MORGANTOWN PLANNING COMMISSION

November 12, 2015
6:30 PM
City Council Chambers

President:
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Vice-President:
Carol Pyles, 7th Ward

Planning Commissioners:
Sam Loretta, 1st Ward
Tim Stranko, 2nd Ward
William Blosser, 3rd Ward
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Ken Martis, Admin.
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: S15-09-III / Standard at Morgantown, LLC / 1303 University Avenue

REQUEST and LOCATION:

Request by J. Wesley Rogers, on behalf of Standard at Morgantown, LLC, for a Type III Development of Significant Impact Site Plan approval at 1303 University Avenue.

TAX MAP NUMBER(s) and ZONING DESCRIPTION:

Tax Map 26A, Parcels 6 thru 15; B-4, General Business District

SURROUNDING ZONING:

B-4, General Business District

BACKGROUND:

The petitioner seeks to redevelop the site that is currently occupied by "McClafferty's Irish Pub", "Vic's Towing and Garage," and the former "Gold's Gym" building. Addendum A of this report illustrates the location of the subject site. Attached hereto is a detailed Planning and Zoning Code Conformity Report dated 06 NOV 2015.

Proposed Development Program

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

- The development site is currently occupied by "McClafferty's Irish Pub," "Vic's Towing and Garage," the former "Golds Gym" building that has been converted into apartments, and the "Shell" gas station mini-mart. The development site includes the public right-of-way of Wall Street, which requires annulment approval by City Council.

- The development site is identified by CTL Engineering as 1.95 acres (84,942 square feet), which includes 82,155 square feet (1.88 acres) for Parcels 6 thru and including 15 of Tax Map 26A and the Wall Street right-of-way.

- The development program includes 276 dwelling units with a total of 866 occupants.

- A total of 692 parking spaces are proposed in 12 parking deck levels that are wrapped by the nonresidential and residential portions of the building.

- The following restates the square footages of programmed spaces provided in submitted plans.
  - Commercial ..... 13,351 sf
  - Retail..... 8,486 sf
  - Parking ..... 225,554 sf (692 parking spaces)
  - Housing ..... 419,947 sf

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- TOTAL ..... 667,338 sf
- Total less parking ..... 441,784 sf

- One (1) right-in-right-out-only driveway entrance is proposed on University Avenue between Wall Street and Fayette Street to access the parking decks. One (1) driveway entrance is proposed on Walnut Street to access the parking decks, dumpster area, and loading area.

- All above ground utilities will be relocated to below ground across the University Avenue frontage of the site to ensure fire department access.

Required Planning and Zoning Code Approvals

The following approvals are required for the development program as proposed.

1. Required City Council approval:

   a. Right-of-way annulment of Wall Street between University Avenue and the CSX right-of-way.

   An annulment application has been submitted and the City Engineer is awaiting requisite letters from public/private utilities.

2. Required Planning Commission approvals:

   a. S15-09-III ..... Type III Site Plan – Development of Significant Impact (DSI).

   b. Minor Subdivision to combine the ten (10) parcels and the Wall Street right-of-way that compose the development site.

   A minor subdivision application will be submitted for Planning Commission review following the annulment determination by City Council.

3. Required BZA approvals:

   a. V15-65 ..... Article 1349.04(A)(2) – variance relief to exceed the maximum front setback standard for the principal building.

   b. V15-66 ..... Article 1349.04(A)(5) – variance relief to encroach into the minimum rear setback standard for the principal building.

   c. V15-67 ..... Article 1351.01(I) – The BZA must either, 1.) Determine that the proposed building sufficiently incorporates design elements that preserve adequate light and airflow to public spaces including streets and sidewalks; or, 2.) Approve or deny variance relief from incorporating design elements that preserve adequate light and airflow to public spaces including streets and sidewalks.

   d. V15-68 ..... Article 1351.01(D) – variance relief to exceed the maximum driveway curb cut width at the curb line and at the right-of-way line for the proposed driveway entrance on University Avenue.

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e. V15-69 ..... Article 1351.01(D) – variance relief to exceed the maximum driveway curb cut width at the curb line and at the right-of-way line for the proposed driveway entrance on Walnut Street.

f. V15-70 ..... Article 1365.04 – variance relief to exceed the maximum number of parking spaces in the non-residential district.

g. V15-71 ..... Article 1351.01(K) – variance relief from minimum transparency requirement.

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 and the 2010 Downtown Strategic Plan Update. 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.

It is the opinion of the Planning Division, as explicated in Addendum B, that the proposed development program appears to be in concurrence with the Plan's principles for land management and desired development pattern and character.

Given public safety concerns raised by Staff, the Downtown Design Review Committee, and West Virginia University's Transportation and Parking directorate, Staff recommends the Commission explore the developer's design intentions and planned safeguards for the exterior balconies and determine whether or not related conditions are merited.

STAFF RECOMMENDATION:

Staff recommends the following conditions be included in a Planning Commission approval of Case No. S15-09-III as requested by the petitioner:

1. That annulment of the Wall Street right-of-way must be approved by City Council.

2. That minor subdivision petition approval must be granted by the Planning Commission combining Parcels 6 thru 15 of Map 26A and the annulled portion of the Wall Street right-of-way and final plat recorded prior to building permit issuance.

3. That requisite variance approvals must be granted by the Board of Zoning Appeals and related conditions observed.

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4. That, as determined by the City Manager, right-of-entry, access, and/or easement agreements through the City controlled CSX right-of-way be executed and recorded prior to building permit issuance.

5. That, as determined by the City Manager, right-of-entry, access, license, and/or easement agreements securing the developer's proposed public rail-trail access be executed and recorded prior to building permit issuance.

6. That the developer shall continue to consult with the Downtown Design Review Committee and accordingly address the Committee's comments and concerns where practicable.

7. That, as proposed by the petitioner, all above ground utility facilities along the development site's University Avenue frontage must be relocated underground; provided, all affected utilities, the West Virginia Division of Highways, and the City Engineer approve development plans for same.

8. That all sidewalks along the development site's University Avenue and Walnut Street frontages shall be reconstructed to the satisfaction of the City Engineer and, where practicable, incorporate design elements utilized for the High Street Streetscape Improvement Projects.

9. That the developer shall consult with the City Engineer in providing public trash receptacle(s) and bench(es) near retail entrance(s) as well as streetscape lighting across the development site's University Avenue and Walnut Street frontages augmenting existing facilities within the downtown; provided, said street furnishings and lighting standards do not obstruct public sidewalks as determined by the City Engineer.

10. That, to the satisfaction of the City Engineer, a Transportation Route Plan and Transportation Route Protection Agreement shall be approved and executed respectively prior to the issuance of a building permit.

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

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STAFF REPORT ADDENDUM A

S15-09-III / Standard at Morgantown, LLC / 1303 University Avenue

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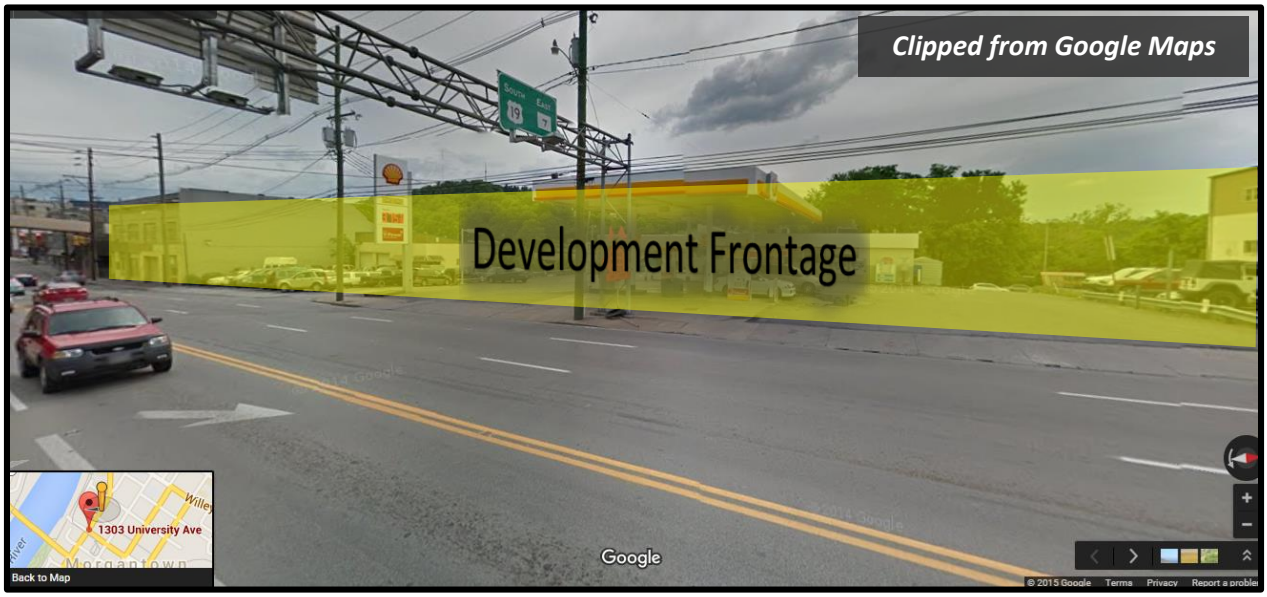

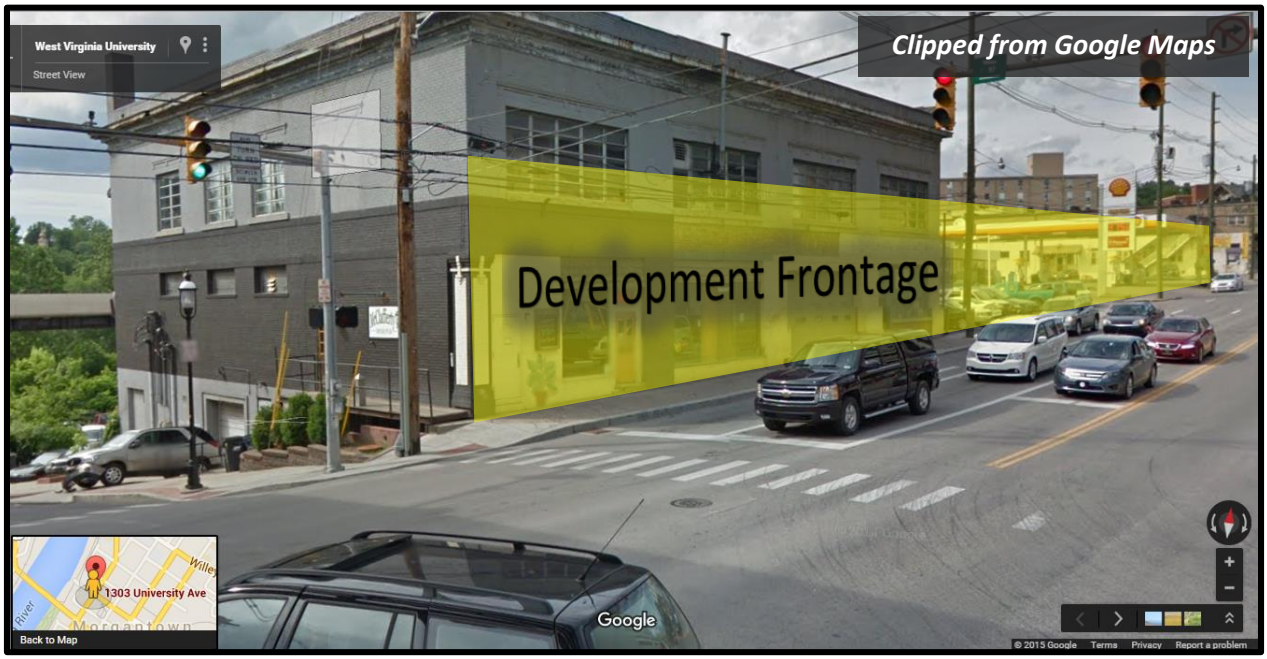

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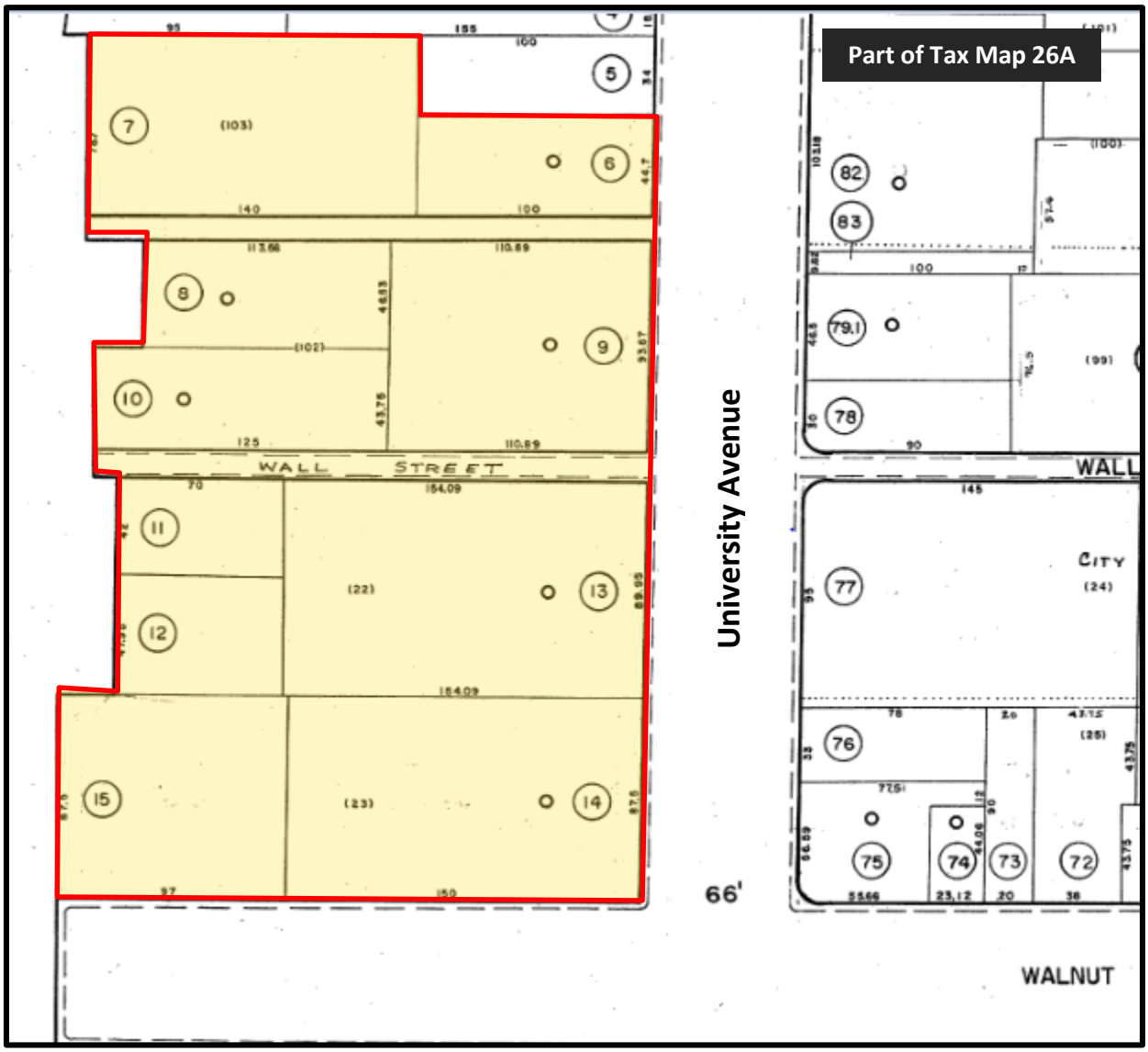

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STAFF REPORT ADDENDUM B

S15-09-III / Standards at Morgantown, LLC / 1303 University 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 site is located within the "Encouraged Growth" area, the "Core" pattern and character area, and the "Downtown Enhancement" area and is not located within a green field location at the city's edge.	
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 site is located within the central urban core and appears to be supported by existing multi-modal transportation options and adequate utility infrastructure capacity.	
Principal 3	Downtown, adjacent neighborhoods and the riverfront will be the primary focus for revitalizations efforts.	☒ Concurrence ☐ Inconsistent ☐ Other
	The site is located within the B-4 District and appears to leverage its proximity with the University's downtown campus, which should further desired strengthening of the city's urban core in terms of walkability, customer-base, and proximity to residents' primary destinations.	
Principal 4	Existing neighborhoods throughout the city will be maintained and/or enhanced.	☒ Concurrence ☐ Inconsistent ☐ Other
	The site is not located within or adjacent to a "Neighborhood Conservation" area.	

