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TRANSMITTAL

29 SEPTEMBER 2022

Revised 24 October 2022

To: JC Planning & Engineering

From: DA Stansbury Engineering, PLLC

RE: Sunnyside Residential Development Concept Plan

ATTACHED:

- APPLICATION w/ tax maps
- Staff past notes
- Concept Plan
- Highway Problem Areas
- Flood Tool Map
- Soils Map
- Likely Stormwater Options

Includes Changes:

- to text and plan as recommended by PZ&E on 28 Sept. 2022
- Changes herein 24 October 2022: shown in **text format**.

Dirk Stansbury, P.E.

Sunnyside Residential Development Concept Plan

Kabletown Dist., Map 12,

Parcels 12,12.2,12.3,12.4,12.5,12.8,12.9,12.10, &12.11

Owners: Thomas Management Group, Inc.

175 John J Thomas Way,

Charles Town, WV 25414

304-725-2539

Planning Zoning & Engineering Staff,

The following is a general description of the referenced proposed project.

This portion of Sunnyside was re-zoned from *Industrial-Commercial* to *Residential Light Industrial Commercial Growth (File #21-3-Z)*. The change converted nine of the eleven commercial/industrial lots to 29 single family residential lots. With 29 lots on approximately 53 acres the density is near 1.8 ac/lot.

Infrastructure and communications:

All the existing streets and entrance will be utilized resulting in construction only one new street to service the compliment of new lots. Existing streets and entrance were constructed for the heavier traffic of the commercial/industrial classification.

- Homes to be served by on-site water and wastewater systems. Soils found at the site are predominantly Hagerstown Group and typically are good septic field soils, but with some rock outcropping. SRA (septic reserve areas) are being investigated at this time.
- Stormwater facilities were constructed at the same time as the existing street work. It is understood that the new street will require, at a minimum, the capture of the first inch to achieve required runoff reduction (RR) for the new impervious surface. Original SWM design of the commercial/industrial development would have been based on 70-80% impervious area; 1.5-2 acre residential lots would be considered to be 15-20%+/- impervious. The existing SWM facilities are over designed for the proposed re-development.

Traffic

- Traffic estimates for the development are expected to be less than formally approved and without the expected truck traffic. Numbers area as follows:

Peak Hour at $0.8 \times 29 = 23.2$, with smaller developments the number may near 30 t/h.

Trips Per Day at $8 \times 29 = 232$ t/d.

- The developments main entrance is onto WVCR 340/2 (Wheatland Road) which intersects US 340 at Rippon; ***which is more than a mile away***. The US 340 connection would be considered the nearest intersection of interest. ***This intersection does not currently show up on the Comprehensive Plan's map of traffic issues. The nearest area of concern is at Rippon on WVCR 21/1 south of this project.***
- ***Wheatland Road has a traffic count at the intersection of 340 and 340/2 of 126 ADT, per the most current WV DOH traffic count map.***