



MORGANTOWN BOARD OF ZONING APPEALS

June 17, 2015
6:30 PM
City Council Chambers

Board Members:

Leanne Cardoso, Chair
Bill Burton, Vice-Chair
Linda Herbst
George Papandreas
Jim Shaffer

COMBINED STAFF REPORT

CASE NO: V15-28 and V15-29 / Glenmark Holding, LLC / Greenbag Road

REQUEST and LOCATION:

Request by Lisa Mardis of Project Management Services, on behalf of Glenmark Holding, LLC, for approvals of two (2) variance petitions relating to a proposed development on Greenbag Road.

TAX MAP NUMBER(s) and ZONING DESCRIPTION:

Tax Map 48A, Parcel 15

SURROUNDING ZONING:

R-1, Single-Family Residential District

BACKGROUND and ANALYSIS:

The petitioner seeks to construct two (2) one-story commercial spec buildings with flex interior space. Land use classifications for future occupants of the spec buildings have not been determined; however, the petitioner understands that future occupants of the spec buildings must observe Table 1331.05.01 "Permitted Land Uses." Addendum A of this report illustrates the location of the subject site along with a general massing illustration.

Case No. V15-28 Access to Luckey Lane and landscape buffer district

On 07 APR 2015, City Council reclassified the subject realty from B-1 to B-2 (see attached ORD15-16) at the petitioner's request. Said ordinance included the following landscape buffer district classification:

"That the (B) Buffer District Classification established by Ordinance 98-01 adopted by the City of Morgantown on January 6, 1998, as described therein and illustrated on the exhibit hereto attached...shall remain in effect twenty-five (25) feet in depth with access prohibited to the abutting street, the intent of this zoning classification is to establish the area as a landscape buffer to the adjacent elementary school."

It appears the intent of the access prohibition and the mandated twenty-five (25) foot landscape buffer is to mitigate adverse impacts that may result on the school from potentially incompatible development of the subject site.

Access Management

The subject development site is situated along Greenbag Road and Luckey Lane, which are a part of the State's Highway System controlled by the West Virginia Division of Highways (WVDOH). As such, related access approvals must be issued by WVDOH.

Staff understands the petitioner has been advised by WVDOH that the original access plan of two (2) driveway curb cuts onto Greenbag Road was not desirable. WVDOH's

Development Services

Christopher Fletcher, AICP
Director

Planning Division

389 Spruce Street
Morgantown, WV 26505
304.284.7431



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preferred access plan is one (1) entrance from Greenbag Road aligned with one (1) entrance from Luckey Lane located directly across the entrance/exit to Mountainview Elementary.

WVDOH's preference for the site to be accessed from Luckey Lane is in conflict with the access prohibition established in ORD98-01 and ORD15-16.

WVDOH's objective is to pursue best access management practices that further public safety and system efficiencies. The objective of the City's Luckey Lane access prohibition is to safeguard access to/from/around the school from being impacted by traffic associated with development of the subject site. Both objectives are meritorious and in the public interest.

Landscape Buffer District

The objective of the twenty-five (25) foot buffer district is to provide a physical separation, in addition to the Luckey Lane roadway and, if planted correctly, a vertical landscape screen between the school and the subject site.

The following graphic highlights the area on the school campus that is used as a stormwater retention basin. Unless a significant and costly mechanical system is installed, this area will continue to serve as a retention basin for the foreseeable future. As such, construction of additional educational facilities and/or programming space within the highlighted area is unlikely. Additionally, the closest point between the school's parking lot and Luckey Lane's edge of pavement on the petitioner's development side is approximately 115 feet.



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Cooperative Solution

The petitioner has consulted with the Monongalia County School Superintendent's Office concerning the development's access to Luckey Lane and the opportunity of establishing a landscape buffer between the stormwater retention basin and Luckey Lane that will run from the school's exit onto Luckey Lane to where Luckey Lane meets Greenbag Road. This consultation and the Superintendent's written acceptance of the petitioner's proposal is documented in an executed agreement between said parties (see petitioner's exhibits).

Although the affected parties have reached what appears to be a cooperative and reasonable solution, variance relief from the Board is required so that the petitioner may pursue access approval onto Luckey Lane from WVDOH and to encroach into the twenty-five (25) foot buffer district.

It should be noted that the petitioner seeks relief to encroach into the buffer district only for the purpose of developing an internal drive aisle(s), parking/loading/maneuvering space(s), and/or dumpster enclosure(s). The petitioner does not seek to develop a building within the buffer district.

Case No. V15-29 Number of principal structures on a lot

Article 1363.04(A) provides that,

"Only one principal building and its accessory structures may be located on a lot unless development is approved as a planned unit development, shopping center, office park, research and development center, townhouse dwellings, or multi-family dwellings as permitted in Table 1331.05.01 'Permitted Land Uses'."

The petitioner currently seeks to develop two (2) principal structures on the subject site with shared access, parking areas, and common facilities, which requires variance relief. It should be noted that the development of additional structures may be pursued by the petitioner in the future.

Staff recommends that the Board, without objection from members of the Board, the petitioner, or the public, combine the public hearings for the two (2) variance petitions addressed herein. However, each respective variance petition must be considered and acted upon by the Board separately.

STAFF RECOMMENDATION:

The Board of Zoning Appeals must determine whether the proposed request meets the standard criteria for a variance by reaching a positive determination for *each* of the "Findings of Fact" submitted by the petitioner. Addendum B of this report provides Staff recommended revisions to the petitioner's findings of fact (deleted matter struck through; new matter underlined).

Again, each respective variance petition must be considered and acted upon by the Board separately.

Staff recommends that the Board grant the following variance relief:

Development Services

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Director

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Case No. V15-28 Access to Luckey Lane and landscape buffer district

1. That, to the satisfaction of the City Engineer and West Virginia Division of Highways (WVDOH), not more than one (1) driveway curb cut may be developed from the subject development site onto Luckey Lane.
2. That the twenty-five (25) buffer district established in City Ordinances ORD98-01 and ORD15-16 may be encroached into solely for the purpose of developing an internal drive aisle(s), parking/loading/maneuvering space(s), dumpster enclosure(s), and/or directional and/or traffic control signage; provided, the petitioner, with the written approval of and authorization by the Monongalia County School Superintendent's Office, establishes, to the satisfaction of the Planning Division and the City Engineer, an off-site landscape buffer on the adjoining Monongalia County School Board realty beginning at the Mountainview Elementary entrance onto Luckey Lane to where Luckey Lane meets Greenbag Road. The landscape plan for said off-site buffer shall be reviewed and approved by the City as a part of the building permit application for the development of Parcel 15, Tax Map 48A. Said landscape plan must also be reviewed and approved by the Monongalia County School Superintendent's Office prior to the issuance of any building permit for the development of Parcel 15, Tax Map 48A.