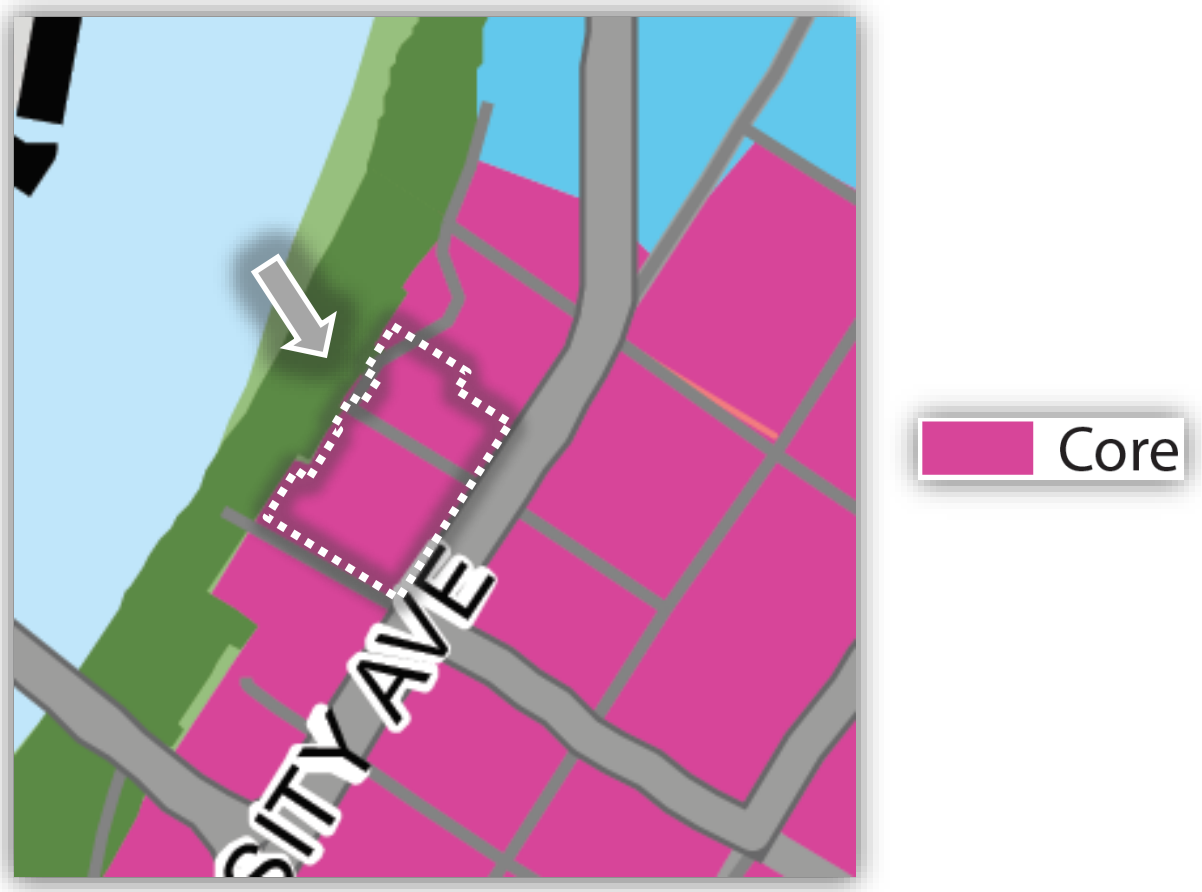
Principal 5	Quality design is emphasized for all uses to create an attractive, distinctive public and private realm and promote positive perceptions of the region.	☒ Concurrence ☐ Inconsistent ☐ Other
	The developer's professional design team consulted with the Downtown Design Review Committee (DRC) and incorporated several modifications that appear to address the Committee's comments and concerns in terms of architectural style and articulation, cladding material and color, elimination of a majority of balconies, etc.	
Principal 6	Development that integrates mixed-uses (residential, commercial, institutional, civic, etc.) and connects with the existing urban fabric is encouraged.	☒ Concurrence ☐ Inconsistent ☐ Other
	The proposed development includes street-level nonresidential use components and residential components. The urban fabric within the immediate built environment is heterogeneous given the various development pattern and character types, scales and densities, forms and functions, land uses, and construction periods.	
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 well served by public transit and within walking and biking distance of the University campus, downtown PRT station, the downtown central business district, and the Caperton Trail. Redevelopment of the site to a higher mixed-use density links residents and retail customers to alternate modes of transportation thereby reducing auto dependency within the City and mitigating increased traffic congestion created by commuting traffic from outside the City.	
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
	The proposed development program increases housing choice and diversity in the context of the immediate residential area. Proposed bedroom composition ranges from efficient units to six-bedroom units. Zoning ordinance dictates and/or guidelines concerning desired affordability and workforce housing opportunities have not been developed or enacted.	

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
	The site is within the B-4, General Business District and located within a ¼ mile walking distance of basic retail goods and services, civic, institutional, and public spaces located within the central downtown business district and University's downtown campus.	
Principal 10	Parks, open space, and recreational areas are incorporated as part of future development.	☒ Concurrence ☐ Inconsistent ☐ Other
	Semi-public indoor and outdoor spaces have been incorporated to further quality of life, convenience, and enjoyment of the development's residents. The proposed at-grade setbacks appear to functionally widen adjoining public sidewalks. A new pedestrian way will be developed to significantly improve access to the Caperton Trail.	
Principal 11	Environmentally sensitive and sustainable practices will be encouraged in future developments.	☒ Concurrence ☐ Inconsistent ☒ Other
	Stormwater management best practices will be required for a large site currently lacking such measures. Environmental remediation work will be completed to remove and/or encapsulate contamination of current and previous uses. The developer's goals and objectives concerning sustainable 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.

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 **"Core"** pattern and character 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 "**Downtown Enhancement"** concept area.

Downtown Enhancement: Continued infill and redevelopment in the Downtown core with a mix of employment, civic, commercial and residential uses as described in the 2010 Downtown Strategic Plan Update.

Corridor Enhancement:** Improving development along corridors with a mix of uses, increased intensity at major nodes or intersections and roadway improvements to improve traffic flow, pedestrian and biking experience.

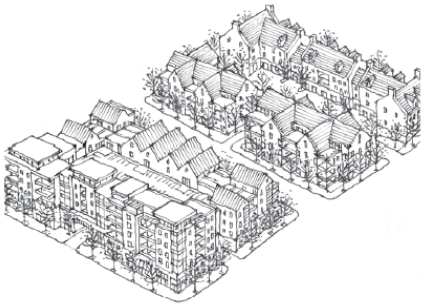
PATTERN AND CHARACTER	Development proposals in growth areas will be consistent with preferred development types. Development in areas where growth is not intended should be compatible with the relevant Character Areas description and expectations for how those areas should evolve in the future.

The following 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

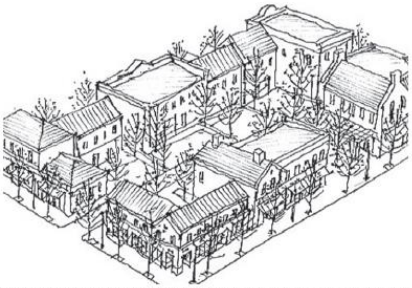
CONCEPT AREA	SF	TF	MF	C	NX	UC	CC	O	I	CD	OS
Core Enhancement			•	•	•	•					•

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.

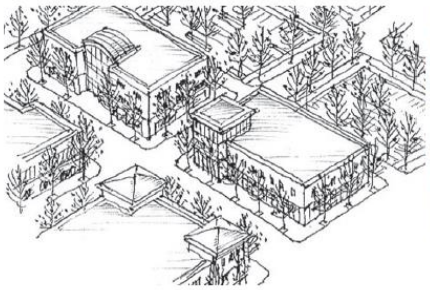


C **Civic and Institutional**
These sites include both public uses (government buildings, libraries, community recreation centers, police and fire stations, and schools) and semi-public or private uses (universities, churches, hospital campuses). Public uses should be strategically located and integrated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

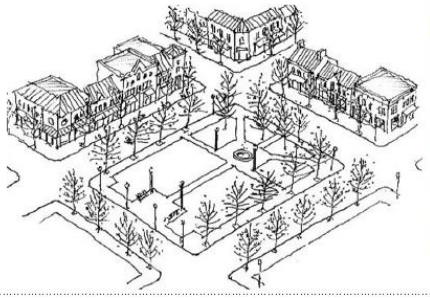
NX **Neighborhood Center Mixed-Use**
A mix of housing, office, commercial, and civic uses adjacent to one another or contained within the same structure (such as offices or apartments above ground-floor retail). Such uses should be compatible with and primarily serve nearby neighborhoods (within 1/2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



UC **Urban Center Mixed-Use**
A mix of housing, office, commercial, and civic uses located adjacent to one another or sharing the same building. Buildings are generally larger in scale than neighborhood mixed-use and contain more employment and commercial uses that serve the broader community. Buildings should be located near the street with parking provided on-street or in shared parking configurations behind or between buildings.



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 1. Strengthen Downtown.

LM 1.5 Create incentives for developers to build residential units downtown that will serve a broad age and socioeconomic range.

Objective 5. Encourage land use patterns that support improved transportation choice and efficiency.

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

Objective 6. Improve community appearance, particularly at city gateways.

LM 6.5 Encourage major redevelopment projects to relocate utilities from view of primary corridors, arterials, and collectors with emphasis on underground placement.

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.

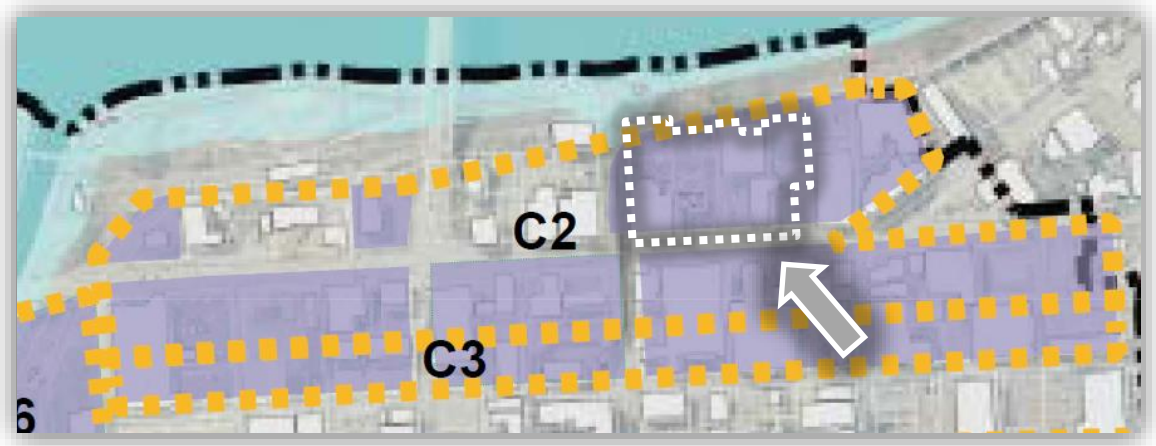
Objective 4. Promote the development of a broad range of housing types and prices.

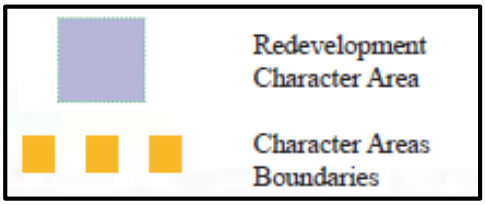
NH 4.1 Provide incentives to developers to encourage development of alternative housing types (i.e. higher density, live-work, mixed-use) in designated growth areas.

2010 Downtown Strategic Plan

Concurrence with the 2010 Downtown Strategic Plan

The following graphics have been clipped from the 2010 Downtown Strategic Plan [Page 69].





C1 : Waterfront
C2: University Avenue
C3: Chestnut Street
C4: Forest Avenue
C5: Pleasant Avenue
C6: Foundry Street
C7: South High Street
C8: Cobun Avenue
C9: Decker's Creek
C10: Downtown Core

The following graphics are clipped from Pages 76 through 80 of the 2010 Downtown Strategic Plan Update.

6.0 Downtown Strategies

6.3.1.2 Character Area 2 - University Avenue

STRENGTHS	CHALLENGES
• Adjacent to the Monongahela River and its parks and amenities, West Virginia University, and the PRT. • Access to the River, Caperton Trail and Deckers Creek Trail. • On primary transportation routes into and out of downtown. • "Step down" in topography from downtown allows for taller buildings and for "tuck under" parking structures. • Urban street grid of downtown links across University Avenue in several locations. • Public transportation access and current investment in the Riverfront Park. • Some good redevelopment in repurposed buildings is currently occurring.	• University Avenue is not pedestrian friendly because of the high volume and high speed of traffic moving through intersections. • Urban street grid interrupted in some areas by new development. • Existing uses are primarily single-use facilities and do not provide for a mixed-use line corridor. • No unification in the facade of existing buildings along University Avenue.
OPPORTUNITIES	
• Promote vibrant mixed-use development to create gateway to the downtown and to the River. • Create overhead and on-grade pedestrian connections across University Avenue. • Utilize topography to create structured parking below and uses above. • Create "eyes on the park" by promoting residential uses within the corridor. • Promote the redevelopment of large single-use, single-story lots into mixed-use structures.	

6.0 Downtown Strategies

VISION / DEVELOPMENT THEME

An attractive pedestrian friendly mixed-use corridor on both sides of University Avenue that balances pedestrian and automobile concerns, promotes a proper gateway image to the city, and includes a variety of uses including lodging, hospitality, institutional uses, green manufacturing, residences and office uses that take advantage of its location along the river, its adjacency to the PRT and its proximity to Western Virginia University.

ACTIONS

6.3.1.2a Conduct a detailed traffic and urban design study of University Avenue to balance urban design quality, pedestrians, and cars.

6.3.1.2b Develop incentives to enable consolidation of parcels and consistency in development theme and pattern.

6.3.1.2c Adopt and enforce Main Street Morgantown Urban Design Guidelines and Design Guidelines for Public Projects.

6.3.1.2d Create specific design guidelines for the "University Avenue Character Area".

Inspirational imagery depicting well-crafted waterfront multi-family housing.

6.0 Downtown Strategies

DESIGN GUIDELINE CONSIDERATIONS

General Intent / Goals

Dense pedestrian friendly mixed-use village with mixed-use buildings organized along University Avenue, existing streets and alleys and along the river.

Planning Requirements

- Reinforce the urban quality by increasing the mass, density, and mixed-use buildings that front on well-designed pedestrian streets.
- Create a north-south pedestrian and bicycle accesses to the River at regular intervals at the ends of the alleys that extend to downtown.
- Create balance and harmony in the vertical and horizontal massing of buildings.
- Create a consistent architectural style and palette of materials.
- Areas characterized as "New Mixed-Use Development" in Figure 15 will offer retail/commercial on the ground floor and either office or residential on the upper floors.

