



0 20 40 Feet

PRELIMINARY

LEGEND

	PROPOSED RETAINING WALL
	PROPOSED BUILDING
	PROPOSED GRASS
	PROPOSED ROAD
	PROPOSED CONCRETE
	EXISTING STORM MANHOLE
	EXISTING GRAVEL ALLEY
	PROPERTY LINE

REV #	DATE	DESCRIPTION	BY

CHEAT ROAD ENGINEERING, INC.
300 BUSINESS PARK DR. SUITE 202
MORGANTOWN, WV 26508
P: 304.212.5480

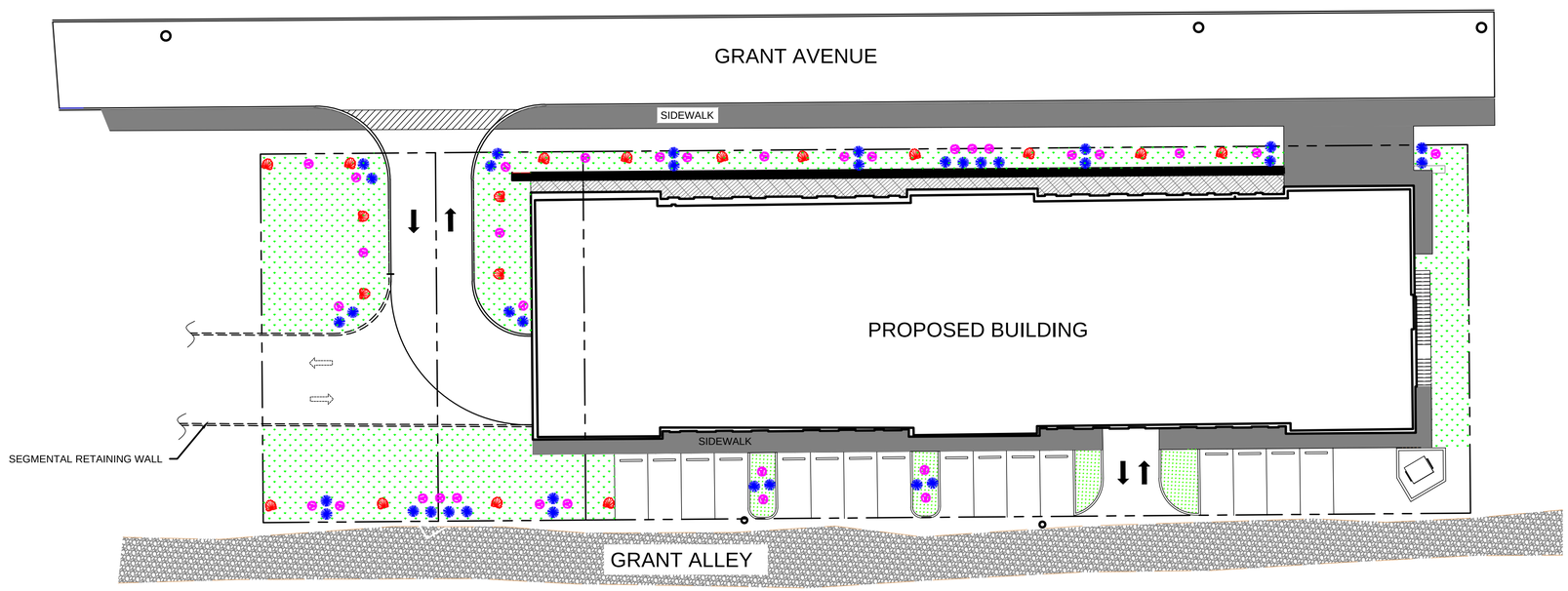
GRANT AVENUE APARTMENTS
MORGANTOWN, WV

PROJECT NO: 15-054
DRAWING FILE: 15-054_DESIGN.DWG

DRAWN BY: A.LINGER
CHECKED BY: B.BOWES
DRAWING SCALE: 1" = 20'
DRAWING DATE: April 30, 2015

PARKING PLAN

SHEET NUMBER:
C-03



PRELIMINARY

LEGEND	
	DOGWOOD
	BLUE STAR JUNIPER
	VINTAGE GOLD CYPRESS

0 20 40 Feet

REV #	DATE	DESCRIPTION	BY

CHEAT ROAD ENGINEERING, INC.
300 BUSINESS PARK DR. SUITE 202
MORGANTOWN, WV 26508