Case No. V15-29 Number of principal structures on a lot

1. That more than one (1) principal building and their respective accessory structures may be developed on Parcel 15 of Tax Map 48A.

Enclosures: Application and accompanying exhibits

Development Services

Christopher Fletcher, AICP
Director

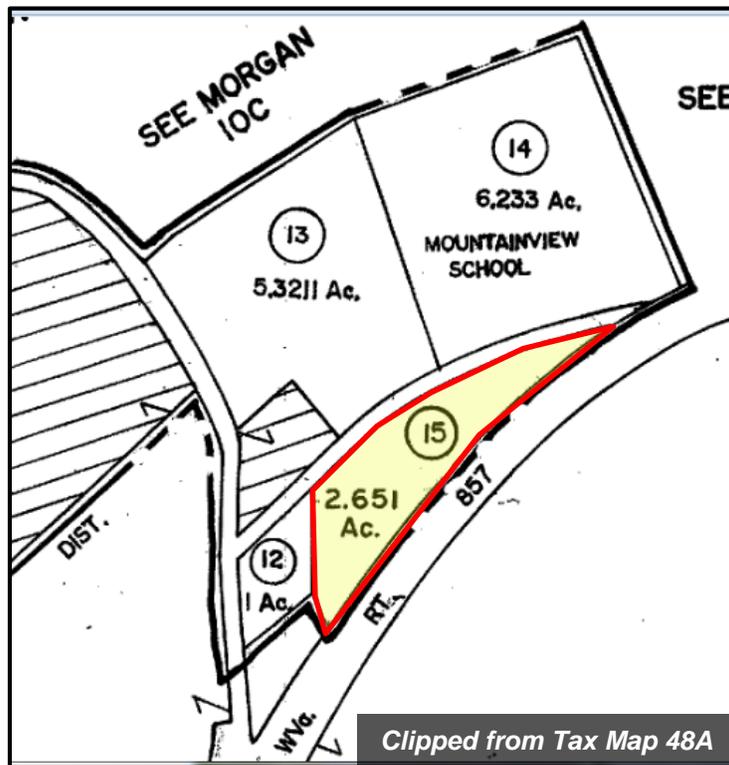
Planning Division

389 Spruce Street
Morgantown, WV 26505
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STAFF REPORT ADDENDUM A

V15-28 & V15-29 / Glenmark Holding, LLC / Greenbag Road







NOT TO SCALE – FOR ILLUSTRATION PURPOSES ONLY

STAFF REPORT ADDENDUM B

V15-28 & V15-29 / Glenmark Holding, LLC / Greenbag Road

Staff recommended revisions to petitioner's Findings of Fact (deleted matter struck through; new matter underlined).

Case No. V15-28 Variance Relief concerning access to Luckey Lane and a landscape buffer

Finding of Fact No. 1 – The variance will not adversely affect the public health, safety or welfare, or the rights of adjacent property owners or residents, because:

The applicant would like to ~~relocate~~ establish a portion of the requisite twenty-five (25) foot buffer strip along the property's Luckey Lane frontage that was established in January 1998 to property owned and operated by the Monongalia Board of Education (BOE), Mountainview Elementary School. It appears that in 1998 this area was established to retain a healthy buffering between future commercial development and the school. The applicant maintains that the ordinance will be adhered to on the northern side of interior across road along Luckey Lane. However, the spirit and intent of the buffer district will likewise be adhered to by moving the buffer onto the school property. This will provide a buffering area from the heavily traveled Luckey Lane, as well as commercial development on the subject property. The subject realty is in corporate City Limits of Morgantown surrounded by unzoned county property and realty owned by BOE. The applicant also seeks variance relief from the same 1998 ordinance which denies access onto Luckey Lane from the aforementioned realty. It is important to note that Luckey Lane is also a state route. In obtaining an access permit on Greenbag Road from the West Virginia Department of Highways (WVDOH), it appears that WVDOH maintains that there must be access onto Luckey Lane. This will also be necessary for fire department should also serve to enhance emergency response access. Mr. Frank Devono, Superintendent for the Monongalia County Board of Education, is in full support with moving the buffer to BOE property and also with access on to Luckey Lane, witnessed by the attached letter.

Finding of Fact No. 2 – The variance arises from special conditions or attributes which pertain to the property for which a variance is sought and which were not created by the person seeking the variance, because:

It appears that the 1998 ordinance was created as a buffer between potential development on the subject realty and the Mountainview Elementary School. This may be the reason that this property has remained undeveloped over the years and used as storage for heavy machinery and mounds of soil. As evidenced by the attached site plan, the applicant is seeking variance relief from the twenty-five (25) foot landscape buffer for the area of realty that narrows at the Luckey Lane/Greenbag Road intersection and access onto Luckey Lane. The applicant is also seeking variance relief to have access onto Luckey Lane. It appears by the attached letter from WVDOH, they would like to maintain a secondary means of egress/ingress. Mr. Frank Devono, Superintendent for the Monongalia County Board of Education, is in full support with moving the buffer to BOE property and also with access on to Luckey Lane, witnessed by the attached letter.

Finding of Fact No. 3 – The variance will eliminate an unnecessary hardship and permit a reasonable use of the land, because:

The applicant seeks variance from the 1998 ordinance which denies access on to Luckey Lane from the ~~aforementioned~~ subject realty and a required twenty-five (25) foot landscape

buffer the length of the realty along Luckey Lane. It appears that the ordinance was created as a buffer between potential development on the subject realty and Mountainview Elementary School. This may be the reason that this property has remained undeveloped over the years and used as storage for heavy machinery and mounds of soil. As evidenced on the attached site plan, the landscape area in question pertains to the future development area. Given the unique design geometry of the subject property at the intersection of Luckey Lane and Greenbag Road, the potential development area is limited. It appears that there is adequate area for a proposed building. Preliminary review shows that parking and/or drive aisles would most likely encroach into the twenty-five (25) foot landscape buffer area. By moving the required area on only this section of the property and relocating it to property owned and operated by BOE, the spirit and intent of the ordinance is being met. In obtaining an access permit on Greenbag Road from WVDOH, it appears that WVDOH maintains that there must be access onto Luckey Lane. It appears that development on this site would be difficult without a secondary means of egress. Not only for WVDOH, but also for emergency vehicles.

Finding of Fact No. 4 – The variance will allow the intent of the zoning ordinance to be observed and substantial justice done, because:

As evidenced on the attached site plan, the landscape area in question pertains to the future development area only. Given the unique design of the property at the intersection of Luckey Lane and Greenbag Road, the potential development area is limited. It appears that there is adequate area for a proposed building. However, preliminary review shows that parking and/or drive aisles would most likely encroach into the twenty-five (25) foot landscape buffer area. By moving the required area on only this section of the property and relocating it to property owned and operated by BOE, the spirit and intent of the ordinance is being met. Mr. Frank Devono, Superintendent for the Monongalia County Board of Education, is in full support with moving the buffer to BOE property and also with access on to Luckey Lane, witnessed by the attached letter.