Building Height

Maximum height as described in the B-4 Zoning District (120'). All new buildings should be a minimum of three (3) stories or 36' in height to promote a mix of uses and a continuous urban edge.

Setbacks

- Buildings should front onto University Avenue along a consistent "build to line" that allows for the expansion of the sidewalk to a twelve-foot minimum width on both sides of the University Avenue.
- Encourage buildings to be placed close to each other as allowed by building and fire codes.

Parking and Access

- As described in the B-4 Zoning District, with the addition of the City offering an option for reduced required parking amounts for downtown residential developers as described under Transportation Section 6.4.2.
- Access to parcels of land should be from extensions of the urban street and alley grid and not directly from University Avenue.

Building Placement

- Buildings should be oriented along streets and open spaces along an established "build to line" so that an urban edge is created with the buildings.
- Buildings should exhibit continuity in the design of their facades.
- Buildings that front streets and open spaces should have a well-designed and scaled first floor with human scaled elements, doors, windows, awnings, and stoops.
- Buildings should consider pedestrian scaled rhythms along the street and open space networks and provide architectural breaks or interest every 30 - 50 feet of horizontal distance.

6.0 Downtown Strategies

Materials

Materials should conform to existing B-4 standards and be consistent with the materials chosen for the existing historic buildings within the "University Avenue Character Area". Materials, methods, treatment, and type for private projects should adhere to the Design Guidelines found under Section N of the Main Street Morgantown Urban Design Document. Materials, methods, treatments, and types for public projects should to adhere to Main Street Morgantown's Design Guidelines for Public Projects found in Sections II to V. Select materials and finishes for proposed new buildings that are compatible with historic materials and finishes found in the surrounding buildings that contribute to the special character of the historic district in terms of composition, scale, module, pattern, detail, texture, finish, color, and sheen.

Colors Palette

Warm and earth-toned colors will be encouraged predominantly. Brighter colors will be allowed but in limited accent areas.

Architectural Style

Encourage an architectural reference for the "University Avenue Character Area" that draws inspiration from historic and industrial era brick buildings as described within the Main Street Morgantown Urban and Public Projects Design Guidelines. Existing building renovations, rehabilitations, and adaptive reuses should follow the Main Street Morgantown Urban and Public Projects Design Guidelines.

Inspirational imagery depicting pedestrian bridge over busy vehicular thoroughfare.

6.0 Downtown Strategies

Location Map

Figure 15: Character area diagram for University Avenue

PLANNING AND ZONING CODE CONFORMITY REPORT FOR PLANS SUBMITTED FOR NOVEMBER PC AND BZA HEARINGS

Planning Division

"The Standard at Morgantown" – University Ave

The following information identifies Planning and Zoning (P&Z) Code provisions related to the above referenced development. Plans reviewed herein were prepared by the BKV Group and CTL Engineering of West Virginia, Inc, on behalf of Landmark Properties, Inc. Also identified is whether or not the subject development meets P&Z requirements.

PROPOSED DEVELOPMENT PROGRAM

- The development site is currently occupied by "McClafferty's Irish Pub," "Vic's Towing and Garage," the former "Golds Gym" building that has been converted into apartments, and the "Shell" gas station mini-mart. The development site includes the public right-of-way of Wall Street, which requires annulment approval by City Council.
- The zoning classification for the development site is B-4, General Business District.
- The development site is identified by CTL Engineering as 1.95 acres (84,942 square feet), which includes 82,155 square feet (1.88 acres) for Parcels 6 thru and including 15 of Tax Map 26A and the Wall Street right-of-way.
- The development program includes 276 dwelling units with a total of 866 occupants.
- A total of 692 parking spaces are proposed in 12 parking deck levels that are wrapped by the nonresidential and residential portions of the building.
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  - TOTAL ..... 667,338 sf
  - Total less parking ..... 441,784 sf
- One (1) right-in-right-out-only driveway entrance is proposed on University Avenue between Wall Street and Fayette Street to access the parking decks. One (1) driveway entrance is proposed on Walnut Street to access the parking decks, dumpster area, and loading area.

SUMMARY OF CONFORMITY OBSERVATIONS

Planning and Zoning Code Reference	
Conformity (Y, N, TBD)	Conformity review observations; required approvals noted in **bold highlighted (yellow) font**.

1349.02 Permitted and Conditional Uses	
Y	"Mixed-Use Dwellings" are permitted in the B-4 District by-right. [see Addendum A for additional explanation]
TBD	The specific land uses for the commercial retail spaces at grade with University Avenue have not been determined. Land use determinations will be made once commercial retail occupants are identified.

1349.03 Lot Provisions	
Y	(A) Minimum lot size – 1,500 sf *The development site, which includes the Wall Street right-of-way is 1.95 acres (84,942 sf).*
Y	(B) Minimum lot frontage – 30 ft *The University Avenue frontage appears to be approximately 340 ft.*
Y	(C) Minimum lot depth – 50 ft *The lot depth varies from 152.7 ft to 248.2 ft*
Y	(D) Maximum lot coverage – 90%. *Sheet No. 3.01 identifies the proposed lot coverage as 78%.*

1349.04 Setbacks and Encroachments			
	Provision	Requirement	Proposed
Y	(A)(1) Minimum Front	0 ft.	4.62 ft
N **V15-65**	(A)(2) Maximum Front	Average depth of the nearest 2 lots on either side or 10 feet, whichever is less	*Sheet C-3.1 illustrates maximum front setbacks varying from 4.62 ft to 8.87 ft., which exceed the 0.26 ft setback for the Mode Roman Building.*
N/A	(A)(3) Exceptions to max. front	*Exceptions not requested.*	
Y	(A)(4) Minimum Side	0 ft.	5 ft (south) 13.61 ft (north)
N **V15-66**	(A)(5) Minimum Rear	10% of lot depth	*Sheet 3.01 illustrates an encroachment for a portion of the building.*
Y	(B) Minimum setback for accessory structures – LIFT STATION	5 ft from side & rear	5.01 ft from rear 4.25 ft from side

1349.05 Building Height			
	Provision	Requirement	Proposed
Y	(A) Minimum Height	2 stories	10 stories (as defined by "building height in stories)
Y	(B) Maximum Height	120'	Lowest Elevation: 102' – 9 3/8" (south elevation) Highest Elevation: 134' – 4" (west elevation) Average Height = 118' – 6 11/16"
Y	(C) Maximum Height (accessory structure) – 35 ft *The lift station is considered an accessory structure.*		

1349.06 Floor Area Ratio (FAR)	
Y **Note – 1**	Maximum FAR is 7.0. However, area designed, constructed, and utilized to provide parking structure facilities for less than the maximum parking standard is exempt from maximum FAR standard. Maximum FAR calculation: 7.0 x 84,942 sf = **594,594 sf** Proposed FAR: 667,338 sf (total) – 225,554 sf (parking) = **441,784 sf**

1349.07 Maximum Residential Density	
Y	Minimum lot area per dwelling unit is 300 sf. Maximum residential density calculation: 84,942 sf / 300 sf = max. of **283 units**. Proposed dwelling unit count is **276 units**.

1349.08 Parking and Loading Standards	
Y	(A)(1) Residential – 0.5 parking spaces per occupant (except first 22 occupants) 866 occupants – first 22 occupants = 844 occupants 844 occupants x 0.5 = minimum of **422 parking spaces** Proposed: **692 parking spaces**
N/A	(A)(2) Nonresidential *The trip generating nonresidential use component (8,486 sf) is less than 15,000 sf and therefore exempt from providing nonresidential required parking spaces.*
N/A	(A)(3) Movie Theaters
N/A	(A)(4) Reduction in Minimum Required Parking
N/A	(A)(5) Fee In-Lieu-Of Parking - RESERVED

N/A	(A)(6)	"Alternate Off-Site Parking Strategies".
Y	(B)	On-site surface parking must be located to the rear of the building or otherwise screened. *No surface parking spaces proposed in plans reviewed herein.*
Y	(C)	Bicycle Storage – One (1) indoor, secured, sheltered bicycle storage space is required per dwelling unit that meets minimum design standards. *Sheet No. 6.01 illustrates storage for 276 bikes*
Y	(D)	Loading for residential uses containing thirty (30) or more dwelling units. *The proposed area of the residential use component is 334,092 sf. According to Table 1365.10.01, a total of **15 loading spaces** are required, one (1) of which must be designed for the retail sales uses. Because the dwelling units will be furnished, the dimensions of the residential loading spaces can be the standard 8.5 ft x 18 ft parking space. Sheet Nos. 6.01 and 6.04 illustrate the 14 residential use loading spaces.*

1349.09 Performance Standards	
	See comments below under Article 1351.

1349.10 Landscaping	
	See comments below under Article 1367.

1351.01 Performance Standards for Buildings in the B-4 District		
Y	(A)	Height exemptions for certain facilities and appurtenances.
TBD	(B)	Private pedestrian walks, street furniture, and open space on private property. *Consultation with and review by the City Engineer will be conducted during building permit plans review to determine appropriate public space furnishings.*
Y	(C)	Private parking facilities.

	(D) Curb Cuts. The following provides the minimum curb cut performance standards along with proposed conditions.			
	Provision	Standard	Proposed	
			University Ave. curb cut	Walnut St. curb cut
Y	Minimum distance of any part of driveway to the street right-of-way line of any intersecting street.	35 feet	152.5 ft	36.75 ft
Y	Minimum distance of any part of driveway to the end of a curb radius at an intersecting street.	30 feet	158.86 ft	30.15 ft
Y	Minimum distance of any part of a driveway to any other part of another driveway.	30 feet	169.26 ft	N/A
N V15-68 V15-69	Maximum width of a driveway at the curb line.	26 feet	**55.77 ft**	**104.39 ft**
N V15-68 V15-69	Maximum width of a driveway at the street right-of-way line.	22 feet	**27 ft**	**58.75 ft**
Y	(E) Corner Visibility. *See review opinion from City Engineer.*			
	(F) Landscaping. *See comments below under Article 1351.*			
N/A	(G) Vacant Lots.			
Y	(H) Main Street Morgantown Urban Design Guidelines. *The project's design professionals met with the Downtown Design Review Committee on 25 AUG 2015 and 29 SEP 2015.*			
TBD V15-67	(I) Minimize Canyon Effects for Buildings Taller than Three (3) Stories. Site plan applications for buildings taller than three (3) stories must include an Air Flow Analysis and a Sunlight Distribution Analysis. *The Sunlight Distribution Analysis is provided on Sheet Nos. 6.17 and 6.18. The Air Flow Analysis is provided on Sheet No. 6.19.*			
Y	(J)(1) Floor-to-Floor Heights Ground-floor Space. *Sheet Nos. 6.02, 6.03, 6.04, 7.02, and 7.03 illustrate floor-to-floor heights of at least 11 ft for the stepped ground floor non-residential spaces.*			
Y	(J)(2) Floor Area of Ground-floor Space. *See Addendum B for explanation.*			

N **V15-71**	(K)	Transparency. *Sheet No. 7.04 illustrates transparency between 3'-0" and 8'-0" of 52% along University Avenue and 11% along Walnut Street, which requires **variance** relief.*
Y	(L)	Doors and Entrances.
Y	(M)	Solid Waste. *Garbage storage facility design, access modeling, and a letter provided from Republic Services has been submitted.*

1365.04 Determination of the Number of Spaces		
N **V15-70**	(I)	In all non-residential districts the maximum numbers of spaces provided shall not exceed 115 percent of the minimum parking requirement, except for research and development centers, where there shall be no maximum.
	The minimum parking requirement [see Article 1349.08(A)(1) above] is 422 spaces. 422 spaces x 1.15 = maximum of 485 parking spaces. 485 parking spaces + 14 residential loading spaces = 499 parking spaces. *692 parking spaces are proposed, which requires **variance relief** for the 193 parking spaces that exceed the maximum standard.*	

1365.07(A)(2) Off-Site Parking Facilities within the B-4 District	
N/A	The BZA may grant conditional use approval to provide required parking spaces on a site that is within 500 feet of the principal use (with certain restrictions). Off-site parking is not proposed.

1367 Landscaping and Screening	
TBD	*A Preliminary Landscape Plan is provided on Sheet Nos. 4.03, 4.04, and 4.05. Review of the final Landscape Plan will be conducted during building permit application submission.*

1369 Signs	
TBD	*Because commercial retail occupants have not been identified yet, signage plans will be reviewed and approved at the time of related building permit application.*

1371 Lighting	
TBD	*A Preliminary Landscape Plan is provided on Sheet Nos. 4.01 and 4.02. Review of the final Lighting Plan will be conducted during building permit application submission.*

NOTES

Note – 1 .....As noted under Article 1365.04(I) above, 193 parking spaces are proposed in excess of the 115% maximum standard. Article 1349.06 does not permit parking in excess of the maximum parking standard to be exempted from the Maximum Floor Area Ratio (FAR) standard. As such, the following adjusted FAR calculation is required.

- The assumed area of a parking space is (8.5' x 18') + (8.5' x 12') = 255 sf per space
- 193 parking spaces x 255 sf per space = 49,215 sf
- Proposed FAR: [667,338 sf (total) – 225,554 sf (parking)] + 49,215 sf = 490,999 sf
- 490,999 sf is still less than the maximum FAR standard of 594,594 sf

SUMMARY OF REQUIRED APPROVALS

1. Required City Council approval:
   a. Right-of-way annulment of Wall Street between University Avenue and the CSX right-of-way.

      An annulment application has been submitted and the City Engineer is awaiting requisite letters from public/private utilities.

2. Required Planning Commission approvals:
   a. S15-09-III..... Type III Site Plan – Development of Significant Impact (DSI).

   b. Minor Subdivision to combine the ten (10) parcels and the Wall Street right-of-way that compose the development site.

      A minor subdivision application will be submitted for Planning Commission review following the annulment determination by City Council.

3. Required BZA approvals:
   a. V15-65.....Article 1349.04(A)(2) – variance relief to exceed the maximum front setback standard for the principal building.

   b. V15-66.....Article 1349.04(A)(5) – variance relief to encroach into the minimum rear setback standard for the principal building.

   c. V15-67.....Article 1351.01(I) – The BZA must either, 1.) Determine that the proposed building sufficiently incorporates design elements that preserve adequate light and airflow to public spaces including streets and sidewalks; or, 2.) Approve or deny variance relief from incorporating design elements that preserve adequate light and airflow to public spaces including streets and sidewalks.

d. V15-68..... Article 1351.01(D) – variance relief to exceed the maximum driveway curb cut width at the curb line and at the right-of-way line for the proposed driveway entrance on University Avenue.

e. V15-69..... Article 1351.01(D) – variance relief to exceed the maximum driveway curb cut width at the curb line and at the right-of-way line for the proposed driveway entrance on Walnut Street.

f. V15-70..... Article 1365.04 – variance relief to exceed the maximum number of parking spaces in the non-residential district.

g. V15-71..... Article 1351.01(K) – variance relief from minimum transparency requirement.

ADDITIONAL OBSERVATIONS

– Discussion notes from the two (2) meetings with the Downtown Design Review Committee are attached. The Committee requested to meet again with the developer's design professionals prior to building permit application submission to review final architectural design elements; particularly those few elements that had not been decided prior to the Committee's 29 SEP 2015 meeting.

Christopher M. Fletcher

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Date: 2015.11.06 15:15:08 -05'00'

ADDENDUM A

Mixed-Use Dwelling Units

Article 1331.06(26) provides that, "the *commercial or office space* shall not be less than 20 percent and not more than 60 percent of the ground floor area."