P: 304.212.5480

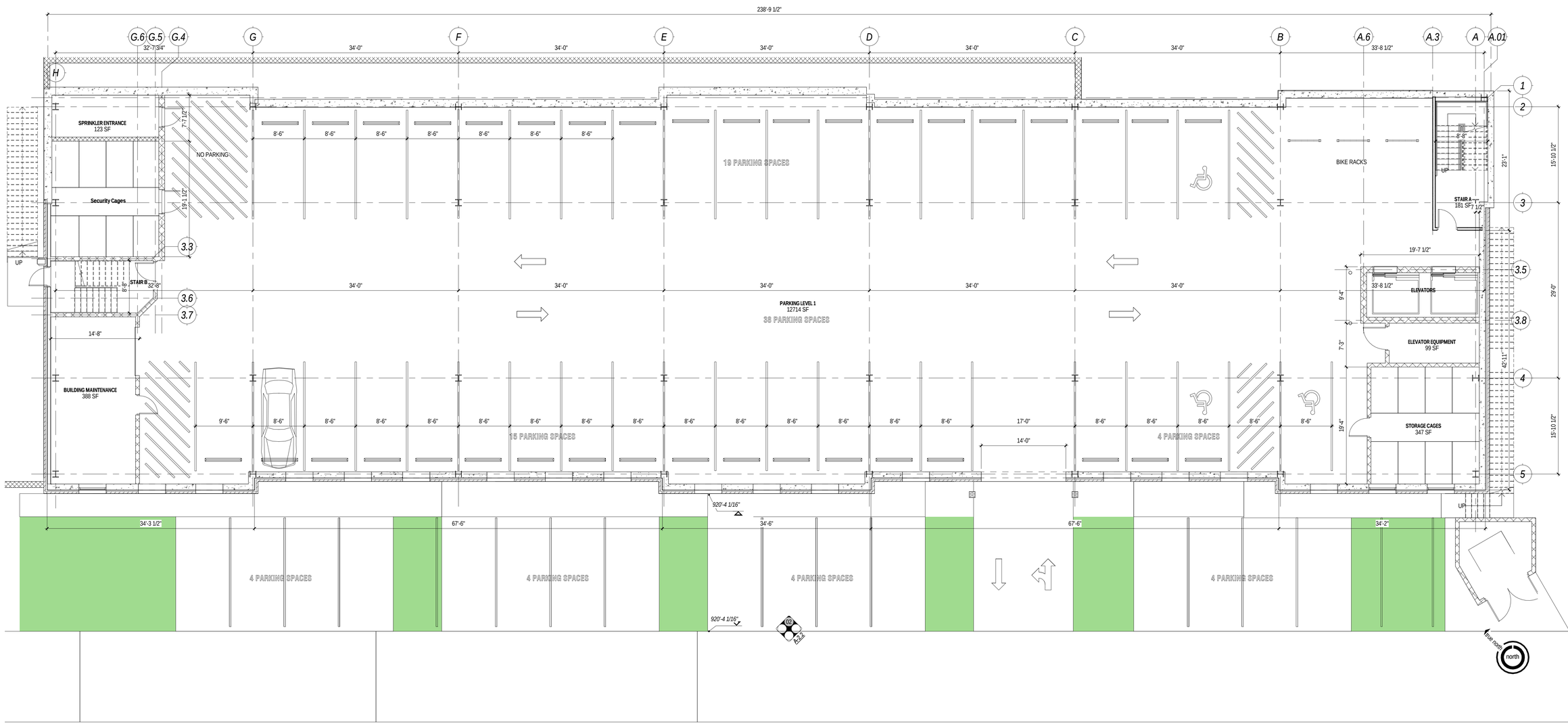
GRANT AVENUE APARTMENTS
MORGANTOWN, WV

PROJECT NO: 15-054
DRAWING FILE: 15-054_DESIGN.DWG

DRAWN BY: A.LINGER
CHECKED BY: B.BOWES
DRAWING SCALE: 1" = 20'
DRAWING DATE: April 30, 2015

LANDSCAPE PLAN

SHEET NUMBER:
C-04



P1 PARKING LEVEL 1 FLOOR PLAN

SCALE: 1/8" = 1'-0"
SHEET: A-1.P1 REF. SHEET: A-2.1

PARKING COUNT	
EXTERIOR SPACES - Alley	16
LEVEL P1 SPACES	38
LEVEL P2 SPACES	41
TOTAL PARKING	95
(TENNANT SPACES	*91)*
(HANDICAP SPACES	*4)*
(BICYCLE SPACES	*21)*

REVISIONS

GRANT AVENUE APARTMENTS

Grant Avenue

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05.01.2015

omni associates architects
1543 FAIRMONT AVENUE
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(toll free) 855.367.1417
omni411.com