Case No. V15-29 Number of principal structures on a lot

Finding of Fact No. 1 – The variance will not adversely affect the public health, safety or welfare, or the rights of adjacent property owners or residents, because:

The development will be similar to an office park ~~in which it contains~~ in that it will contain more than one building ~~which be~~ managed on an integrated and coordinated basis under single ownership. The uniquely shaped parcel, sandwiched between two state routes, on the fringes of the City of Morgantown has historically remained vacant while occasionally being used for heavy equipment or soil storage. The applicant will “Spec build” two 6,000 square foot buildings with an area for future development. While startup and expanding businesses often desire the flexibility to lease and/or purchase their commercial location, the applicant would like the ability to plan accordingly while creating a responsibly planned, unified, and coordinated project with multiple tenants. The purpose of B-2, Service Business District is to provide areas that are appropriate for most kinds of business and services and located along major thoroughfares. The highest and best use of this property is the flexibility to develop separate individual buildings that can be parceled off and owned by separate entities in the future.

Finding of Fact No. 2 – The variance arises from special conditions or attributes which pertain to the property for which a variance is sought and which were not created by the person seeking the variance, because:

The development will be similar to an office park ~~in which it contains~~ in that it will contain more than one building ~~which be~~ managed on an integrated and coordinated basis under single ownership. The uniquely shaped parcel, situated between two state routes, on the fringes of the City of Morgantown has historically remained vacant while occasionally being used for heavy equipment or soil storage. This infill “spec” development creates a unique opportunity to create an office park type setting that can be subdivided as the market ~~absorption rate increases~~ may or may not respond to.

Finding of Fact No. 3 – The variance will eliminate an unnecessary hardship and permit a reasonable use of the land, because:

The development will be similar to an office park ~~in which it contains~~ in that it will contain more than one building ~~which be~~ managed on an integrated and coordinated basis under single ownership. The uniquely shaped parcel, situated between two state routes, on the fringes of the City of Morgantown has historically remained vacant while occasionally being used for heavy equipment or soil storage. The infill “spec” development will include two 6,000 square foot buildings with an area for the future development. While startup and expanding businesses often desire the flexibility to lease and/or purchase their commercial location, the applicant would like the ability to plan accordingly while creating a responsibly planned, unified, and coordinated project with multiple tenants. The proposed development creates a unique opportunity to create an office park type setting that can be subdivided as the market ~~absorption rate increases~~ may or may not respond to. The purpose of B-2, Service Business District is to provide areas that are appropriate for most kinds of business and services and located along major thoroughfares. The highest and best use of this property is the flexibility to develop separate individual buildings that can be parceled off and owned by separate entities in the future.

Finding of Fact No. 4 – The variance will allow the intent of the zoning ordinance to be observed and substantial justice done, because:

The development will be similar to an office park ~~in which it contains~~ in that it will contain more than one building ~~which be~~ managed on an integrated and coordinated basis under single

ownership. The uniquely shaped parcel, sandwiched between two state routes, on the fringes of the City of Morgantown has historically remained vacant while occasionally being used for heavy equipment or soil storage. The applicant will “Spec Build” two 6,000 square foot buildings with an area for future development. While startup and expanding businesses often desire the flexibility to lease and/or purchase their commercial location, the applicant would like the ability to plan accordingly while creating a responsibly planned, unified and coordinated project with multiple tenants. The spirit and intent of zoning ordinance will be met since the purpose of the B-2, Service Business District is to provide areas that are appropriate for most kinds of business and services and located along major thoroughfares. The highest and best use of this property is the flexibility to develop separate individual buildings that can be parceled off and owned by separate entities in the future.

ORDINANCE NO. ORD15-16

AN ORDINANCE PROVIDING FOR THE ZONING RECLASSIFICATION OF ONE (1) PARCEL OF REAL ESTATE IN THE FIRST WARD OF THE CITY OF MORGANTOWN FROM B-1, NEIGHBORHOOD BUSINESS DISTRICT TO B-2, SERVICE BUSINESS DISTRICT BY AMENDING ARTICLE 1331 OF THE PLANNING AND ZONING CODE OF THE CITY OF MORGANTOWN AS SHOWN ON THE EXHIBIT HERETO ATTACHED AND DECLARED TO BE A PART OF THIS ORDINANCE AS IF THE SAME WAS FULLY SET FORTH HEREIN.

Property included in this consideration is identified in the Monongalia County Assessor's records as Parcel 15 of County Tax Map 48A; Morgantown Corporation District.

THE CITY OF MORGANTOWN HEREBY ORDAINS:

1. That the zoning classification for Parcel 15 of County Tax Map 48A of the Monongalia County tax assessment as described herein and illustrated on the exhibit hereto attached and declared to be a part of this Ordinance to be read herewith as if the same was fully set forth herein is reclassified from B-1, Neighborhood Business District to B-2, Service Business District.
2. That the (B) Buffer District Classification established by Ordinance 98-01 adopted by the City of Morgantown on January 6, 1998, as described therein and illustrated on the exhibit hereto attached and declared to be a part of this Ordinance to be read herewith as if the same was fully set forth herein, shall remain in effect twenty-five (25) feet in depth with access prohibited to the abutting street, the intent of this zoning classification is to establish the area as a landscape buffer to the adjacent elementary school.
3. That the Official Zoning Map be accordingly changed to show said zoning reclassification.

This Ordinance shall be effective from the date of adoption.