In the definition of FLOOR AREA provided in Article 1329.02, "…The floor area of enclosed required off-street parking areas shall not be included…"

Floor area of FLR01:	54,593 sf	total area
	– 18,923 sf	parking area
	35,670 sf	total area less parking

Proposed *commercial or office space* on ground floor:	6,244 sf	FLRP1
	+ 2,242 sf	FLR01
	8,486 sf	Retail

Proposed % *commercial or office space*	8,486 sf	Retail	=	**23.8%**
	35,670 sf	FLR01		

ADDENDUM B

Non-residential on Ground Floor

Article 1351.01(J)(2) provides that all *nonresidential* floor space provided on the ground floor of a mixed-use building must contain at least 20 percent of the lot area on lots with 50 feet of street frontage or more.

The lot area (area of the development site) is 84,942 sf.

The minimum nonresidential area on the ground floor is:	84,942 sf	
	X 20%	
	16,988.4 sf	

The proposed nonresidential area on the ground floor is:	576 sf	FLRP1
	6,244 sf	FLRP1
	8,242 sf	FLR01
	+ 2,242 sf	FLR01
	17,304 sf	Nonresidential

Downtown Design Review Committee
Meeting Notes

Development: The Standard – University and Walnut Street – Landmark Properties & BKV Group

Date: 8/25/2015 Time: 5:30 PM Place: Public Safety Building

Items Discussed:

Development program details presented:

- 10 to 11 levels with a building height that will not exceed 960 feet above sea level (ASL). Fletcher noted that he has not received elevations with finished adjoining grades to determine the average building height in comparison with the maximum building height standard of 120 feet.
- 283 dwelling units ranging from efficiency units to six-bedroom units for a total of 857 beds geared towards college students. No bedrooms will be double-occupied.
- Property management will be located on-site.
- The roof will include an amenity deck with a swimming pool.
- Vehicular entrances are proposed from University Avenue (right-in-right-out only) and from Walnut Street.
- Truck loading space will be provided off Walnut Street. AutoTURN or similar simulation will be provided to City
- Sidewalk width along University Avenue will be increased beginning at the existing curb line to the building's proposed 7.5 foot front setback effectively creating an approximate twelve-foot wide public space.
- A new trailhead is planned that will significant enhance rail-trail access.
- Commercial space will be located at the University Avenue street level.
- When asked about potential commercial uses at the rear of the building facing the rail-trail, the developer noted such space was not viable along the riverfront.
- The building will include 24 balconies that will be dark grey with painted aluminum plank floors.
- The closest point between the proposed building and the PRT will be approximately ten (10) feet. Committee members encouraged the design team to work with WVU's PRT management.

- The design team intends to locate and screen HVAC mechanical condensing units on the roof; however, further design is needed before plans can be shared with the Committee.

- The parking decks will be wrapped by the building and will require mechanical ventilation that must be designed yet.

- All utility lines in front of the site will be buried to ensure fire truck access to the building.

- Bike storage is planned and kayak storage and/or rental is being considered as an amenity for residents.

Contemplated cladding materials/style:

- The first level will include split face masonry, aluminum storefront display window frames, and precast stone sign band above storefront windows.

- Upper floors will use a mix of brick or brick veneer, metal panel, cementitious panel, and stucco (EIFS)

- Color schemes have not been finalized yet but the design professionals intend to use earth tones similar to the predominant color schemes used on the University's downtown campus and several of the larger-scaled buildings in the downtown. Currently considered is a grey shade for the stucco, tan for the cementitious panels, and red brick.

- The arrangement of façade elements by use of contemplated materials, colors, wall offsets are intended to break up and provide variation in massing to give the appearance of several buildings along University Avenue.

- The retaining wall at the rear Walnut Street corner will be reconstructed; however, building materials have not been determined yet.

- Exterior lighting is still being planned.

Committee Observations:

- Cladding Materials
  - Committee expressed concerns with the use of split face masonry for the building's base. The primary concern was for the façade along University Avenue where high vehicular traffic will contribute to dirt and soot collecting, holding, and showing on porous split face masonry material along with the difficulty of removing graffiti. Secondary concern was split face masonry appeared to be a tawdry alternative to precast stone/concrete. Committee asked that larger panels of cast stone/concrete be used for the building's base rather than split face masonry.
  - Mills suggested using precast, larger panels, and aluminum wraps be used for the building's base, particularly along University Avenue and Walnut Street.
  - Committee asked to see more refined cladding materials and color palette details as the project's design continues to evolve. The Committee was generally accepting of the

contemplated color palette of cladding materials but wants to see close up drawings/illustration to better understand their use, purpose, and transitions.

  - Committee did not like stucco/EIFS; noted examples of poor wearing and dirty facades of nearby stucco/EIFS buildings; noted EIFS will most likely be prohibited in the near future.
  - Mills asked that fasteners for cementitious panels not be exposed.
  - Committee asked for more detail on materials and colors of the contemplated cornice, parapet cap, and architectural appurtenances at the top of the building.
  - The Committee suggested clear, non-tinted glass for the storefront display windows.
  - The Committee asked the design team to explore more defined storefront elements.

- Retaining Wall – The Committee asked to see the materials and color of the new retaining wall along Walnut Street.

- Balconies
  - Committee members shared experiences with poor student conduct on balconies in the downtown area and cited concerns for potential problems.
  - Shuman strongly suggested reconsideration of the balconies as it increases the chance of objects being thrown at vehicles on University Avenue and at PRT cars.
  - Mills stated balconies are an attractive nuisance and invite trouble.

- Mechanical Systems – Mills stressed the importance of screening the mechanical systems and requested to see where they will be located and how they will be screened along with the parking garage ventilation system.

- Trail Access
  - Additional information/illustration is needed on how the contemplated trailhead will be designed, constructed, and accessed.
  - Concern was provided on how this space will be programmed and cautioned against furniture and spaces that attract gathering and loitering as experienced along the trail within the immediate area.
  - Concern was provided for the privacy of dwelling units located at grade at the rear of the building.

- Truck Loading – The project must be designed to ensure delivery trucks and loading do not occur in front of the building on University Avenue.

- Exterior Lighting – The Committee asked to see the final exterior lighting plan that included photometric renderings (e.g., Agi32, ElumTools, or similar simulation software).

- Sidewalk and Streetscape – The Committee asked for additional information/illustration of the proposed streetscape along University Avenue including street trees if planned.

- Mills expressed that the pedestrian bridge is a must with this project. Fletcher noted that the City has commissioned an Engineer to work with the developer's design professionals to study the feasibility of pedestrian bridge that will be open to the public.

- Corner at University Avenue and Walnut Street – Mills suggested rethinking the University Avenue and Walnut Street building corner to enhance its presence and architectural contribution to the built environment.

- Site Security – Suggestions were made to install several cameras, especially towards the rear of the building.

Christopher M. Fletcher

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DOWNTOWN DESIGN REVIEW COMMITTEE

August 25, 2015
5:30 PM
Public Safety Building – Conference Room

Committee Members:

Bill Kawecki
Planning Commissioner

Michael Shuman
Planning Commissioner

Tom Anderson

Bob Carubia

Constance Merandi

Michael Mills

ATTENDENCE SHEET

NAME (PLEASE PRINT)	ADDRESS
JASON DOORNBOS	455 EPPS BRIDGE PKWY
JOHN TRAUBER	1054 31ST NW WASHINGTON, DC.
MICHAEL MILLS	63 WHARF STREET MORGANTOWN
Michael Greenlee	2470 Daniells Bridge Rd Athens GA 30605
Michael Shuman	705 Willey St Morgantown
BILL KAWECKI	324 COBURN AVE
TOM ANDERSON	34 TIBBS ROAD –
Joseph Miller	455 Epps Bridge Pkwy Athens, GA
Andrew Costas	455 Epps Bridge Pkwy Athens GA

Development Services
Christopher Fletcher, AICP
Director

Planning Division
389 Spruce Street
Morgantown, WV 26505
304.284.7431

Meeting Notes

Purpose: The Standard – University and Walnut Street – Landmark Properties & BKV Group

Date: 9/29/2015 Time: 5:30 PM Place: Planning Office (WebEx)

Items Discussed:

- Color schemes have not been finalized yet but the design professionals intend to use earth tones similar to the predominant color schemes used on the University's downtown campus and several of the larger-scaled buildings in the downtown. Currently considered is a grey shade for the EIFS/stucco, tan for the cementitious panels, and red brick. EIFS/stucco will be restricted to the top four floors. Cementitious cladding and brick will be used for the lower five floors. Committee suggested bringing cementitious and brick material all the way up the corner and requested EIFS/stucco not be used along the University Avenue and Walnut Street facades. Committee suggested a darker color for the EIFS/stucco as lighter colors will show dirt from vehicles traveling in the corridor.

- The design professionals noted the arrangement of façade elements by using materials, colors, building line offsets are intended to break up and provide vertical articulation and variation in massing to give the appearance of several buildings along University Avenue.

- The retaining wall at the rear Walnut Street corner will be reconstructed; however, building materials have not been determined yet. The Committee asked if a CMU system is used, that larger-sized units be used and avoid sharp points at corners.

- Split-face masonry materials have been eliminated and replaced with pre-cast concrete in response to the Committee's expressed concerns.

- Concealed cementitious board fasteners will be used as requested by the Committee.

- Clear, non-tinted glass for the storefront display windows will be used as requested by the Committee

- More defined storefront elements have been incorporated as requested by the Committee.

- Most of the balconies have been eliminated as requested by the Committee. However, there are still Juliet balconies along University Avenue where the building face has been extended out from the primary face providing articulation in the façade. The Committee remains concerned with balconies and requested windows and doors be restricted to four to six inch opening to mitigating use of Juliet balconies for public safety concerns.

- The Committee suggested Caperton Trail wayfinding signage be added along Walnut Street. The developer agreed to work with the City as practicable.

- The developer noted that additional planning and design is ongoing concerning:
  - Exterior lighting.
  - Parapet design to screen roof-top mechanical units.
  - Public realm hardscape and street furnishings.
  - Caperton Trail access.
  - Final cladding material schedule and color palette.

- The Committee asked to meet with the developer's design professionals following Planning Commission approval and prior to building permit application to discuss final architectural design elements that have not been decided yet.

DOWNTOWN DESIGN REVIEW COMMITTEE

September 29, 2015
5:30 PM
Public Safety Building – Conference Room

Committee Members:

Bill Kawecki
Planning Commissioner

Michael Shuman
Planning Commissioner

Tom Anderson

Constance Merandi

Michael Mills

ATTENDENCE SHEET

NAME (PLEASE PRINT)	ADDRESS
Tom Anderson	37 Tibbs Rd
Michael Mills	63 Wharf Street
Michael Shuman	705 Willey St
Greg Foreman	CTL Engineering 1091 Chaplin Hill Rd
Bill Kawecki	324 Gibson Ave
Connie Merandi	281 Dormont St

Development Services
Christopher Fletcher, AICP
Director

Planning Division
389 Spruce Street
Morgantown, WV 26505
304.284.7431

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City of Morgantown, West Virginia

APPLICATION FOR TYPE III SITE PLAN REVIEW DEVELOPMENTS OF SIGNIFICANT IMPACT

OFFICE USE	
CASE NO.	S15-09-III
RECEIVED:	10/2/15

A Development of Significant (DSI) Impact is any proposed development whose characteristics warrant a more in-depth review by the Morgantown Planning Commission in order to mitigate the negative impact these characteristics may have on surrounding land uses in particular and on the surrounding neighborhood in general. Developments of Significant Impact (DSI) are those that have a Citywide or regional impact. Such impact could involve the transportation network, environmental features such as parks or stream corridor, local schools, etc. Such developments could include large-scale residential, commercial, or mixed-use developments, employment centers, regional shopping centers, industrial and/or manufacturing, and extractive industry. Any proposed residential or non-residential development that meets or exceeds any of the following criteria shall be determined to be a Development of Significant Impact (DSI) and will require a complete development plan to be submitted and reviewed by Planning Division staff and the Planning Commission.

Land Use Category	Development of Significant Impact (DSI) Thresholds
Development in the B-4 District	
All Land Use Categories	New construction of a principal structure, regardless of land use category or net acreage of the site.
Residential	A development that is 12 or more dwelling units.
Non-Residential	A development that is either 10,000 square feet or more of gross floor area or a site of one-half (1/2) acre or more of net acreage.
Mixed-Use	A development that exceeds any of the following: 10,000 square feet or more of gross floor area of non-residential use(s); or, 12 or more dwelling units; or, one-half (1/2) acre or more of net acreage.
Industrial	All industrial development, regardless of gross floor area or net acreage of the site.
Development in all other Zoning Districts	
Residential	A development that is 12 or more dwelling units.
Non-Residential	A development that is either 15,000 square feet or more of gross floor area or a site of 2 acres or more of net acreage.
Mixed-Use	A development that exceeds any of the following: 15,000 square feet or more of gross floor area of non-residential use(s); or, 12 or more dwelling units; or, 2 acres or more of net acreage.
Industrial	All industrial development, regardless of gross floor area or net acreage of the site.

City of Morgantown, West Virginia

APPLICATION FOR TYPE III SITE PLAN REVIEW DEVELOPMENTS OF SIGNIFICANT IMPACT

OFFICE USE	
CASE NO.	S15-09-III
RECEIVED:	10/2/15

I. APPLICANT

Applicant Name:	Standard at Morgantown, LLC	Phone:	706-543-1910
Mailing Address:	455 Epps Bridge Parkway, Suite 201 (Street)	Mobile:	
	Athens (City) GA (State) 30606 (Zip)	Email:	wes@landmark-properties.com

Is the Applicant the Owner of the real estate that composes the development site? ☐ Yes ☒ No

If no, provide the following information for the Owner of the real estate that composes the development site.

Owner Name:	Standard at Morgantown, LLC (under contract)	Phone:	706-543-1910
Mailing Address:	455 Epps Bridge Parkway, Building 100, Suite 201 (Street)	Mobile:	706-247-2565
	Athens (City) GA (State) 30606 (Zip)	Email:	jdoornbos@landmark-properties.com

II. AGENT / CONTACT INFORMATION

Name:	Williams and Associates, Mike Greenlee, Project Engineer	Phone:	706-310-0400
Mailing Address:	2470 Daniells Bridge Road, Suite 161 (Street)	Mobile:	
	Athens (City) GA (State) 30606 (Zip)	Email:	mikeg@gaplanning.com

Send all correspondence to (check one): ☐ Applicant OR ☒ Agent/Contact

III. DEVELOPMENT SITE

Street Address (if assigned):	1303 University Avenue	Zoning:	B-4
Tax Map(s) #:	26-A	Parcel(s) #:	6,7,8,9,10,11,12,13,14,&15
Development Site Area:	84,942 square feet		1.95 acres
Existing Use of Structure and/or Land:	Four commercial buildings are currently on site including one gas station. The rest of the property is asphalt parking.		
Proposed Use of Structure of Land:	☐ Residential Only ☒ Mixed-Use (residential and nonresidential) ☐ Non-Residential Only ☐ Industrial		
Total Value of Construction (exclusive of property acquisition costs):	$45,000,000		

SITE PLAN REVIEW FEE = $75 for first $200,000 in construction costs; $10 for each additional $100,000

City of Morgantown, West Virginia

APPLICATION FOR TYPE III SITE PLAN REVIEW DEVELOPMENTS OF SIGNIFICANT IMPACT

OFFICE USE	
CASE NO.	S15-09-11
RECEIVED:	10/2/15

IV. STRUCTURE

RESIDENTIAL USES

Total No. of Structures: 1 Total No. of Dwelling Units: 276 Total No. of Occupants: 866

NON-RESIDENTIAL USES

Total No. of Structures: 1 Total No. of Tenant Spaces: 3

Total Gross Floor Area (GFA): 21,837 SF Total No. of Employees: 15

INDUSTRIAL USES

Total No. of Structures: _____ Total No. of Tenant Spaces: _____

Total Gross Floor Area (GFA): _____ Total No. of Employees: _____

Proposed Height of Structure(s): 119'-10" Feet No. of Stories: 10

Total No. of On-Site Parking Spaces: 692 Standard: 626 Compact: 50 Accessible: 16

V. SITE PLAN REQUIREMENTS

All applications for Type III Development of Significant Impact Site Plan Review must be accompanied by complete and accurate site plan drawings/exhibits that meet the requirements set forth in the Planning and Zoning Code. **Addendum A** of this application provides a checklist for these requirements. Failure to submit all required site plan drawings/exhibits will result in an incomplete application determination and likely delay in the scheduling of a hearing with the Planning Commission.