PARKING LEVEL 1 - FLOOR PLAN

A-1.P1

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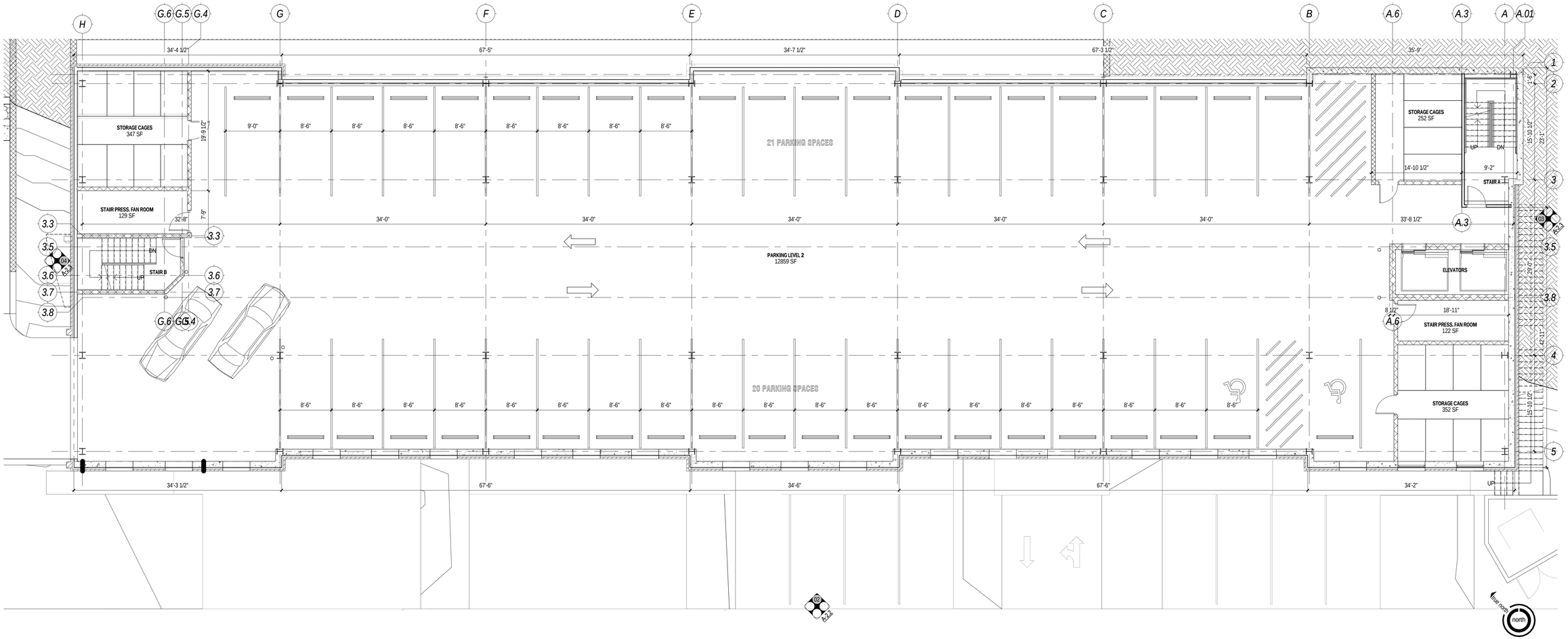
PROJECT No: 21264 DRAWN BY: JRM



P2 PARKING LEVEL 2 FLOOR PLAN

SCALE: 1/8" = 1'-0"
SHEET: A-1.P2 REF. SHEET: A-2.1

PARKING COUNT	
EXTERIOR SPACES - Alley	16
LEVEL P1 SPACES	38
LEVEL P2 SPACES	41
TOTAL PARKING	95

(TENNANT SPACES 91)
(HANDICAP SPACES 4)
(BICYCLE SPACES 21)

REVISIONS

GRANT AVENUE APARTMENTS

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PARKING LEVEL 2 - FLOOR PLAN

A-1.P2

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PROJECT No: 21264 DRAWN BY: JRM