FIRST READING: March 17, 2015



Mayor

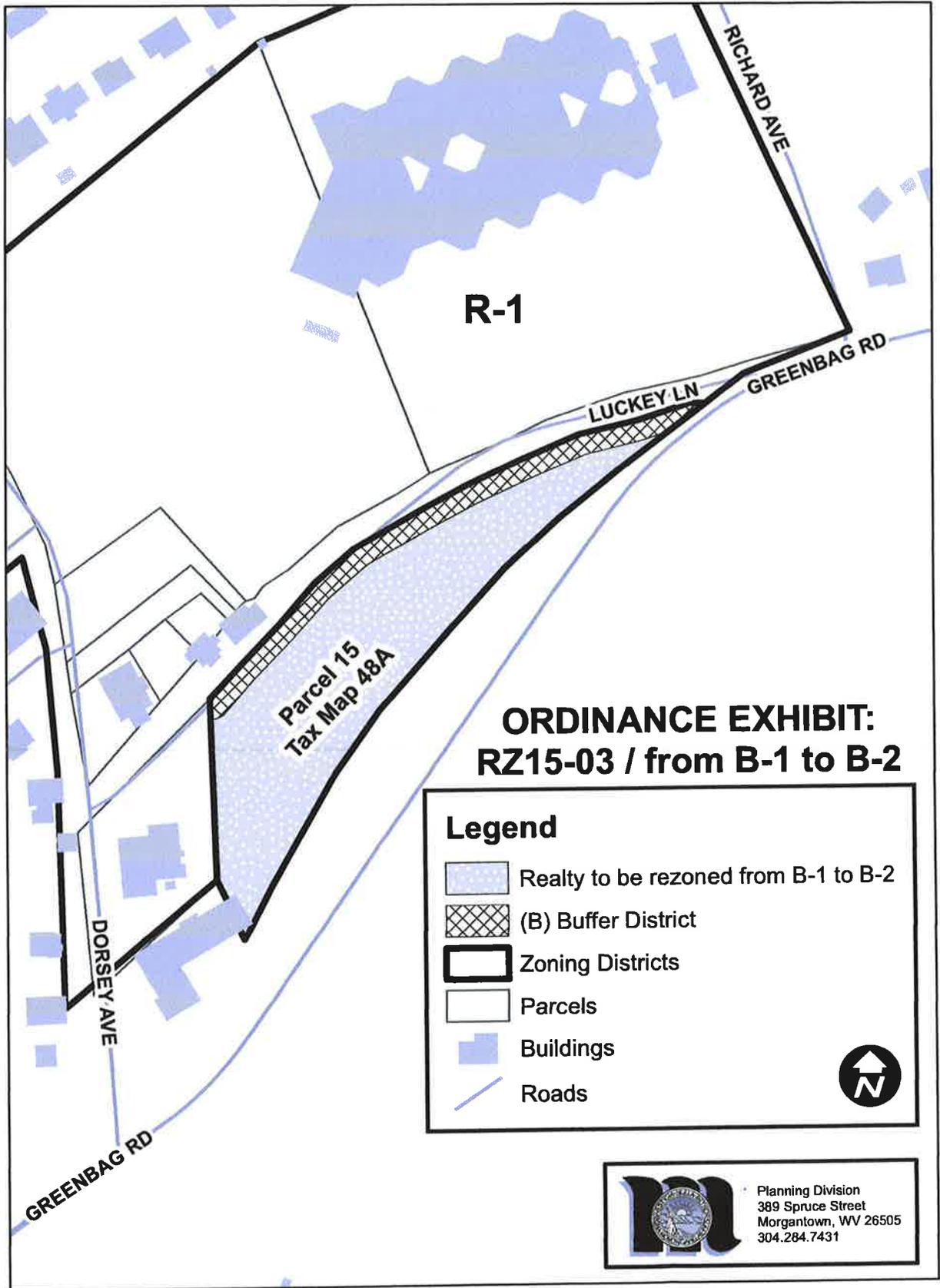
ADOPTED: April 7, 2015

FILED: April 8, 2015



City Clerk

RECORDED: April 8, 2015





City of Morgantown, West Virginia

APPLICATION FOR VARIANCE PETITION

OFFICE USE	
CASE NO.	V15-28
RECEIVED:	01 MAY 2015

01006

Fee: \$75

(PLEASE TYPE OR PRINT IN BLACK INK)

I. APPLICANT		Name:	Glenmark Holding LLC	
Mailing Address:	6 Canyon Road Suite 300		Phone:	304-599-3369 X 119
	Street	Morgantown WV	Mobile:	
	26508			
	City	State	Zip	Email: grichards@glenmarkholding.com
II. PROPERTY		Street Address:	Greenbag Road	
Owner:	Same		Zoning:	B-2
Mailing Address:			Tax Map No:	48A
	Street		Parcel No:	15
	City	State	Zip	Phone: 304-599-3369 X 119
III. NARRATIVE		Please describe the nature and extent of your variance request(s).		
<p>PAID PAID PAID MAY 01 2015</p> <p>Variance relief from a twenty-five (25) foot buffer district at the rear of the property and access on Luckey Lane. Ordinance 98-01 which was adopted January 6, 1998</p> <p><i>AND ORDINANCE 15-16 ENACTED APRIL 7, 2015</i></p>				
V. ATTEST		I hereby certify that I am the owner of record of the named property, or that this application is authorized by the owner of record and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. The granting of a variance does not presume to give authority to violate or cancel the provisions of any other federal, state, or local law regulating construction or the performance of construction. 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. I hereby authorize the Development Services Department to erect a notification sign on the subject property approximately 15 days prior to the BZA hearing. I further agree to maintain said signage and hereby accept responsibility in case of destruction or removal.		
Lisa Mardis		<i>Lisa Mardis</i>		5/1/15
Type/Print Name of Applicant/Agent		Signature of Applicant/Agent		Date



City of Morgantown, West Virginia

APPLICATION FOR VARIANCE PETITION

OFFICE USE table with CASE NO. V15-28 and RECEIVED: 01 MAY 2015

You or a representative MUST be present at the scheduled hearing to present the request and answer questions. Failure to appear at the hearing will result in your request being tabled.

VI. SUPPLEMENTAL INFORMATION

Depending on the type of variance request and the scale and scope of the development proposal, supplemental information may be needed to assist the Board of Zoning Appeals in rendering a variance decision. Staff will check the appropriate boxes below that must be addressed.

- Land Use Characteristics (complete only those that apply)
Residential, Single-Family Dwelling, Townhouse Dwelling, Two-Family Dwelling, Multi-Family Dwelling, Non-Residential or Mixed (please explain) Commercial / TBT land use

- Structure Characteristics (complete only those that apply)
Total number of buildings: 2 Gross floor area of each building: 6,000 sq ft
Estimated number of employees: TBT No. of dwelling units: 0 No. of bedrooms: 0
Additional structure-related details: n/a

- Additional Information (as required by Staff):

- Site Plan. A scaled site plan may be required to assist the Board in rendering a variance decision. The following features must be represented, as required by Staff.
Location, shape, exterior dimensions, and number of stories of each building on the site.
Standard yard setbacks for the applicable zoning district
Location, grade, and dimensions of paved surfaces, and all abutting streets
Existing and proposed contours, at an interval of at least two (2) feet
Complete traffic circulation plan showing dimensions, entrance/exit drives, planters, and similar improvements
Location of landscaped areas (to be detailed on landscape plan), fences, walls, and other screen required



City of Morgantown, West Virginia

**APPLICATION FOR
VARIANCE PETITION**

OFFICE USE	
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RECEIVED:	01 MAY 2015

VII. FINDINGS OF FACT

COMPLETE THE FOLLOWING STATEMENTS IN THIRD PERSON.

The Board of Zoning Appeals may grant a variance request only if each of the following "Findings of Fact" criteria is determined to be in the positive. Applicants must give their own responses to the following criteria statements.