VI. 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. I agree to conform to all applicable laws of this jurisdiction and certify that the property owners, if applicable, will conform to all such laws and that I have the authority to bind the owner to this commitment. 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.

J Wesley Rogers		10.1.15
Type/Print Name of Applicant/Agent	**Signature** of Applicant/~~Agent~~	Date

- **Applicants will be advised of the Technical Review Team meeting date/time if not already held.**

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ADDENDUM A

SITE PLAN SUBMISSION REQUIREMENTS AND CHECKLIST

All applications for a Development of Significant Impact (DSI) shall be accompanied by site and development plan drawings submitted under the seal and signature of a registered design professional licensed by the State of West Virginia and as authorized by West Virginia State law.

All sheets shall be 24" x 36" size drawn to scale at a minimum 1"=50' and a maximum 1"=10' with the exception of the maps on Sheet One, unless otherwise approved by the City Engineer.

Three (3) full-scale sets of the site plan drawings shall be submitted for review, along with one (1) exact digital file in the most current version of Adobe Acrobat Portable Document Format (PDF). All drawings and sheets shall observe the following format. Failure to follow the format and/or provide required information will result in an incomplete application determination and likely delay in scheduling a hearing with the Planning Commission.

☐ **SHEET ONE – Title Sheet.**

- ☒ Full legal description with sufficient reference to section corners and boundary map of the subject project, including appropriate benchmark references.
- ☒ Name of the project.
- ☒ Name and address of the owner, developer, and person who prepared the plans.
- ☒ Total acreage within the project and the number of residential dwelling units and/or the gross square footage of non-residential buildings whichever is applicable.
- ☒ Existing zoning of the subject land and all adjacent lands.
- ☒ Boundary lines of adjacent tracts of land, showing owners of record.
- ☒ A key or vicinity map at a scale of one inch equals four hundred feet or less, showing the boundaries of the proposed project and covering the general area within which it is to be located.
- ☐ A statement of the proposed uses, stating the type and size of residential and non-residential buildings, and the type of business, commercial or industry, so as to reveal the effect of the project on traffic, fire hazards, or congestion of population.
- ☒ Any existing or proposed covenants and restrictions affecting property owners and/or homeowners associations.
- ☐ Statement of proposed starting and completion dates for the project, including any proposed phasing and sequencing.

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☒ **SHEET(S) TWO – Existing Site Conditions.**

☒ Location, widths, and type of construction of all existing streets, street names, alleys, or other public ways and easements, street classifications as per the approved regional transportation plan, railroad and utility rights-of-way or easements, parks, wooded areas, cemeteries, watercourses, drainage ditches, designated wetlands, low areas subject to flooding, permanent buildings, bridges, and other data considered pertinent by the Planning Commission or the Planning Director for the subject land, and within three hundred (300) feet of the proposed project or six hundred twenty-five (625) feet for extractive industry development.

☒ Existing water mains, fire hydrants, storm sewers, sanitary sewers, culverts, bridges, and other utility structures or facilities within, adjacent to, or serving the subject land, including pipe sizes, grades, and exact locations, as can best be obtained from public or private records.

☒ Existing contours based in U.S.G.S. datum with intervals of not more than two (2) feet. Elevations shall be based on sea level datum.

☒ The water elevation at the date of the survey of rivers, lakes, streams, or designated wetlands within the project or affecting it, as well as the approximate high and low water elevation of such rivers, lakes, streams, or designated wetlands. The plan shall also show the boundary line of the regulatory 100-year flood. The plan shall also show the base flood elevation of the regulatory 100-year flood at any building location along with the elevation of the lowest finished floor. All elevations shall be based on sea level datum.

☒ **SHEET(S) THREE – Proposed Site Conditions.**

☒ Location, widths, and type of construction of all existing and proposed streets, street names, alleys, or other public ways and easements, railroad and utility rights-of-way or easements, parks, wooded areas, cemeteries, watercourses, drainage ditches, designated wetlands, low areas subject to flooding, permanent buildings, bridges, and other data considered pertinent by the Planning Commission or the Planning Director for the subject land, and within three hundred (300) feet of the proposed project or six hundred twenty-five (625) feet for extractive industry development.

☒ Existing and proposed water mains, fire hydrants, storm sewers, sanitary sewers, culverts, bridges, and other utility structures or facilities within, adjacent to, or serving the subject land, including pipe sizes, grades, and exact locations, as can best be obtained from public or private records.

☒ Water Supply Plan. For development that involves the use of water at higher volumes than customarily associated with nonindustrial-type development, the City may require, in coordination with the Morgantown Utility Board, a water supply plan. A water supply plan must include at least the identification of the water source(s); the development and use of freshwater impoundments, if applicable; when and where water withdrawals will occur; necessary operational water volumes; potential competing water users; and, cumulative impact of the development's water consumption to the public water system, watersheds and/or groundwater.

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☒ Building setback lines, showing dimensions.

☒ Internal and perimeter sidewalk system/pedestrian circulation plan.

☒ Proposed contours with intervals of not more than two (2) feet. The plan shall also show the contour line for the floodway fringe boundary. 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 the City's stormwater management ordinance and all applicable local, state and federal regulations.

☐ Location and detail plans for all trash dumpsters.

☐ Location and detail plans for utility and mechanical equipment placed on the ground (e.g. pad-mounted transformers, HVAC units, etc.).

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

N/A☐ If applicable, the clear zone for structures similar to silos, grain bins, windmills, chimneys, stacks, spires, flag pole, skylights, derricks, conveyors, cooling towers, observation towers, water tanks, telecommunication facilities, etc. in excess of fifty (50) feet in height.

☒ **SHEET(S) FOUR – Preliminary Landscape Plan and Preliminary Site Lighting Plan**. A preliminary landscape plan prepared to the standards specified in the City's zoning ordinance. A preliminary site lighting plan that includes exterior light fixture details and photometric plans in footcandles.

☐ **SHEET FIVE – Plat-like dedication sheet, if necessary**.

N/A☐ Parcels of land proposed to be dedicated or reserved for public use, or reserved for common use of all property owners within the project, with the proposed conditions and maintenance requirements, if any, shall be designated as such and clearly labeled on the plans;

N/A☐ Radii, internal angles, points of curvature; tangent bearings and lengths of all arcs, chord, and chord bearings; and

N/A☐ Accurate location of all survey monuments erected, corners and other points established in the field in their proper places.

☒ **SHEET(S) SIX – Floor Plans**. Floors plans must illustrate and identify internal and external dimensions, uses, gross floor areas, and include a summary table of residential unit types and/or nonresidential use gross floor areas and any additional information deemed necessary for proper review of the development plan by the Planning Director, City Engineer, or Planning Commission.

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☒ **SHEET(S) SEVEN – Building Elevations**. Elevations of all facades illustrating height of building; top of adjoining finish grade elevation; exterior building components (roof, walls, foundation, etc.); exterior finishes and materials; roof slope or pitch; window types; exterior stairs, landings, guardrails, and handrails; and, any additional information deemed necessary for proper review of the development plan by the Planning Director, City Engineer, or Planning Commission.

☒ **SHEET(S) EIGHT – Parking Layout Plan**. Parking layout plan must identify ingress and egress driveway entrance(s) and distances of same from neighboring property boundaries, existing driveway entrances, and intersections; layout of internal roadway; parking stall types, and dimension details for parking stalls and drive aisles; pedestrian circulation plan (if required); and, any additional information deemed necessary for proper review of the development plan by the Planning Director, City Engineer, or Planning Commission.

☐ **ALL SHEETS** shall contain the following information:

- ☒ 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.
- ☒ The proposed name by which the project shall be legally and commonly known.
- ☒ Date of survey, scale, and north point.
- ☒ All lots or outlots intended for sale or lease shall be designated with boundary lines and numbered or labeled for identification purposes.
- ☒ Private parks, common areas, or excluded parcels shall be designated as such and clearly labeled on the plans.
- ☒ All necessary reference points tying the subject property to the appropriate section corners.
- ☒ Each sheet shall be sealed and signed by the professional preparing the drawings.
- ☒ All sheets shall be tied to state plane coordinates for horizontal and vertical controls.
- TBD☐ Such other information as may be deemed necessary for proper review of the site plan by the Planning Director, City Engineer, or Planning Commission to determine conformance with and provide for the enforcement of these zoning regulations.

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☒ **TRAFFIC AND ROADWAY IMPACT**. For development which, in the opinion of the City Engineer, may create excessive negative impacts on traffic and/or dedicated City roadways, rights-of-way, or improvements 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 and/or dedicated City roadways, rights-of-way, or improvements, 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 impact study, transportation route plan, and/or transportation route protection agreement may be warranted.

N/A☐ Traffic Impact Study. If the traffic impact 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.

N/A☐ Approved WV Division of Highways Permit and/or Agreement, if applicable, is not required for Planning Commission site plan review, but shall be required prior to issuance of a building permit. In the event a traffic analysis or traffic impact study is required and the review of same involves WV Division of Highways, written/electronic correspondence from the WV Division of Highways documenting its approval of the traffic analysis or traffic impact study must be presented to the Planning Commission by the applicant prior to DSI site plan approval.

N/A☐ Transportation Route Plan. A transportation route plan shall include a map of routes and roads for equipment, supplies, chemicals or waste products used or produced by the development. The plan shall include a list of the length of all public roads that will be used for site ingress and egress to Morgantown corporate limits. The map shall also show the location of any areas within the City along the transportation route proposed for truck staging or storage related to the development's operations. The City may restrict the hours of operation of vehicles when the proposed transportation route passes through a designated school zone, heavily used roadways or intersections, or along local residential streets. In the event of construction detours, roadway closure or roadway deterioration along an approved transportation route, the City Engineer may amend the approved transportation route plan.

N/A☐ Transportation Route Protection Agreement. For development which, in the opinion of the City Engineer may damage or create excessive deterioration to dedicated City roadways, rights-of-way, or improvements, the City may require a transportation route protection agreement. The agreement shall stipulate that the City roadways, rights-of-way, and improvements shall be maintained equal to or better than the original condition; stipulate any required major improvements and restrictions; stipulate the manner in which dirt, dust, mud and debris is to be controlled from leaving the development site; and, required bond. Additional information will be provided to applicants concerning the required provisions and minimum terms should the City Engineer determine that a Transportation Route Protection Agreement will be required.

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☐ **EMERGENCY RESPONSE AND HAZARDOUS MATERIALS PLANNING.**

N/A ☐ Emergency Action Response Plan. For development that involves the use and/or storage of large volumes of highly flammable, toxic matter, or explosive materials, the City may require an Emergency Action Response Plan. Additional information will be provided to applicants concerning required plan elements should the City determine that an Emergency Action Response Plan is required.

N/A ☐ Hazardous Materials Management Plan. For development that involves the use, storage, or generation of hazardous materials and wastes, the City may require a Hazardous Materials Management Plan. Additional information will be provided to applicants concerning required plan elements should the City determine that a Hazardous Materials Management Plan is required.

☐ **OTHER REQUIRED SUBMITTALS.** The applicant shall submit written documentation of the following:

☐ All applications for a DSI Site Plan shall be accompanied by a list of the property owners' names and addresses located within 200 feet of any property line of the development site, including the owner(s) of the subject development site, as of record in the office of the Monongalia County Assessor. The applicant must also submit the tax map and parcel numbers for the list of properties and a stamped and addressed envelope for each of the names and addresses of the property owners within 200 feet of the site. A return address shall not be affixed to the envelopes.

TBD ☐ Utility encroachment approvals, when applicable and/or required.

TBD ☐ Other local, state, and federal approvals, including other City boards, commissions, or departments, when applicable and/or required.

TBD ☐ Inspection and testing agreements with the Engineering Department, when applicable and/or required.

TBD ☐ Outside reviews as required by the City, when applicable and/or required.

N/A ☐ Easements and rights-of-ways not on a plat-like document shall be submitted in the form prescribed by the Engineering Department and include both a full legal description and a drawing exhibit, when applicable and/or required.

To Be Completed in Construction Plan ☐ Erosion and Sediment Control Plan. Prior to the issuance of any permit authorizing any work relating to grading, grubbing, stripping, etc. as defined and regulated by City Code Article 1741 "Grading Requirements" and/or City Code Article 929 "Stormwater Management and Surface Water Discharge Control," an Erosion and Sediment (E&S) Control Plan must be submitted, reviewed, and approved by the City Engineer and the Morgantown Utility Board (MUB). All control plan documents and design details and all measures for soil erosion and sediment control and sequencing of installation must meet or exceed current methods and standards adopted by the City of Morgantown, the Morgantown Utility Board (MUB), and the West Virginia Department of Natural Resources (WVDNR). The City Engineer and/or the Morgantown Utility Board (MUB) has the right to require additional erosion control measures in the field as conditions warrant.

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TBD ☐ **REJECTION OF PLANS**. No site plan shall be accepted unless it is complete and is verified as to the correctness of information given by the signature of the applicant attesting thereto. The Planning Division may reject any submittal for the following reasons:

- ☐ Incomplete application.
- ☐ The drawing set or supporting documents are not complete.
- ☐ Poor legibility.

To Be Completed by City ☐ **NEIGHBOR NOTIFICATION**. Using the list of the property owners' names and addresses and stamped and addressed envelopes, the Planning Division shall send written notification to property owners within 200 feet of any property line of the development of the time, date and location of the Planning Commission meeting at which the project will be considered.

TBD ☐ **PLANNING COMMISSION APPROVAL OF DSI SITE PLAN**. 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 the Planning and Zoning Code. The issuance of a building permit based upon site plans given approval by the Planning Commission shall not prevent the Planning Division from thereafter requiring the correction of errors in said site plans or from preventing operations from being carried on thereunder when in violation of the Planning and Zoning Code. 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.

TBD ☐ **RESUBMITTAL OF PLANS**. Should the Planning Commission grant approval of a DSI site plan, the applicant shall submit three (3) complete full-scale sets of the final, revised plans showing conditions required by the Planning Commission and Board of Zoning Appeals, should the site plan require variance and/or conditional use approval and conditions were included therein. One (1) copy of the site plan submitted for building permits shall be returned to the applicant after the Planning Division has marked such copy as either approved or disapproved as to the provisions of the Planning and Zoning Code and any conditions included in such approval by the Planning Commission and, if applicable, the Board of Zoning Appeals, and attested to same by his/her signature on such copy. The original, similarly marked shall be retained by the Planning Division.

☐ **DEVIATION FROM THE APPROVED SITE PLAN AND ADDITIONS TO EXISTING STRUCTURES**.

TBD ☐ If the installation of the elements on the site plan materially deviate from the approved site plan (as determined by the Planning Director or City Engineer), the site plan shall be resubmitted to the Commission or Board for a new site plan approval in accordance with the procedures and requirements for site plan approval. For purposes of this section, material deviation is one that:

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TBD ☐ Adds, removes, or reconfigures an internal street or relocates an access point.

TBD ☐ Affects a condition of site plan approval that was established by the Commission or Board during the site plan approval stage.

TBD ☐ Reduces the area devoted to open spaces or buffer landscaping.

TBD ☐ Involves the enlargement of a nonresidential building footprint on the site due to future additions that are more than ten percent (10%) of the gross floor area or 5,000 square feet, whichever is less.