24 total occupants

1 PARKING LEVEL 3 FLOOR PLAN

SCALE: 1/8" = 1'-0"
SHEET: A-1.0 REF. SHEET: A-2.1

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GROUND FLOOR PLAN

A-1.0

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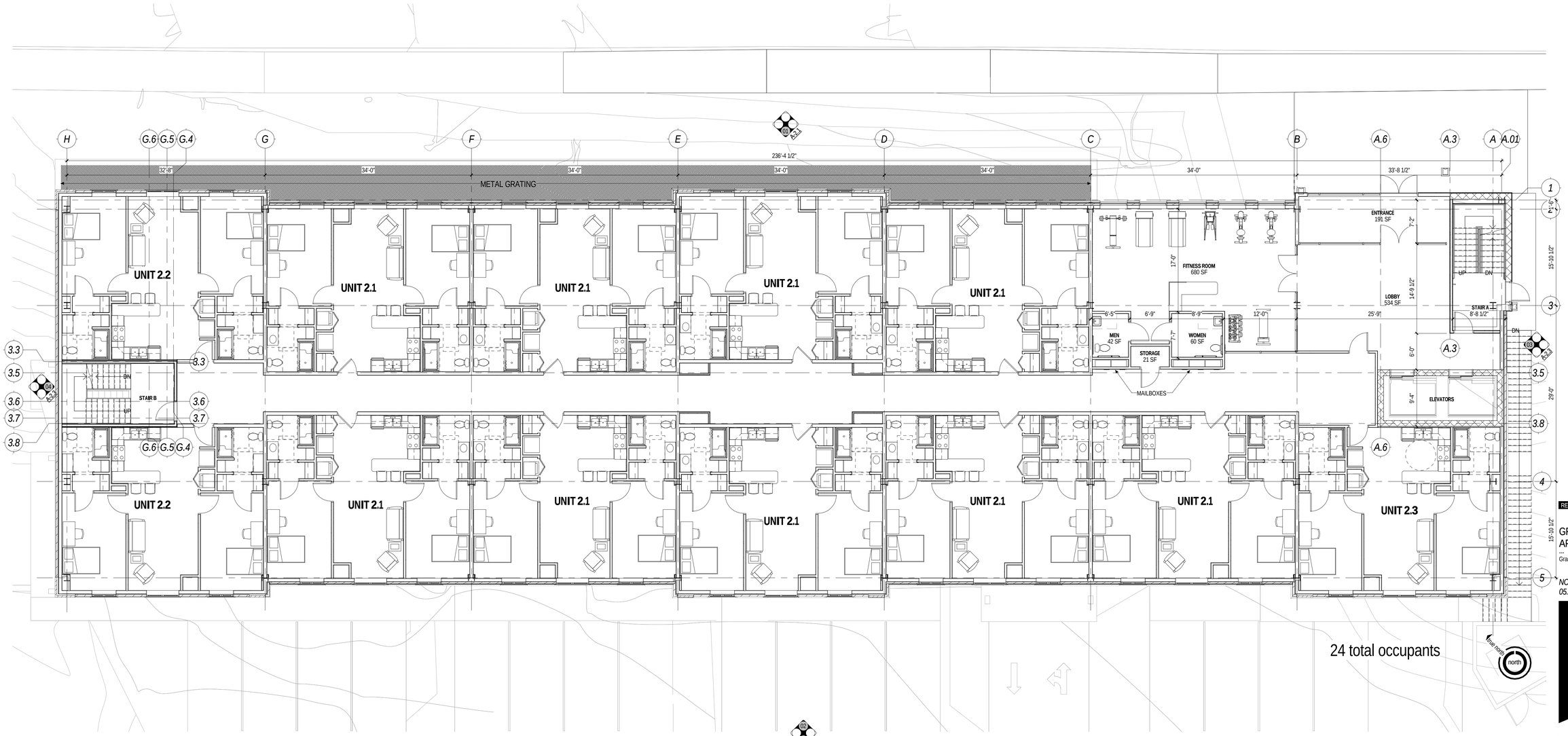
PROJECT No: 21264 DRAWN BY: Author



01 FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"
SHEET: A-1.1 REF. SHEET: A-2.1

BED COUNT	
GROUND FLOOR	
(12) 2 BR APARTMENTS	24
FIRST FLOOR	
(12) 2 BR APARTMENTS	24
SECOND THRU SIXTH FLOORS	
(13/FL) 2 BR APARTMENTS	130
(1/FL) 1 BR APARTMENTS	5
TOTAL BEDS	*183*

GROSS SQUARE FOOTAGE	
LEVEL P1	13,074 SF
LEVEL P2	15,442 SF
GROUND FLR	15,512 SF
1ST FLOOR	15,512 SF
2ND FLOOR	15,512 SF
3RD FLOOR	15,512 SF
4TH FLOOR	15,512 SF
5TH FLOOR	15,512 SF
6TH FLOOR	15,512 SF
TOTAL GROSS	*137,100 SF*