1. The variance will not adversely affect the public health, safety or welfare, or the rights of adjacent property owners or residents, because:

Attached

2. The variance arises from special conditions or attributes which pertain to the property for which a variance is sought and which were not created by the person seeking the variance, because:



City of Morgantown, West Virginia

**APPLICATION FOR
VARIANCE PETITION**

OFFICE USE	
CASE NO.	V15-28
RECEIVED:	01 MAY 2015

Attached

V15-28

STAFF REPORT

GLENMARK HOLDING / GREENBAG ROAD

25' Landscape buffer / Access on Luckey Lane

Finding of Fact No. 1 – The variance will not adversely affect the public health, safety or welfare, or the rights of adjacent property owners or residents, because:

The applicant would like to relocate the twenty-five (25) foot buffer strip along the property's Luckey Lane frontage that was established in January 1998 to property owned and operated by the Monongalia Board of Education (BOE), Mountainview Elementary School. It appears that in 1998 this area was established to retain a healthy buffering between future commercial development and the school.

The applicant maintains that the ordinance will be adhered to on the northern side of the interior access road along Luckey Lane. However, the spirit and intent of the buffer district will likewise be adhered to by moving the buffer on to the school property. This will provide a buffering area from the heavily traveled Luckey Lane, as well as commercial property.

The subject realty is in corporate City Limits of Morgantown surrounded by unzoned county property and realty owned by BOE.

The applicant also seeks variance relief from the same 1998 ordinance which denies access onto Luckey Lane from this aforementioned realty. It is important to note that Luckey Lane is also a state route. In obtaining an access permit on Greenbag Road from the West Virginia Department of Highways (WVDOH), it appears that WVDOH maintains that there must be access onto Luckey Lane. This will also be necessary for fire department access.

Mr. Frank Devono, Superintendent for the Monongalia County Board of Education, is in full support with moving the buffer to BOE property and also with access on to Luckey Lane, witnessed by the attach letter.

Finding of Fact No. 2 – The variance arises from special conditions or attributes which pertain to the property for which a variance is sought and which were not created by the person seeking the variance, because:

It appears that the 1998 ordinance was created as a buffer between potential development on the subject realty and Mountainview Elementary School. This may be the reason that this property has remained undeveloped over the years and used as storage for heavy machinery and mounds of soil.

As evidenced by the attached site plan, the applicant is seeking variance relief from the twenty-five (25) foot landscape buffer for the area of realty that narrows at the Luckey Lane / Greenbag Road intersection and access onto Luckey Lane. The applicant is also seeking variance relief to have access onto Luckey Lane. It appears by the attached letter from WVDOH, they would like to maintain a secondary means of egress/ingress.

Finding of Fact No. 3 – The variance will eliminate an unnecessary hardship and permit a reasonable use of the land, because:

The applicant seeks variance relief from the 1998 ordinance which denies access on to Luckey Lane from the aforementioned realty and a required twenty-five (25) foot landscape buffer the length of the realty along Luckey Lane. It appears that the ordinance was created as a buffer between potential development on the subject realty and Mountainview Elementary School. This may be the reason that this property has remained undeveloped over the years and used as storage for heavy machinery and mounds of soil.

As evidenced on the attached site plan, the landscape area in question pertains to the future development area. Given the unique design of the property at the intersection of Luckey Lane and Greenbag Road, the potential development area is limited. It appears that there is adequate area for a proposed building preliminary review shows that parking and/or drive aisles would most likely encroach into the twenty-five (25) foot landscape buffer area. By moving the required area on only this section of the property and relocating it to property owned and operated by BOE, the spirit and intent of the ordinance is being met.

In obtaining an access permit on Greenbag Road from WVDOH, it appears that WVDOH maintains that there must be access onto Luckey Lane. It appears that development on this site would be difficult without a secondary means of egress. Not only for WVDOH, but also for emergency vehicles.

Finding of Fact No. 4 – The variance will allow the intent of the zoning ordinance to be observed and substantial justice done, because:

As evidenced on the attached site plan, the landscape area in question pertains to the future development area only. Given the unique design of the property at the intersection of Luckey Lane and Greenbag Road, the potential development area is limited. It appears that there is adequate area for a proposed building. However, preliminary review shows that parking and/or drive aisles would most likely encroach into the twenty-five (25) foot landscape buffer area. By moving the required area on only this section of the property and relocating it to property owned and operated by BOE, the spirit and intent of the ordinance is being met.



City of Morgantown, West Virginia

APPLICATION FOR VARIANCE PETITION

OFFICE USE	
CASE NO.	V15-29
RECEIVED:	01 May 2015

OK 1006

Fee: \$75

(PLEASE TYPE OR PRINT IN BLACK INK)

I. APPLICANT		Name:	Glenmark Holding LLC	
Mailing Address:	6 Canyon Road Suite 300		Phone:	304-599-3369 X 119
	Street	Morgantown WV	Mobile:	
	26508			
City	State	Zip	Email: grichards@glenmarkholding.com	

II. PROPERTY		Street Address:	Greenbag Road	
Owner:	Same		Zoning:	B-2
Mailing Address:			Tax Map No:	48A
	Street		Parcel No:	15
	City	State	Zip	Phone: 304-599-3369 X 119

III. NARRATIVE Please describe the nature and extent of your variance request(s).

PAID
MAY 01 2015

Variance relief from Article 1363.04 as it relates to structures on a lot.

1363.04(A) number of principal structures permitted on a parcel

V. ATTEST

I hereby certify that I am the owner of record of the named property, or that this application is authorized by the owner of record and that I have been authorized by the owner to make this application as his/her authorized agent. I agree to conform to all applicable laws of this jurisdiction. The granting of a variance does not presume to give authority to violate or cancel the provisions of any other federal, state, or local law regulating construction or the performance of construction. 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. I hereby authorize the Development Services Department to erect a notification sign on the subject property approximately 15 days prior to the BZA hearing. I further agree to maintain said signage and hereby accept responsibility in case of destruction or removal.

Lisa Mardis _____ *Lisa Mardis* _____ 5/1/15

Type/Print Name of Applicant/Agent Signature of Applicant/Agent Date



APPLICATION FOR VARIANCE PETITION

OFFICE USE table with CASE NO. V15-29 and RECEIVED: 01 MAY 2015

You or a representative MUST be present at the scheduled hearing to present the request and answer questions. Failure to appear at the hearing will result in your request being tabled.