TBD ☐ Minor changes that do not constitute material deviation shall be reviewed and approved by the City Planning and Engineering staff.

To Be Completed ☐ **ELECTRONIC SUBMITTAL OF FINAL PLANS AND OTHER DOCUMENTS**. Final plans or other documents required to be submitted under the Type III DSI Site Plan review that will be archived must be submitted in the most current version of Adobe Acrobat Portable Document Format (PDF) and/or AutoCAD. Electronic submittal of said plans and other documents shall be a condition to issuance of any type of permit, approval, or other action related to the final plans or documents. The Planning Division shall provide a schedule indicating which documents must be provided electronically, at which point during the approval process, and other information as necessary for archiving purposes.

TBD ☐ **EXPIRATION DEADLINES**.

☐ Approval of site plans shall expire two (2) years from the date of approval if the project has not been completed. The Planning Commission or the Board of Zoning Appeals, at its discretion, may grant extensions for a period up to two (2) years.

☐ Bonded improvements must be completed within two (2) years of issuance of land alteration permit.

☐ Request for extension must be submitted in writing stating the justification for the extension.

I hereby certify that I have read ADDENDUM A – SITE PLAN SUBMISSION REQUIREMENTS AND CHECKLIST and understand that all applications for Type III Development of Significant Impact (DSI) Site Plan Review must be accompanied by the complete and accurate site plan drawings/exhibits set forth herein. I further understand that failure to submit all required site plan drawings/exhibits will result in an incomplete application determination and likely delay in the scheduling of a hearing with the Planning Commission.

J Wesley Rogers		10.1.15
Type/Print Name of Applicant/Agent	**Signature** of Applicant/Agent	Date

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SEP 23 2015

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
Division of Highways
1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

September 21, 2015

Mr. Robert E. Goetz, P. E.
Principal
TransAssociates
Twin Towers, Suite 400
4955 Steubenville Pike
Pittsburgh, Pennsylvania 15205

Dear Mr. Goetz:

The West Virginia Division of Highways (WVDOH) has completed its review of the revised Traffic Impact Study (TIS) received on August 12, 2015, regarding the proposed Standard at Morgantown development to be located adjacent to US 19 (University Avenue) and Walnut Street in Morgantown, Monongalia County. The results of our review indicate that you have adequately addressed our previous comments and the WVDOH hereby provides conditional approval of this revised TIS, subject to the following stipulations:

- WVDOH desires additional narrative or analyses, which may be submitted as a supplement to the TIS but that would not require a revised TIS to be submitted, concerning a previous WVDOH comment questioning whether consideration had been given to retiming of the signals in the study area not already mentioned in the TIS. Your response stated that since the retiming of the two intersections (University Avenue/Walnut Street and High Street/Willey Street) did not affect the cycle lengths (only phasing), it did not appear retiming would provide any benefit at the other intersections. The WVDOH intent was to determine to what extent consideration had been given concerning the potential for retiming the system (or intersections) which could include changing the cycle lengths in addition to the phase timings. Although the project isn't expected to result in much additional queuing to what is the background queues, the queues are significant and some extend beyond what is stated to be available storage, with some extending beyond minor side streets and not truly exceeding what is "available". To what extent is there potential for a system retiming to aid in reducing these queues as much as feasible?

- Developer should be aware that if more traffic utilizes the left-turn movement from University Avenue to Walnut Street to enter the Development than currently is

anticipated, and the WVDOH feels that such additional traffic causes undue burden for University Avenue, the WVDOH reserves the right to restrict this movement in order to preserve the progression of University Avenue.

- Developer's plans should include installation of tubular markers along University Avenue associated with the right-in/right-out access.

The recommendations of the TIS are to be incorporated appropriately into the construction plans prepared concerning the development. Please provide this office with *two* digital (CD or USB) versions of the approved TIS reflecting the stipulations above. Additionally, please transmit to David.E.Cramer@wv.gov a PDF of the full TIS.

Thank you for your assistance with this matter. Should you require additional information, please contact Mr. David E. Cramer, P. E., of our Commissioner's Office of Economic Development, at 304-558-9211.

Very truly yours,

Gregory Bailey

Gregory L. Bailey, P. E.
State Highway Engineer

GLB:Cb

JUL 1 0 2015

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Earl Ray Tomblin
Governor

Paul A. Mattox, Jr., P. E.
Secretary of Transportation/
Commissioner of Highways

July 8, 2015

Mr. Robert E. Goetz, P. E.
Principal
TransAssociates
Twin Towers, Suite 400
4955 Steubenville Pike
Pittsburgh, Pennsylvania 15205

Dear Mr. Goetz:

The West Virginia Division of Highways (WVDOH) has completed its review of the Traffic Impact Study (TIS) received on June 2, 2015, regarding the proposed "Standard at Morgantown" development to be located adjacent to US 19 (University Avenue) and Walnut Street in Morgantown, Monongalia County. The results of our review indicate that certain issues need to be addressed before the WVDOH can provide approval of the TIS. To that end, please review and address, as appropriate, each of the following comments regarding the TIS:

- There appears to be an issue with the intersection of University Avenue at Beechurst Avenue and Fayette Street that will not allow the Sim Traffic Software to run properly. In the simulation, motorists at this intersection do not move and essentially appear to gridlock University Avenue.

- The access on Walnut Street that is intended to be only 50 feet from University Avenue causes concern. How do motorists actually access the property? Is this a gated access or free flow into the property from Walnut Street? If there is any type of gated system (such as keycard) that would slow motorists upon entrance, this could quickly cause Walnut Street to queue onto University Avenue if multiple vehicles were trying to access at the same time. This distance also could cause queuing from the University Avenue signal back into the development approach if multiple vehicles are trying to exit at the same time, which potentially could block Walnut Street for inbound motorists going beyond this development. To what extent can consideration be given to moving this access farther from University Avenue?

- The recommended mitigation includes signal timing adjustments at some intersections. To what extent did you review the effect that timing changes could have if all the study area signals had timing adjustments?

- Since the second through lane doesn't begin on University Avenue NB until just prior to Walnut Street, to what extend did you review the effect of changing this lane to a left-turn only onto Walnut Street EB and keeping the through vehicles in one lane until after the Walnut Street intersection?

- The WVDOH provided signal timing data; why weren't these data included in at least the appendices? This would provide insight as to what has been programmed into the controller versus what is being observed in the field.

- Based on the size (number of floors, beds, etc.), it may be more appropriate to compare the Spack Consulting report to High Rise Apt rather than the standard apartment land use code.

Please address each of these comments, as appropriate, then submit to this office five printed copies and two electronic versions (CD or USB) of the full revised study (report and analyses). Additionally, please provide information concerning the submission and any subsequent review results received from the Morgantown/Monongalia Metropolitan Planning Organization (MPO); the Monongalia County Commission; and the City of Morgantown, in accordance with the executed project agreement.

Thank you for your assistance with this matter. Should you require additional information, please contact Mr. David E. Cramer, P. E., of our Commissioner's Office of Economic Development, at (304) 558-9211.

Very truly yours,

Gregory Bailey

Gregory L. Bailey, P. E.
State Highway Engineer

GLB:Cb

May 2015
Revised August 2015
With October 2015 Supplement

TRAFFIC IMPACT STUDY FOR STANDARD AT MORGANTOWN STUDENT APARTMENT DEVELOPMENT

City of Morgantown, West Virginia

Transportation Solutions for Today and Tomorrow

Prepared for:

Landmark Collegiate Acquisitions, LLC
455 Epps Bridge Parkway
Building 100, Suite 201
Athens, Georgia 30606

Prepared by:

Trans Associates Engineering Consultants, Inc.
4955 Steubenville Pike, Suite 400
Pittsburgh, Pennsylvania 15205

ROBERT E. GOETZ
REGISTERED
20322
STATE OF WEST VIRGINIA
PROFESSIONAL ENGINEER

Robert Goetz

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SUPPLEMENTAL INFORMATION
TRAFFIC IMPACT STUDY
STANDARD AT MORGANTOWN STUDENT APARTMENT DEVELOPMENT

As a result of the West Virginia Division of Highways (WVDOH) review contained in a letter dated September 21, 2015 of the *Traffic Impact Study for the Standard of Morgantown Student Apartment Development* (TIS) revised August 2015, Trans Associates (TA) is providing supplemental information and stipulations to obtain approval of the TIS for the subject development. This section provides the subject supplemental information while the recommendations in the TIS have been revised to include those items stipulated in the WVDOH's letter.

Concerning the extent of the retiming of the University Avenue signals and the other signalized study intersections to determine if the cycle length could be optimized to reduce queues (1st bullet in WVDOH letter), TA reran the analysis letting *Synchro* optimize the cycle length during the study peak hours along University Avenue and the other study intersections. It was determined that the optimum cycle length calculated by *Synchro* was 115 seconds for the University Avenue signals which is the same cycle length observed during those peak hours. For the remaining signalized study intersections along High Street and Spruce Street, a 65 second optimum cycle was calculated by *Synchro* for the AM peak hour while an 80 second optimum cycle length was calculated for the PM peak hour. The current cycle length for these intersections during the AM and PM peak hours is 85 seconds. The Synchro printouts with the cycle optimization are included in a separate Appendix at the back of this report.

Based on the Synchro output including the 95th percentile queue lengths, it does not appear that significant reductions in the queue length would result by optimizing the cycle lengths. With the 65 second optimized cycle during the AM peak hour, several of the queues were observed to be shorter by one car length. Since several of these signals have three vehicular phases plus an actuated exclusive pedestrian phase, such a short cycle length would not be practical. Therefore, TA believes that the recommendation to maintain the existing cycle lengths and optimize green time for the intersections of University Avenue / Walnut Street and Willey Street / High Street during the study peak hours provides adequate mitigation for the Standard at Morgantown Student Apartment development.

TRAFFIC IMPACT STUDY
STANDARD AT MORGANTOWN STUDENT APARTMENT DEVELOPMENT
City of Morgantown, West Virginia

EXECUTIVE SUMMARY

General Overview of the Development

- Site bounded by University Avenue, Walnut Street, the PRT and a parking lot in downtown Morgantown, West Virginia.
- Development to consist of an 11 level student apartment complex containing 870 beds, 17,000 square feet of specialty retail and 735 parking spaces.
- Access proposed via Walnut Street and a right-in, right-out driveway along University Avenue (US 19/WV 7).
- Development proposed to be completed and initially occupied in 2017.

List of Study Intersections

- University Avenue (US 19/WV 7) / Pleasant Street (US 119) / Westover Bridge (US 19)
- University Avenue (US 19/WV 7) / Walnut Street
- Walnut Street / Site Access
- University Avenue (US 19/WV 7) / Wall Street / Proposed Site Access
- University Avenue (US 19/WV 7) / Beechurst Avenue (US 19/WV 7) / Fayette Street
- Pleasant Street (US 119) / Chestnut Street
- Pleasant Street (US 119) / High Street (US 119)
- Pleasant Street (US 119) / Spruce Street
- Spruce Street (US 119) / Walnut Street
- Spruce Street (US 119) / Fayette Street
- Spruce Street (US 119) / Willey Street (US 119)
- Willey Street (US 119) / High Street (US 119)
- Willey Street / Chestnut Street
- Willey Street / University Avenue

Trip Generation and Distribution

- Vehicle trip generation for apartments determined from *Trip Generation Study – Private Student Housing Apartments* by Spack Consulting based on the number of beds. Pedestrian trip generation determined from the difference between trips generated using the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 9th Edition* for apartments (Land Use 220) and vehicle trips determined from the Spack Consulting study.
- Trip generation for the retail component determined from the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 9th Edition* for specialty retail (Land Use 826) based on square feet.

- Peak hour trip generation is as follows:

Average Weekday:	1,988 Vehicle Trips & 634 Pedestrian Trips
AM Peak Hour:	Vehicle Trips – 82 Entering / 95 Exiting / 177 Total
	Pedestrian Trips – 3 Entering / 79 Exiting / 82 Total
PM Peak Hour:	Vehicle Trips – 108 Entering / 90 Exiting / 198 Total
	Pedestrian Trips – 53 Entering / 8 Exiting / 61 Total

- Vehicle trips distributed to and from the study area based on desired destinations on the West Virginia University (WVU) campuses and existing traffic volumes and patterns.

- Pedestrian trip distribution based on principal destinations such as the WVU Downtown campus and the PRT station.

Recommended Site Access and Mitigation Measures to Accommodate Development

- Provide a driveway along Walnut Street approximately 50 feet west of University Avenue;

- Provide a right-in, right-out driveway along University Avenue approximately 260 feet north of Walnut Street;

- Install tubular markers along the centerline of University Avenue to reinforce the right turn in, right turn out driveway;

- Retime the University Avenue and Walnut Street traffic signal to provide additional green time for the westbound Walnut Street approach while reducing green time on the University Avenue approaches during the PM peak hour;

- Install a 4 section signal head for the eastbound Walnut Street approach at University Avenue to confirm the split phase operation of the Walnut Street approaches;

- Restripe the westbound approach of Willey Street at High Street to provide 10 foot wide through and left turn lanes;

- Retime the Willey Street and High Street traffic signal to provide additional green time to the High Street and westbound Willey Street left turn phases while reducing green time on the eastbound Willey Street approach; and

- Install “Do Not Block Intersection” signs on the Walnut Street driveway exit.

Also, the WVDOH reserves the right to restrict left turns from northbound University Avenue onto Walnut Street to enter the development should more traffic utilize this movement than is currently anticipated.

TRAFFIC IMPACT STUDY
STANDARD AT MORGANTOWN STUDENT APARTMENT DEVELOPMENT
City of Morgantown, West Virginia

Trans Associates (TA) has completed a traffic impact study (TIS) for a proposed student apartment development located along the west side of University Avenue in downtown Morgantown, West Virginia. This TIS has been prepared in accordance with West Virginia Division of Highways (WVDOH) Traffic Engineering Directive (TED) 106-2 and a scope of study discussed with representatives of the WVDOH and the City of Morgantown. The following sections of this report contain: project description / existing roadway geometry / data collection; 2015 existing traffic conditions; site traffic generation and distribution; projected 2017 base traffic conditions without development; projected 2017 combined traffic conditions with development; other analysis; and conclusions / recommendations.

PROJECT DESCRIPTION / EXISTING ROADWAY GEOMETRY / DATA COLLECTION

Project Description

The proposed development is bounded by University Avenue, Walnut Street, the PRT and a parking lot in downtown Morgantown. A site location map is presented on **Figure 1**.

The proposed development will consist of an 11 level student apartment complex containing 870 beds, 17,000 square feet of specialty retail and 735 parking spaces. The development is projected to be completed and initially occupied in 2017. Access to the site is proposed via a driveway along Walnut Street (aka Water Street) and a right-in, right-out driveway along University Avenue. A site plan is presented on **Figure 2**.

In accordance with a scope of study determined through discussions with representatives of the WVDOH and the City of Morgantown, the following intersections and driveways were selected for analysis:

- University Avenue (US 19/WV 7) / Pleasant Street (US 119) / Westover Bridge (US 19)*
- University Avenue (US 19/WV 7) / Walnut Street*
- Walnut Street / Site Access
- University Avenue (US 19/WV 7) / Wall Street / Proposed Site Access
- University Avenue (US 19/WV 7) / Beechurst Avenue (US 19/WV 7) / Fayette Street*
- Pleasant Street (US 119) / Chestnut Street
- Pleasant Street (US 119) / High Street (US 119)*
- Pleasant Street (US 119) / Spruce Street*
- Spruce Street (US 119) / Walnut Street*
- Spruce Street (US 119) / Fayette Street*
- Spruce Street (US 119) / Willey Street (US 119)*
- Willey Street (US 119) / High Street (US 119)*
- Willey Street / Chestnut Street
- Willey Street / University Avenue

* Indicates signalized intersection

The study intersections, with respect to the site, and distances between them are illustrated in **Figure 3**.