REVISIONS

GRANT AVENUE APARTMENTS
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FIRST FLOOR PLAN

A-1.1

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PROJECT № 21264 DRAWN BY: JRM

27 total occupants

02-06 SECOND THRU SIXTH FLOOR PLANS

SCALE: 1/8" = 1'-0"
SHEET: A-1.2 REF. SHEET: A-2.1

BED COUNT

GROUND FLOOR	
(12) 2 BR APARTMENTS	24
FIRST FLOOR	
(12) 2 BR APARTMENTS	24
SECOND THRU SIXTH FLOORS	
(13/FL) 2 BR APARTMENTS	130
(1/FL) 1 BR APARTMENTS	5
TOTAL BEDS	*183*

GROSS SQUARE FOOTAGE

LEVEL P1	13,074 SF
LEVEL P2	15,442 SF
GROUND FLR	15,512 SF
1ST FLOOR	15,512 SF
2ND FLOOR	15,512 SF
3RD FLOOR	15,512 SF
4TH FLOOR	15,512 SF
5TH FLOOR	15,512 SF
6TH FLOOR	15,512 SF
TOTAL GROSS	*137,100 SF*

REVISIONS

GRANT AVENUE APARTMENTS

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FLOORS 2 THRU 6

A-1.2

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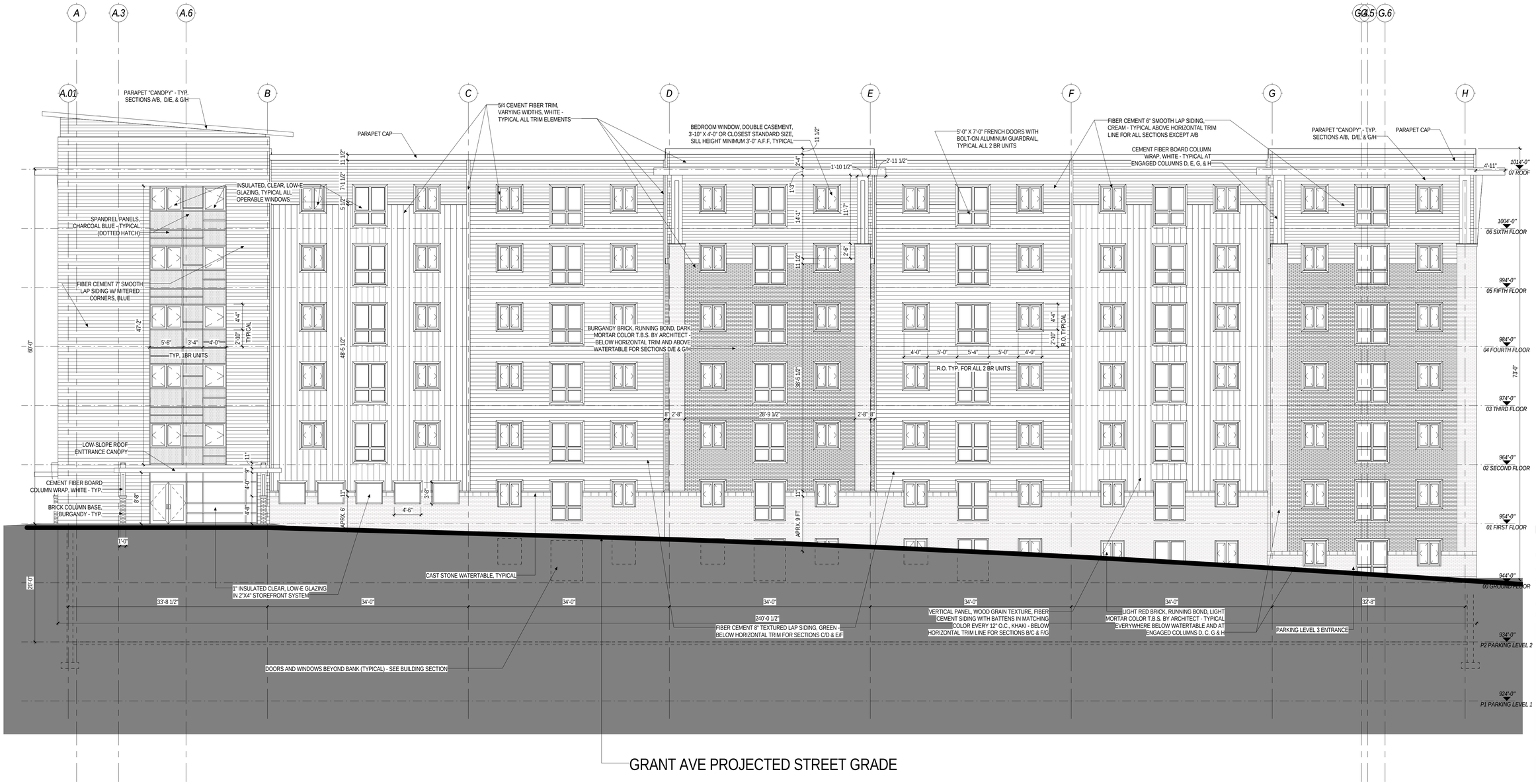