VI. SUPPLEMENTAL INFORMATION

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- Land Use Characteristics (complete only those that apply)
Residential, Single-Family Dwelling, Townhouse Dwelling, Two-Family Dwelling, Multi-Family Dwelling, Non-Residential or Mixed (please explain) Commercial / TBT land use

- Structure Characteristics (complete only those that apply)
Total number of buildings: 2 Gross floor area of each building: 6,000 sq ft
Estimated number of employees: TBT No. of dwelling units: 0 No. of bedrooms: 0
Additional structure-related details: n/a

- Additional Information (as required by Staff):

- Site Plan. A scaled site plan may be required to assist the Board in rendering a variance decision. The following features must be represented, as required by Staff.
Location, shape, exterior dimensions, and number of stories of each building on the site.
Standard yard setbacks for the applicable zoning district
Location, grade, and dimensions of paved surfaces, and all abutting streets
Existing and proposed contours, at an interval of at least two (2) feet
Complete traffic circulation plan showing dimensions, entrance/exit drives, planters, and similar improvements
Location of landscaped areas (to be detailed on landscape plan), fences, walls, and other screen required



City of Morgantown, West Virginia

**APPLICATION FOR
VARIANCE PETITION**

OFFICE USE	
CASE NO.	V15-29
RECEIVED:	01 May 2015

VII. FINDINGS OF FACT

COMPLETE THE FOLLOWING STATEMENTS IN THIRD PERSON.

The Board of Zoning Appeals may grant a variance request only if each of the following "Findings of Fact" criteria is determined to be in the positive. Applicants must give their own responses to the following criteria statements.

1. The variance will not adversely affect the public health, safety or welfare, or the rights of adjacent property owners or residents, because:

Attached

2. The variance arises from special conditions or attributes which pertain to the property for which a variance is sought and which were not created by the person seeking the variance, because:



City of Morgantown, West Virginia

**APPLICATION FOR
VARIANCE PETITION**

OFFICE USE	
CASE NO.	V15-29
RECEIVED:	01 MAY 2015

Attached



City of Morgantown, West Virginia

**APPLICATION FOR
VARIANCE PETITION**

OFFICE USE	
CASE NO.	VIS-29
RECEIVED:	01 MAY 2015

VII. FINDINGS OF FACT

COMPLETE THE FOLLOWING STATEMENTS IN THIRD PERSON.

3. The variance will eliminate an unnecessary hardship and permit a reasonable use of the land, because:

Attached

4. The variance will allow the intent of the zoning ordinance to be observed and substantial justice done, because:

Attached

STAFF REPORT ADDENDUM B**ACC / University Avenue**

Article 1363.04 Structures on a Lot

Finding of Fact No. 1 – The variance will not adversely affect the public health, safety or welfare, or the rights of adjacent property owners or residents, because:

The development will be similar to an office park in which it contains more than one building which will be managed on an integrated and coordinated basis under single ownership. The uniquely shaped parcel, sandwiched between two state routes, on the fringes of the City of Morgantown has historically remained vacant while occasionally being used for heavy equipment or soil storage.

The applicant will "Spec build" two 6,000 square foot buildings with an area for future development. While expanding businesses often desire the flexibility to lease and/or purchase their commercial location, the applicant would like the ability to plan accordingly while creating a responsibly planned, unified, and coordinated project with multiple tenants.

The purpose of B2, Service Business District is to provide areas that are appropriate for most kinds of business and services and located along major thoroughfares. The highest and best use of this property is individual buildings that can be parceled off and owned by separate entities in the future.

Finding of Fact No. 2 – The variance arises from special conditions or attributes which pertain to the property for which a variance is sought and which were not created by the person seeking the variance, because:

The development will be similar to an office park in which it contains more than one building which will be managed on an integrated and coordinated basis under single ownership. The uniquely shaped parcel, situated between two state routes, on the fringes of the City of Morgantown has historically remained vacant while occasionally being used for heavy equipment or soil storage.

This infill "spec" development creates a unique opportunity to create an office park type setting that can be subdivided as the market absorption rate increases.

Finding of Fact No. 3 – The variance will eliminate an unnecessary hardship and permit a reasonable use of the land, because:

The development will be similar to an office park in which it contains more than one building which will be managed on an integrated and coordinated basis under single ownership. The uniquely shaped parcel, situated between two state routes, on the fringes of the City of Morgantown has historically remained vacant while occasionally being used for heavy equipment or soil storage.

The infill “spec” development will include two 6,000 square foot buildings with an area for future development. While expanding businesses often desire the flexibility to lease and/or purchase their commercial location, the applicant would like the ability to plan accordingly while creating a responsibly planned, unified, and coordinated project with multiple tenants. The proposed development creates a unique opportunity to create an office park type setting that can be subdivided as the market absorption rate increases.

The purpose of B2, Service Business District is to provide areas that are appropriate for most kinds of business and services and located along major thoroughfares. The highest and best use of this property is individual buildings that can be parceled off and owned by separate entities in the future.

Finding of Fact No. 4 – The variance will allow the intent of the zoning ordinance to be observed and substantial justice done, because:

The development will be similar to an office park in which it contains more than one building which will be managed on an integrated and coordinated basis under single ownership. The uniquely shaped parcel, sandwiched between two state routes, on the fringes of the City of Morgantown has historically remained vacant while occasionally being used for heavy equipment or soil storage.

The applicant will “Spec build” two 6,000 square foot buildings with an area for future development. While expanding businesses often desire the flexibility to lease and/or purchase their commercial location, the applicant would like the ability to plan accordingly while creating a responsibly planned, unified, and coordinated project with multiple tenants.

The spirit and intent of the zoning ordinance will be met since the purpose of the B2, Service Business District is to provide areas that are appropriate for most kinds of business and services and located along major thoroughfares. The highest and best use of this property is individual buildings that can be parceled off and owned by separate entities in the future.

Supplemental information | Glenmark Holding, LLC

Variances

Location: Greenbag Road, Morgantown, West Virginia.