Existing Roadway Geometry

A field reconnaissance of the study area was conducted by TA to obtain information on intersections, roadway widths, lane configurations, roadway grades, and posted speed limits. In addition, traffic signal plans for the signalized study intersections within Morgantown's CBD signal system were obtained. Lastly, TA obtained phase and cycle timings from the WVDOH and during the course of the data collection and study peak periods. A description of the study roadways follows.

University Avenue (US 19/WV7) – Between Beechurst Avenue/Fayette Street and Pleasant Street/Westover Bridge, University Avenue provides a five lane section, 50 to 52 feet wide. At the Pleasant Street/Westover Bridge intersection there is a left turn lane, two through lanes and a right turn lane on the southbound approach with a single northbound lane. On the northbound approach to this intersection there is a left turn lane, a through lane and a right turn lane, and two southbound lanes. The intersection of University Avenue/Pleasant Street/Westover Bridge is controlled with a signal providing protected/permitted left turns in both directions for University Avenue. At the Walnut Street intersection there are two southbound through lanes and a through/right lane and on the northbound approach there is a left/through lane and a through lane. The intersection of University Avenue and Walnut Street is controlled with a four phase signal including split phasing for Walnut Street and an actuated exclusive pedestrian phase. At the Beechurst Avenue/Fayette Street intersection there are left and right turn lanes on the northbound approach and a left turn lane, a through lane and a through/right lane on the southbound approach. University Avenue is one way southbound with parking on one or both sides between Willey Street and the Beechurst Avenue/Fayette Street intersection. The University Avenue/Beechurst Avenue/Fayette Street intersection is controlled with a four phase signal providing protected/permitted left turns from Beechurst Avenue. The posted speed limit is 35 mph.

Pleasant Street (US 119) and Westover Bridge (US 19) – Pleasant Street is one way eastbound between University Avenue and Spruce Street providing two lanes in a 28 foot wide cartway. The intersection of Pleasant Street and High Street is controlled with a three phase signal including an actuated exclusive pedestrian phase. At its intersection with Spruce Street there are left and left/through lanes on the eastbound approach and a right turn only lane on the westbound approach. The Pleasant Street/Spruce Street intersection is controlled with a four phase signal providing split phasing for the Pleasant Street approaches and an exclusive actuated pedestrian phase. There is no posted speed on Pleasant Street. The Westover Bridge approach to University Avenue/Pleasant Street provides exclusive left, through and right turn lanes. The posted speed on the Westover Bridge is 25 mph.

Walnut Street – Between Spruce Street and University Avenue Walnut Street is one way westbound providing two lanes and parking on both sides in a 39 foot wide cartway. The westbound approach to University Avenue provides a left turn lane, a left/through lane and a right turn lane without parking. The Walnut Street/Spruce Street intersection is controlled with a three phase signal including an actuated exclusive pedestrian phase. Walnut Street east of Spruce Street is two way with exclusive through and right turn lanes on the westbound approach without parking. Walnut Street west of University Avenue, also known as Water Street, has a 22 foot wide cartway and is two way undelineated without parking. There is no posted speed within the study area.

Spruce Street (US 119) – Spruce Street from Pleasant Street to Willey Street is one-way northbound providing three lanes without parking in a 27 foot wide cartway. The northbound approach at Willey Street provides exclusive left, through and right turn lanes. North of Willey Street the cartway narrows to 22 feet and there is on street parking with a single northbound lane. The intersection of Spruce Street/Fayette Street is controlled with a two phase signal while the Spruce Street/Willey Street intersection is controlled with a three phase signal including an actuated exclusive pedestrian phase. There is no posted speed within the study area.

Willey Street (US 119 & Local) – Willey Street provides one lane in each direction in a 24 to 26 foot wide cartway except between Spruce Street and High Street where two westbound lanes are provided including an exclusive 9 foot wide left turn lane and a 9 foot wide through lane at High Street and an eastbound lane in a 30 foot wide cartway. The intersection of Willey Street and High Street is controlled with a four phase signal including a protected/permitted westbound left turn phase and an actuated exclusive pedestrian phase. There is no posted speed and no parking along Willey Street within the study area.

High Street (US 119) – High Street is one-way southbound within the study area providing two travel lanes and on street parking on both sides. The cartway varies from 37 to 43 feet with curb bump outs. High Street north of Willey Street is 22 feet wide and provides a right only lane and a through/left lane on its approach to Willey Street. There is no posted speed within the study area.

Beechurst Avenue (US 19/WV 7) – The Beechurst Avenue leg of the University Avenue/Fayette Street intersection has dual right turn lanes, an exclusive left turn lane and a single northbound lane in a 42 foot wide cartway. The posted speed is 35 mph.

Fayette Street - Has a 23 foot wide cartway and is one-way eastbound within the study area. There is parking along the south side of Fayette Street between High Street and Spruce Street. There is no posted speed within the study area.

Chestnut Street – Is a one-way street with one northbound lane and parking between Pleasant Street and Willey Street. The northbound approach at Pleasant Street is controlled with a stop sign. The cartway is 16 feet in width between Pleasant Street and Walnut Street, and 22 feet in width between Walnut Street and Willey Street. The approach to Willey Street has separate left and right turn lanes controlled with a stop sign. There is no posted speed within the study area.

Wall Street – Is a narrow, 12 foot wide alley open to vehicular traffic between Chestnut Street and the Monongahela River.

Photographs along with signal plans and sketches of the study intersections, and both the signal timing information obtained from the WVDOH and through filed reconnaissance are included in the Appendix to this report.

Data Collection

Manual turning movement counts were performed at the existing study intersections from 7:00 AM to 9:00 AM and from 3:00 PM to 6:00 PM on successive Fridays in April 2015 when the West Virginia University (WVU) and Monongalia County Schools were in session. These time periods were selected because they typically include the AM and PM peak hours of adjacent street traffic. The counts were summarized in 15-minute intervals and included heavy vehicles and pedestrians.

The AM and PM peak hours selected for this study were the highest four consecutive 15-minute periods selected. These periods are as follows:

- AM Peak Hour – 7:15 to 8:15
- PM Peak Hour – 4:15 to 5:15

The observed AM and PM peak hour traffic volumes were balanced between intersections. The existing AM and PM peak hour vehicle volumes are presented in **Figure 4**. The pedestrian counts were also summarized for the aforementioned peak hours and are presented on **Figure 5**. Summaries of the manual turning movement count data are included in the Appendix to this report.

The latest available average daily traffic volumes (2014) for the study area were obtained from the WVDOH and are presented on **Figure 6**.

2015 EXISTING TRAFFIC CONDITIONS

Capacity and queuing analyses were performed using the existing 2015 traffic volumes shown in Figure 4 for each of the study intersections for the AM and PM peak hours. This analysis was performed using the *Synchro* software. The capacity analysis is quantified in terms of levels of service (LOS) based on average delay. An LOS A represents relatively short delays while an LOS F represents long delays or a failure condition. Definitions of LOS are included in the Appendix. It is noted that exclusive pedestrian phases, where provided, were assumed to have been actuated for the signalized intersections.

The results of the capacity calculations are summarized on **Table 2A** and **2B** for the AM and PM peak hours, respectively. The capacity analysis revealed the following intersections have movements or approaches that operate at an LOS E during one or both peak hours:

- EB Walnut Street approach at University Avenue
- EB Fayette Street approach at University Avenue/Beechurst Avenue
- SB University Avenue through/right and approach at Beechurst Avenue/Fayette Street
- SB High Street left/through and approach at Willey Street

The results of the queuing analysis are summarized on **Table 3A** and **3B** for the AM and PM peak hours, respectively. As shown, the following queues exceed available capacity during one or both peak hours:

- NB University Avenue left at Pleasant Street
- WB Walnut Street left and left/through at University Avenue

Synchro printouts are included in the Appendix to this report.

SITE TRAFFIC GENERATION AND DISTRIBUTION

Due to the lack of data for student housing developments in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, vehicle trip generation for the proposed development was determined from the publication entitled *Trip Generation Study – Private Student Housing Apartments* by Spack Consulting dated April 12, 2012, based on the number of beds/bedrooms. The ITE *Trip Generation Manual, 9th Edition* Land Use 220, Apartment, was used to determine the total trips (pedestrian and vehicle) for the apartments, with the vehicle trips from the Spack Consulting study deducted to determine the pedestrian trips. Trip generation for the 17,000 square foot (sf) retail component was determined from the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 9th Edition* for specialty retail (Land Use 826) based on square feet.

Peak hour trip generation for the development is projected as follows:

Average Weekday:	1,988 Vehicle Trips & 634 Pedestrian Trips
AM Peak Hour:	Vehicle Trips – 82 Entering / 95 Exiting / 177 Total
	Pedestrian Trips – 3 Entering / 79 Exiting / 82 Total
PM Peak Hour:	Vehicle Trips – 108 Entering / 90 Exiting / 198 Total
	Pedestrian Trips – 53 Entering / 8 Exiting / 61 Total

A summary of the projected weekday and peak hour vehicle trips is provided in **Table 1**.

The distribution of vehicle trips to and from the development in the study area was based on desired destinations on the WVU campuses and existing traffic volumes and patterns. Due to one way streets “away” from the Downtown campus, i.e. University Ave. & High St., the distribution is dispersed on Beechurst to Campus Drive, Chestnut Street and Spruce Street. Also, the Downtown campus is close enough that it was assumed a higher percentage of students would walk versus

drive. Conversely, a higher proportion was assumed to drive towards the Evansdale campus or take the PRT. There is also a percentage of vehicle trips destined towards neither the Downtown nor Evansdale campuses, i.e. towards shopping, restaurants, entertainment.

The vehicle trip distribution is shown in **Figure 7**. The distribution of pedestrian trips was based on principal destinations such as the WVU Downtown campus and the PRT station. The pedestrian trip distribution is shown on **Figure 8**.

Peak hour site trip assignments were determined by applying the aforementioned distributions to the site generated vehicle and pedestrian trips. The site generated AM and PM peak hour vehicle trips are shown on **Figure 9**. The site generated AM and PM peak hour pedestrian trips are shown on **Figure 10**.

PROJECTED 2017 BASE TRAFFIC CONDITIONS WITHOUT DEVELOPMENT

The development is projected to be completed and occupied in 2017. Therefore, traffic volumes were projected for the study intersections for 2017 base conditions without development. In order to estimate the 2017 base traffic volumes, a background traffic growth rate of 2.0 percent per year, compounded, was applied to the existing 2015 traffic volumes shown in Figure 4. This background traffic growth rate was obtained from the Morgantown Monongalia Metropolitan Planning Organization (MMMPO) for the study area. The 2017 background traffic volumes with this growth rate are shown in **Figure 11**.

Traffic volumes from three approved, but uncompleted developments (at the time the traffic counts were performed) within the study area were included in the projected 2017 opening year base traffic volumes. A description of the three developments, the source of their site generated volumes, and the figure the volumes are presented as follows:

- Sheetz Convenience Store with 10 fueling positions along University Avenue between Kirk Street and Foundry Street. Site volumes extracted from *Revised Traffic Impact Assessment for the University Avenue Development* dated September 2013 by Dennis Corporation. Site volumes are shown in **Figure 12**.

- 494 Spruce Street, a student housing development containing 368 bedrooms and 3,500 sf of retail/commercial space located on the southeast corner of the Spruce Street/Willey Street intersection. Site volumes extracted from *Traffic Impact Study Proposed Mixed-Use Residential Commercial Development at 494 Spruce Street* dated May 28, 2014 by Gannett Fleming. Site volumes are shown in **Figure 13**.

- Central Place, a 120 unit apartment complex located immediately adjacent 494 Spruce Street with access located along Willey Street opposite Price Street. Site volumes extracted from *Traffic Impact Study Proposed Mixed-Use Residential Commercial Development at 494 Spruce Street* dated May 28, 2014 by Gannett Fleming. Site volumes are shown in **Figure 14**.

Since the intersections included in the aforementioned studies were limited in scope, site volumes for each development were projected through the remaining study intersections based on existing traffic volumes and patterns.

The 2017 base AM and PM peak hour traffic volumes were derived by adding the 2017 background volumes shown in Figure 11, and site volumes from the aforementioned developments shown in Figures 12, 13 and 14. The 2017 base traffic volumes are shown in **Figure 15**.

The results of the capacity calculations using the volumes from Figure 15 are summarized on **Table 2A** and **2B** for the AM and PM peak hours, respectively. The capacity analysis revealed the following intersections have movements or approaches that operate at an LOS E or F during one or both peak hours:

- EB Pleasant Street (bridge) through movement at University Avenue
- NB University Avenue left at Pleasant Street
- WB Walnut Street left at University Avenue
- EB Fayette Street approach at University Avenue/Beechurst Avenue
- SB University Avenue through/right and approach at Beechurst Avenue/Fayette Street
- SB High Street left/through and approach at Willey Street
- NB Chestnut Street left at Willey Street

The results of the queuing analysis are summarized on **Table 3A** and **3B** for the AM and PM peak hours, respectively. As shown, the following locations have queues that exceed available capacity during one or both peak hours:

- NB University Avenue left at Pleasant Street
- WB Walnut Street left and left/through at University Avenue
- NB University Avenue through (to Beechurst) at Beechurst Avenue/Fayette Street
- WB Willey Street left at High Street

Synchro printouts are included in the Appendix to this report.

PROJECTED 2017 COMBINED TRAFFIC CONDITIONS WITH DEVELOPMENT

The forecasted 2017 combined with development traffic volumes for the AM and PM peak hours were determined by adding the projected vehicle trips generated by the proposed Standard at Morgantown development (Figure 9) to the forecasted 2017 base traffic volumes (Figure 15) resulting in the 2017 combined volumes shown on **Figure 16**.

Per TED 106-2, the LOS of all intersections affected by a proposed development should be no worse than the LOS before the new facility opens. Capacity and queuing analyses were performed using forecasted 2017 combined conditions traffic volumes at each of the study intersections for the AM and PM peak hours.

The results of the capacity calculations are summarized in **Table 2A** and **2B** for the AM and PM peak hours, respectively. The capacity analysis revealed the following intersections have movements or approaches that operate at an LOS E or F during one or both peak hours:

- EB Pleasant Street (bridge) through movement at University Avenue
- NB University Avenue left at Pleasant Street
- WB Walnut Street left and left/through at University Avenue
- EB Fayette Street approach at University Avenue/Beechurst Avenue
- SB University Avenue through/right and approach at Beechurst Avenue/Fayette Street
- SB High Street left/through and approach at Willey Street
- NB Chestnut Street left at Willey Street

The aforementioned movements and approaches already operate at LOS E or F in 2017 base conditions with the following exception:

- WB Walnut Street left/through at University Avenue degrades from a LOS D to a LOS E

LOS F with longer delays are incurred with the addition of site traffic at the following location:

- SB High Street left/through and approach at Willey Street

The results of the queuing analysis are summarized on **Table 3A** and **3B** for the AM and PM peak hours, respectively. As shown, the following intersections have queues that exceed available capacity during one or both peak hours:

- EB Walnut Street at University Avenue
- NB University Avenue left at Pleasant Street
- SB University Avenue through at Pleasant Street
- WB Walnut Street left and left/through at University Avenue
- NB University Avenue through (to Beechurst) at Beechurst Avenue/Fayette Street
- WB Willey Street left at High Street

Except for the eastbound Walnut Street queue at University Avenue and the southbound University Avenue through queue at Pleasant Street, these queues already exceed available capacity in 2017 base conditions. The Walnut Street queue may back beyond the site driveway (not a public street) and the University Avenue queue slightly exceeds available capacity by 20 feet.

Synchro printouts are included in the Appendix to this report.