01 NORTH ELEVATION

SCALE: 1/8" = 1'-0"
SHEET: A-2.1 REF. SHEET: A-1.0

TOTAL GROUND FLOOR FRONT WALL SURFACE = 2320 SF
TOTAL GROUND FLOOR FENESTRATION = 598 SF

PERCENTAGE OF FENESTRATION FOR GROUND LEVEL FACADE = 26%

APT. DOOR FENESTRATION = 37.4 SF EA. X 5 = 187 SF
APT. WINDOW FENESTRATION = 17.4 SF EA. X 10 = 174 SF

STOREFRONT DOOR FENESTRATION = 42 SF
STOREFRONT WINDOW FENESTRATION = 115 SF

PUNCHED WINDOW FENESTRATION = 16.5 SF EA. X 5 = 82.5 SF

REVISIONS

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NORTH ELEVATIONS

A-2.1

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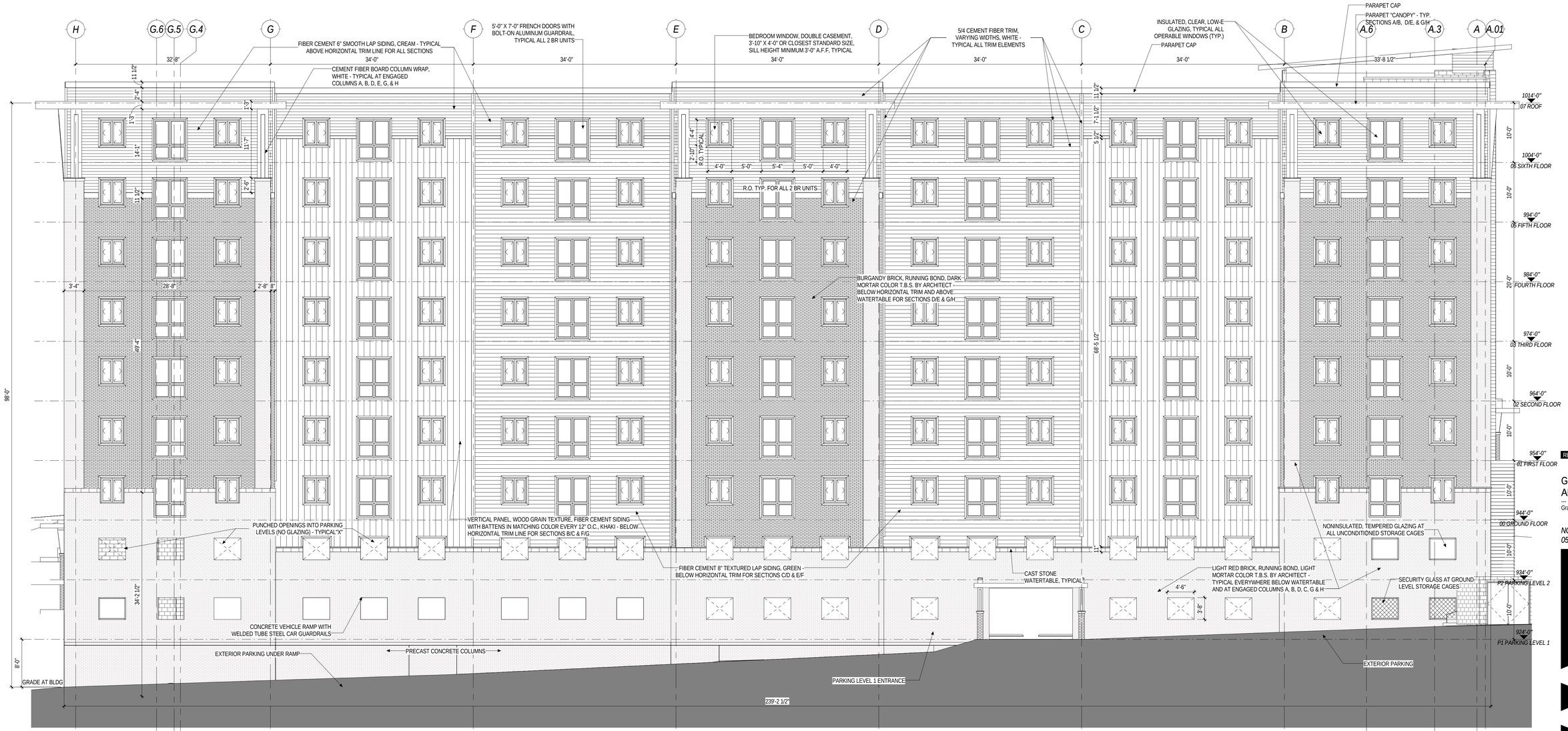