Tax Map/Parcel: #48A/ #15

Size: 2.651 AC

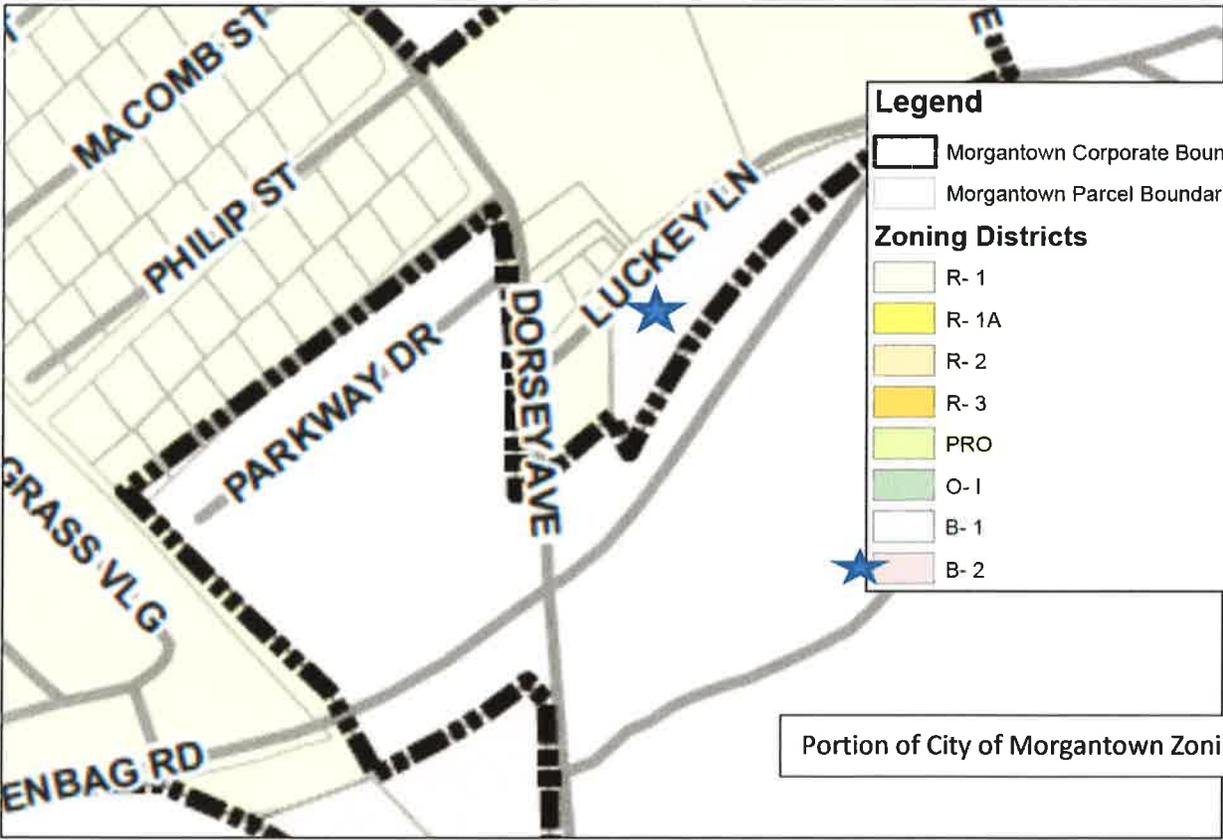
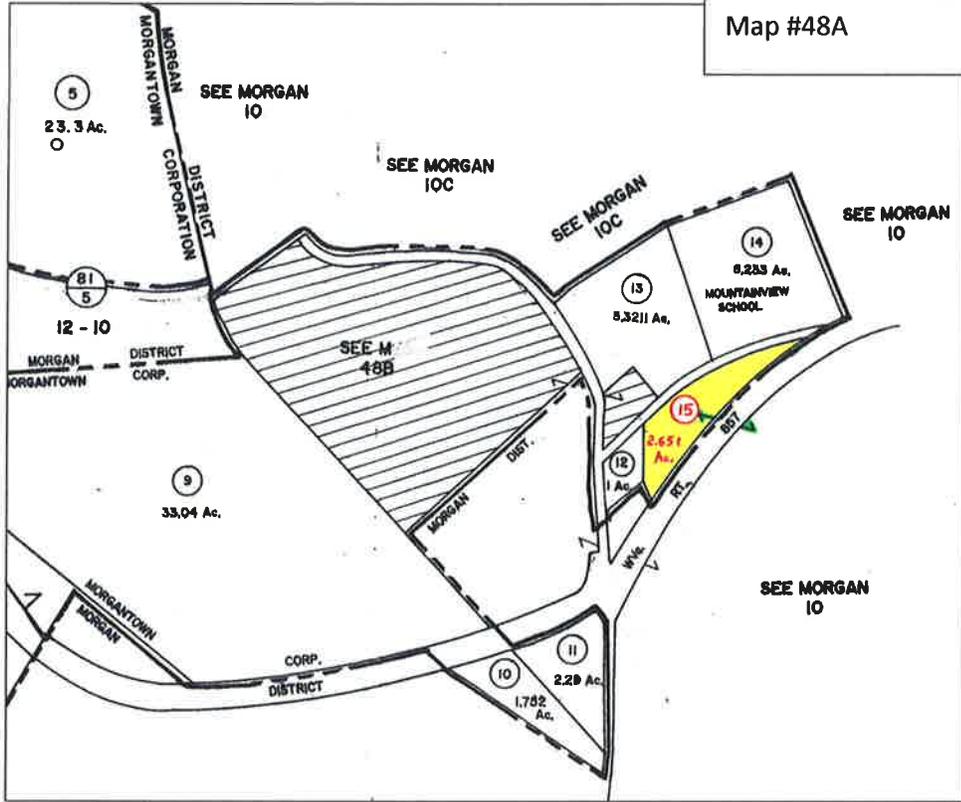
Request: B-1, Neighborhood Business District to B-2, Service Business District

Current Land Use: Vacant

Proposed Land Use: TBD / Commercial

Miscellaneous: Greenbag Road is a state route. Lucky Lane is County Route 81 / 6 (as determined by the City of Morgantown, Engineering Department)

Portion of Monongalia County Tax Map #48A



Portion of City of Morgantown Zoning Map





Approximate area where landscape buffer would be moved

PLAN 11/14/2020
 BUILDING FOOTPRINTS
 1/2" = 1' (VERTICAL)
 1/4" = 10' (HORIZONTAL)

Hatched area indicates approximate municipal boundaries of the City of Morgantown.

Star indicates realty with proposed variances



**MAP 3.
PATTERN AND CHARACTER**

Information obtained from the City of Morgantown Comprehensive Plan until otherwise indicated.



- Core
- Neighborhood 1
- Neighborhood 2
- Neighborhood 3
- Neighborhood 4
- Commercial Node
- University
- Office / Institutional / Industrial Campus
- Civic Campus
- Special District
- Commercial Corridor
- Urban Corridor
- Neighborhood Corridor
- Mountain / Valley Corridor
- Rural
- Natural
- Park
- Roads
- Water Bodies
- Morgantown Boundary
- Study Area

Mountain / Valley Corridor. Mountain / Valley Corridors are narrow strips of development that occur along roadways that trace ridges and valleys. They have many qualities associated with rural development such as streets that lack curb and gutter, small, one or two story buildings, and each address typically has direct driveway access to the thoroughfare. However, unlike typical rural areas where buildings are often set back far from the street, development in these corridors is often clustered in pockets that are very close to the street. Uses along these corridors tend to be eclectic, including single-family and multi-family residential, commercial, light industrial, warehousing and other uses.



Principles for Land Management

Eleven Principles describe the intent about “how” (character attributes) and “where” (conceptual location) growth and development in Morgantown should occur. They reflect a variety of land management themes that are mutually reinforcing, including the quality, appearance, pattern, character, and organization of development, environmental quality, efficient use of infrastructure, and expanding connectivity and mobility choices for residents. These principles should be used to help guide the city on how to use land resources in a more efficient and effective manner to foster a high quality community with a distinct sense of place.

1. Infill development and redevelopment of underutilized and/or deteriorating sites takes priority over development in greenfield locations at the city’s edge.