Since the LOS for the westbound Walnut Street left/through lane degrades to a LOS E in 2017 combined conditions, mitigation in the form of signal retiming was assumed during the PM peak hour. Also, signal retiming along with restriping the westbound approach of Willey Street at High Street to provide 10 foot wide left turn and through lanes resulted in a LOS F with less delay for the southbound High Street approach during the PM peak hour.

The results of the capacity calculations performed assuming the aforementioned mitigation is presented in **Table 2A** and **2B** for the AM and PM peak hours, respectively. With the mitigation, the aforementioned movements at the University Avenue/Walnut Street and the Willey Street/High Street intersections operate at the same or improved LOS with less delay as they do in the 2017 base conditions during the peak hours. In addition, queue lengths for the westbound Walnut Street left and left/through lanes are reduced during the PM peak hour to less than those in the 2017 base conditions, as presented in **Table 3A** and **3B** for the AM and PM peak hours, respectively.

Copies of the *Synchro* analysis performed assuming the mitigation at each of the study intersections are included in the Appendix to this report.

In addition to vehicular volumes, projected pedestrian volumes generated by the development shown in Figure 8 were added to the existing pedestrian volumes shown in Figure 5. The combined pedestrian volumes with development are shown in **Figure 17**. As shown, there is a significant increase in the number of pedestrians crossing University Avenue at Walnut Street and at Fayette Street. There is an exclusive actuated pedestrian phase at the University Avenue / Walnut Street intersection, but not at the University Avenue / Beechurst Avenue / Fayette Street intersection. The addition of an exclusive pedestrian phase at this intersection would further degrade LOS.

OTHER ANALYSIS

The need for a traffic signal at the intersection of Willey Street and Chestnut Street was evaluated per the warrant criteria in the 2009 edition of the *Manual on Uniform Traffic Control Devices* (MUTCD). Warrant 2, Four-Hour Vehicular Volume and Warrant 3, Peak Hour, were evaluated for this intersection. It was determined that neither Warrant 2 nor Warrant 3 are satisfied for any condition. Traffic signal warrant charts and evaluation are included in the Appendix.

A queuing analysis was performed for vehicles entering the site driveways from Walnut Street and University Avenue during the peak hours. The purpose of the analysis was to determine if at any time the queue of vehicles waiting to enter the parking garage at the card-actuated gate would back onto either Walnut Street or University Avenue. Based on information from the architect, the Walnut Street entry driveway will have one lane with a gate located 60 feet (i.e. 3 car lengths) from Walnut Street. The University Avenue entry driveway will have one lane with a gate located 50 feet (i.e. 2 car lengths) from University Avenue. Based on a service rate of 225 vehicles per hour, the probability of queues exceeding the provided storage assuming random arrivals is less than 1 percent during the critical PM peak hour. Queue calculations are included in the Appendix.

CONCLUSIONS / RECOMMENDATIONS

This study concluded that the proposed Standard at Morgantown student apartment development will have minimal traffic impact on the surrounding intersections if appropriate mitigation is provided.

The results of the capacity calculations performed for each of the study intersections revealed that the westbound Walnut Street left/through lane at University Avenue degrades from a LOS D to a LOS E between 2017 base and 2017 combined conditions, with longer queues. Also, the southbound High Street left/through lane and approach at Willey Street operates at LOS F with longer delays with the addition of site traffic.

To mitigate the LOS and queues with the site development, signal retiming at the University Avenue and Walnut Street intersection was assumed for the PM peak hour. Also, signal retiming along with restriping the westbound approach of Willey Street at High Street to provide 10 foot wide left turn and through lanes resulted in a LOS F with less delay then the 2017 base conditions for the southbound High Street approach during the PM peak hour.

Therefore TA recommends the following site access and mitigation to accommodate site traffic:

- Provide a driveway along Walnut Street approximately 50 feet west of University Avenue;
- Provide a right-in, right-out driveway along University Avenue approximately 260 feet north of Walnut Street;
- Install tubular markers along the centerline of University Avenue to reinforce the right turn in, right turn out driveway;
- Retime the University Avenue and Walnut Street traffic signal to provide additional green time for the westbound Walnut Street approach while reducing green time on the University Avenue approaches during the PM peak hour;
- Install a 4 section signal head for the eastbound Walnut Street approach at University Avenue to confirm the split phase operation of the Walnut Street approaches;
- Restripe the westbound approach of Willey Street at High Street to provide 10 foot wide through and left turn lanes; and
- Retime the Willey Street and High Street traffic signal to provide additional green time to the High Street and westbound Willey Street left turn phases while reducing green time on the eastbound Willey Street approach; and
- Install “Do Not Block Intersection” signs on the Walnut Street driveway exit.

A schematic diagram with these recommendations is included on **Figure 18**.

Also, the WVDOH reserves the right to restrict left turns from northbound University Avenue onto Walnut Street to enter the development should more traffic utilize this movement than is currently anticipated.

This concludes TA’s traffic impact study for a proposed student apartment development located along University Avenue located in Morgantown, West Virginia.

Included in the Appendix to this report are copies of all counts, analysis and calculations.

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REPUBLIC SERVICES

September 23, 2015

Standard at Morgantown
Walnut Street and University Avenue
Morgantown, WV 26505

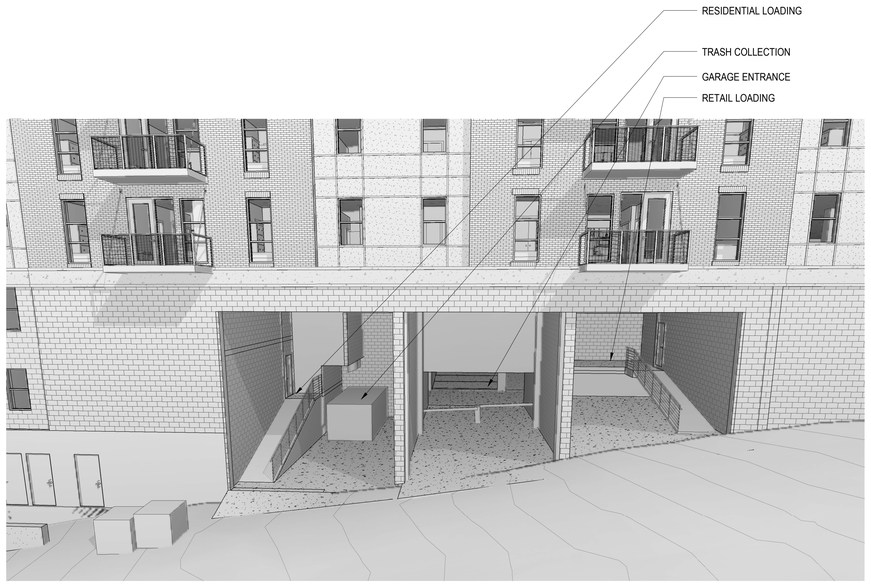
Attention: Mike Greenlee

Mike,
Mark Osborne the District Manager with Republic Services has looked at the attached diagrams for trash service at the corner of Walnut Street and University Avenue for the Standard at Morgantown and has given his approval on this for the compactor to be serviced at this complex. If you have any questions please let us know.

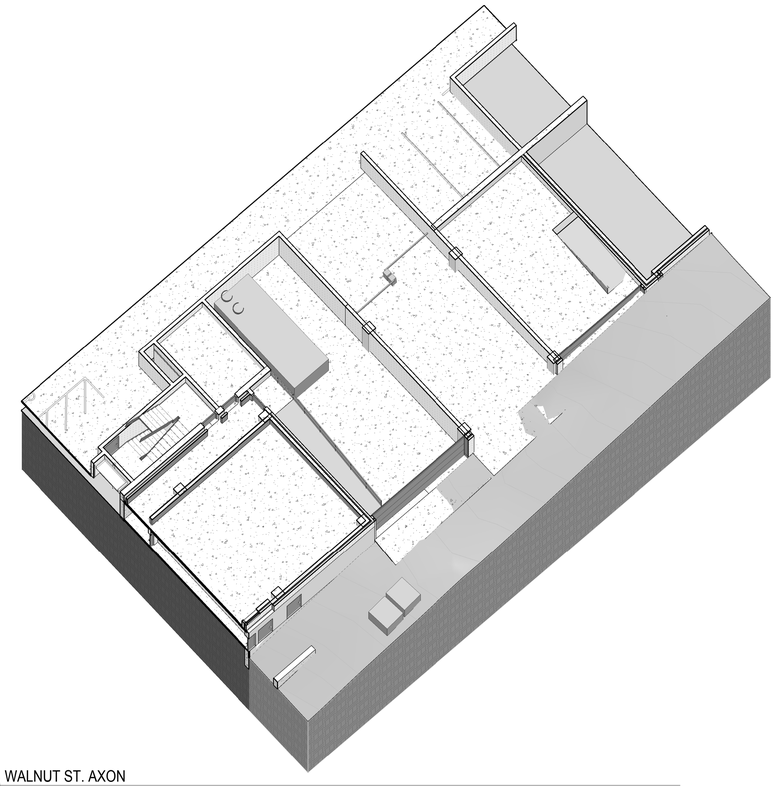
Sincerely,

Roger Huffman
Sales Rep
Republic Services

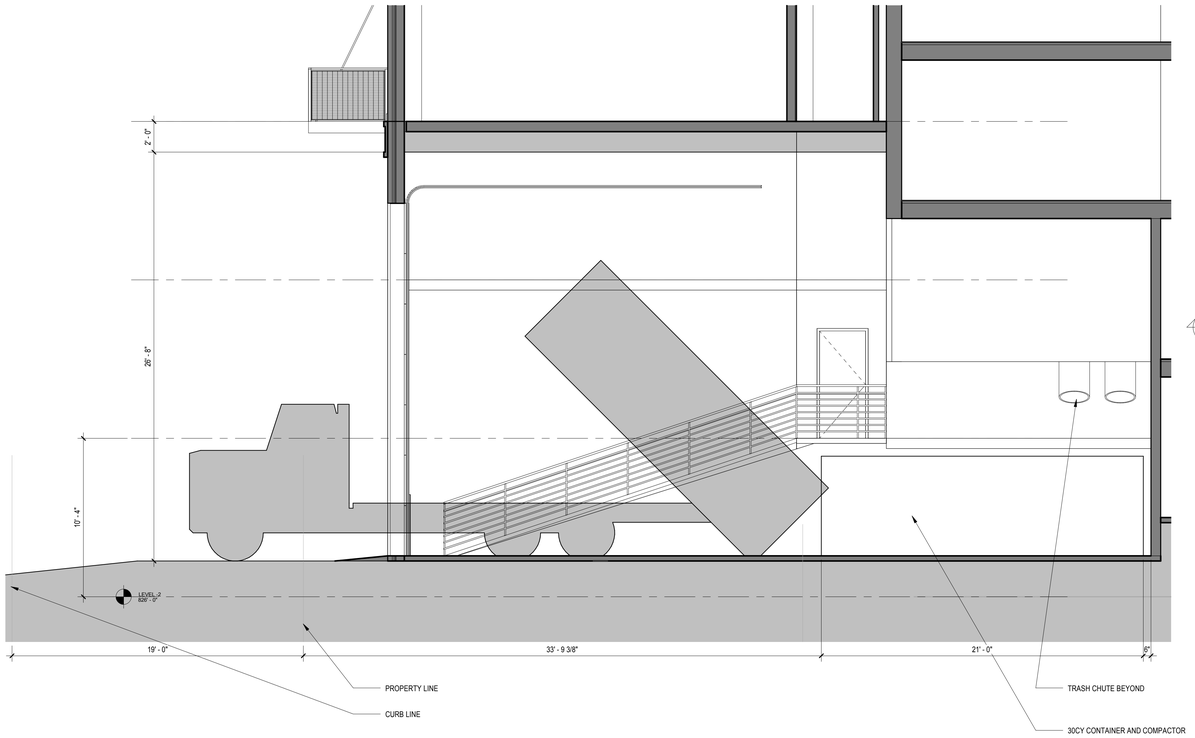
#2 12th Street
Fairmont, WV 26554
304-366-8900 • Fax 304-366-1267



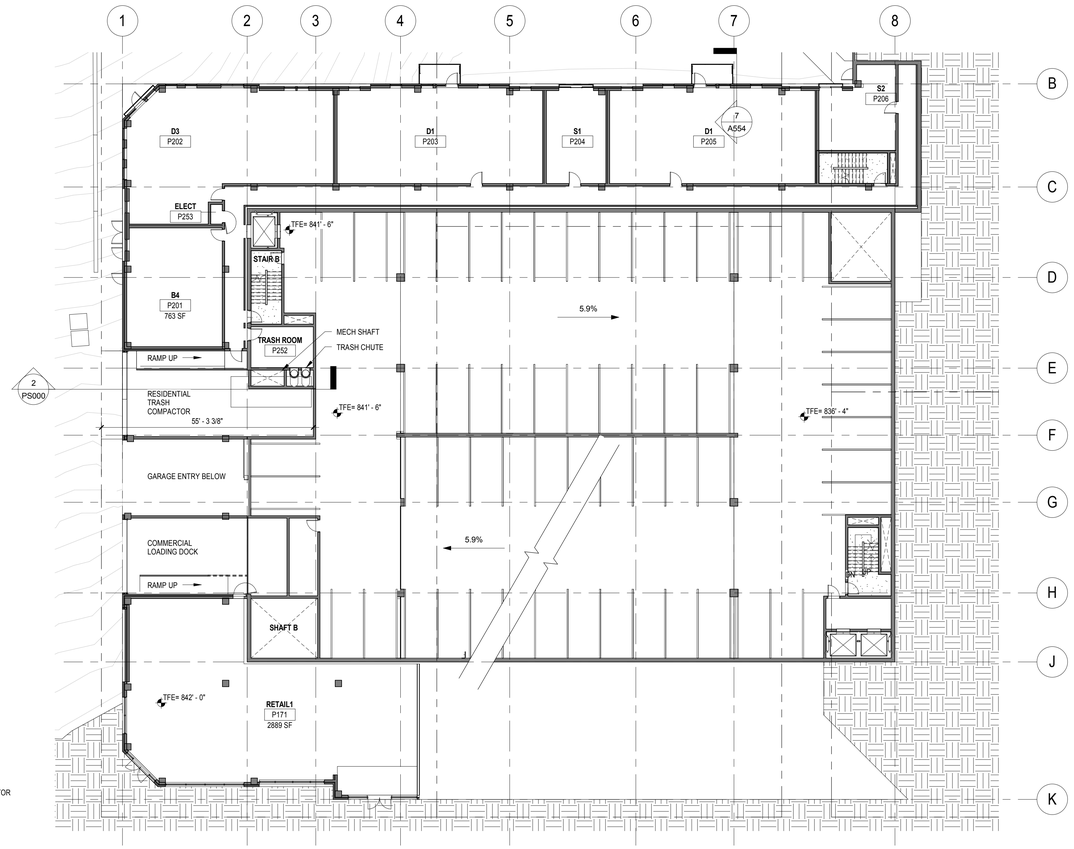
3 PS000 WALNUT ST. LOADING AND GARAGE ACCESS



4 PS000 WALNUT ST. AXON



2 PS000 BUILDING SECTION AT TRASH COMPACTOR
1/4" = 1'-0"



1 PS000 LEVEL -1 LOADING PLAN
1/16" = 1'-0"

BKV GROUP
Architecture
Interior Design
Landscape Architecture
Engineering

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PROJECT TITLE

THE STANDARD
AT
MORGANTOWN

KEY PLAN

ISSUE #	DATE	DESCRIPTION

NOT FOR CONSTRUCTION

50% Design
Development Set

09/16/2015

CERTIFICATION

License Number	Date

DATE	09/16/2015
DRAWN BY	Author
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COMMISSION NUMBER	1870.08

SHEET TITLE

GARAGE &
LOADING
DIAGRAMS

SHEET NUMBER

PS000

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