02 SOUTH ELEVATION

SCALE: 1/8" = 1'-0"
SHEET: A-2.2 REF. SHEET: A-1.0

REVISIONS

GRANT AVENUE APARTMENTS

--

Grant Avenue

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SOUTH ELEVATION

A-2.2

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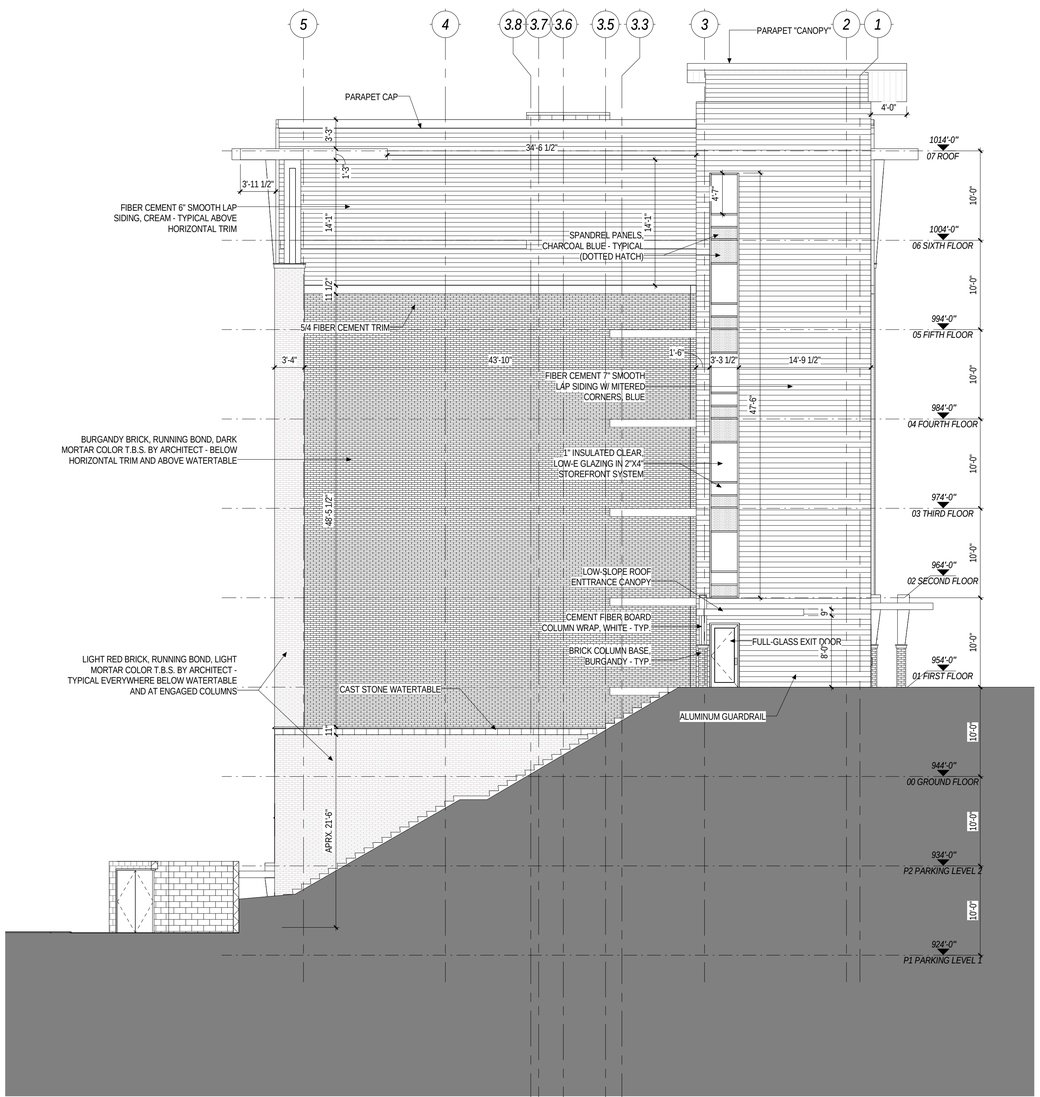
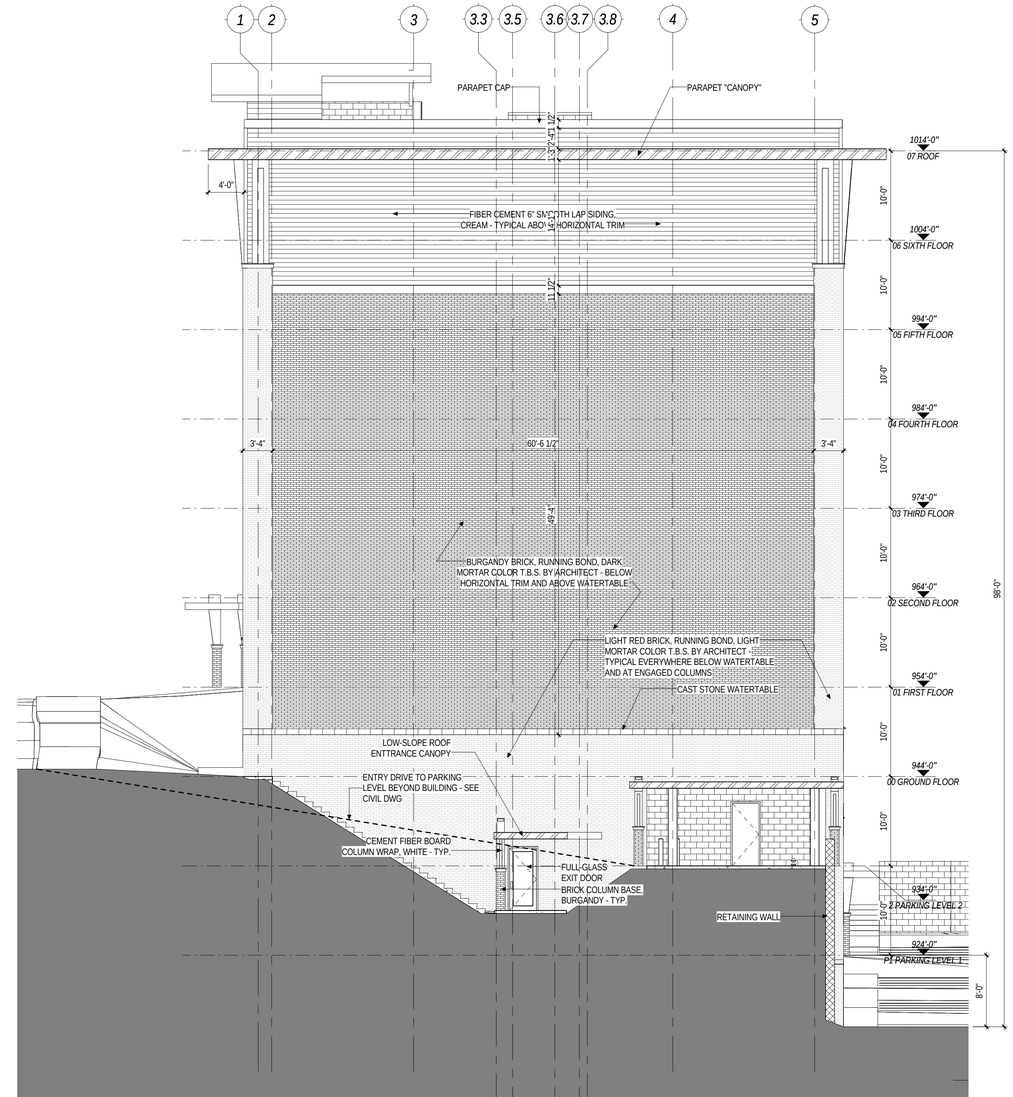
PROJECT No: 21264 DRAWN BY: JRM



03 EAST ELEVATION

SCALE: 1/8" = 1'-0"
SHEET: A-2.3 REF. SHEET: A-1.1



04 WEST ELEVATION

SCALE: 1/8" = 1'-0"
SHEET: A-2.3 REF. SHEET: A-1.0

REVISIONS

GRANT AVENUE APARTMENTS

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05.01.2015

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EAST & WEST ELEVATIONS

A-2.3

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PROJECT No: 21264 DRAWN BY: JRM