It is preferable to accommodate growth within the existing urban area in locations that are appropriate for and can support increased development densities. Infill and redevelopment will occur in a strategic manner that considers community needs like access to amenities, transportation service and the quality and quantity of open space.

- Areas for future development are identified for all three areas (infill, redevelopment and greenfield). Though infill and redevelopment are priorities, that does not imply that all infill or redevelopment capacity must be consumed prior to support for any greenfield development.
- When infill or redevelopment occurs it will be done with great care so as not to compromise the quality of life for existing residents as a result of inappropriate building placement or size, unreasonable traffic impact or other identifiable negative consequences.

Infill describes the development of land in existing urban and suburban areas that is vacant but is near existing development and infrastructure.

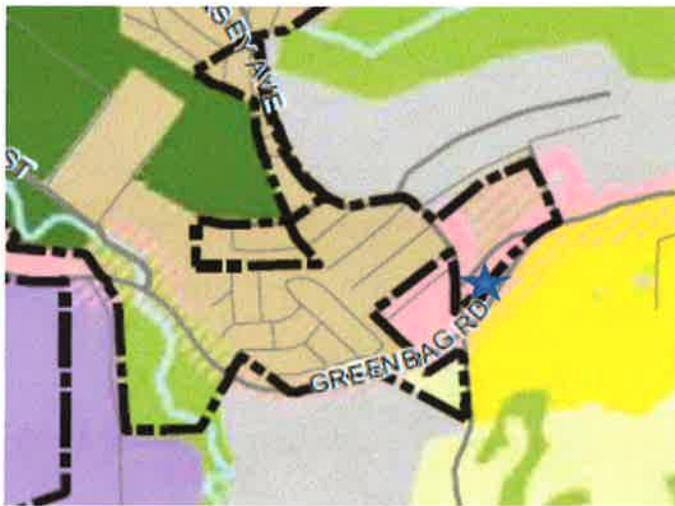
Redevelopment is improving or utilizing buildings or sites that have been developed, but are not reaching their highest and best use.

Land Management Map

Morgantown has choices relative to how it will grow in the future. These choices and aspirations are expressed in the Land Management Principles. The Land Management Map illustrates where the Principles could be implemented, identifying areas where urban expansion (greenfield development), infill and redevelopment are appropriate and where existing areas (both developed and undeveloped) should be protected from significant change. Below are the general concepts depicted on the map. Further detail on the development intent for specific areas (numbered on the map) is described in the next section.



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.



**MAP 4
LAND MANAGEMENT**

- Preserve
- Reserve
- Limited Growth
- Neighborhood Conservation
- Downtown Enhancement
- Corridor Enhancement
- WVU Campus Development
- Neighborhood Revitalization
- Infill and Redevelopment
- Encouraged Growth
- Controlled Growth/Traditional Neighborhood Area
- Developed Areas
- Roads
- Water Bodies
- Morgantown Boundary
- Study Area

PREFERRED DEVELOPMENT TYPES

The matrix below indicates the development types that are generally appropriate in each concept area. These development types are described at the bottom of this page and on pages 42-43. More specific guidance for a number of areas of opportunity identified on the Land Management Map can be found on pages 44-48.

CONCEPT AREA	Appropriate Development Types										
	SF	TF	MF	C	NX	UC	CC	O	I	CD	OS
■ Core Enhancement			•	•	•	•					•
■ Corridor 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.



CC Community Commercial

Larger scale, primarily retail, restaurant and accommodation uses that serve the broader community. Buildings should be located close to the street with parking to the rear or side and should be well-connected to surrounding development and pedestrian infrastructure.



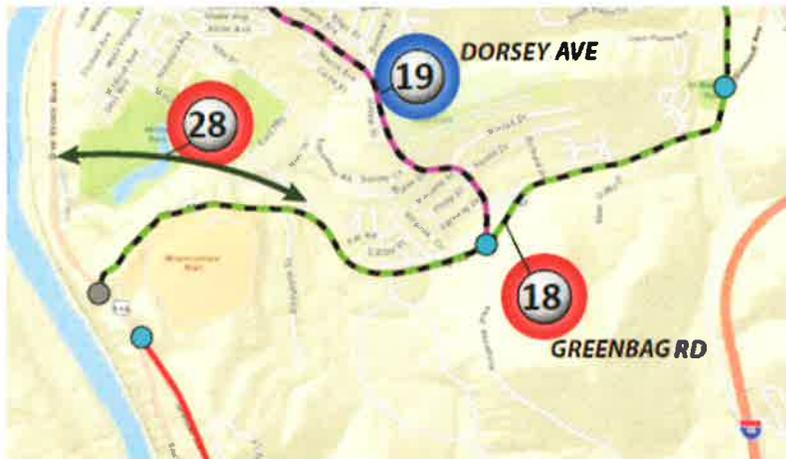
O Office / Research

Larger-scale 2-6 story buildings generally housing professional offices or research/development activities with single or multiple tenants. May involve multiple large-scale buildings in a campus setting, but buildings should be in a walkable configuration with shared parking typically behind or to the side. Supportive retail establishments may occupy the lower levels of a multistory building. Supportive retail uses include coffee shops, delicatessens, barbers, and bookstores among others.



05 **Greenspace**

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



Comprehensive Plan - stop

Project Descriptions

MAPPED PROJECTS

<p>18</p>	<p>Location: From Don Knotts Boulevard (US-119) to Sabraton Avenue (WV-7)</p>	<p><u>Estimated Cost</u> \$15,000,000</p>
<p>Greenbag Road Improvements</p>	<p>Purpose: To enhance route as an attractive alternative for automobiles and especially trucks (in lieu of traveling downtown). To increase travel by pedestrians and bicyclists.</p> <p>Improvements:</p> <ul style="list-style-type: none"> ■ Improve intersection of Earl Core Road (WV-7) and Greenbag Road to better accommodate truck turns ■ Improve intersections in corridor ■ Widen roadway to a minimum of two 11-foot lanes with 4- to 5-foot paved shoulders including wider (15 feet wide) lanes on inclines for adequate bicycle overtaking width ■ Construct sidewalks in targeted locations (focused on key sidewalk network connections) ■ Consider bike and pedestrian safety improvements at intersection with Decker's Creek Trail ■ Provide bus stops with shelters at key locations ■ Strengthen pavement where needed ■ Include truck route signage <p>First implementation action: Perform preliminary engineering study to determine most appropriate intersection configurations, pedestrian and bicycle safety and connectivity needs, locations for bicycle climbing lanes, right-of-way and cost impacts of solutions, etc.</p> <p>Key implementation factors: Property impacts and costs related to widening of roadway/right-of-way.</p>	<p>Primary Travel Modes <u>Improved</u> Auto Bicycle Pedestrian Transit</p> <p>LRTP Goals Directly <u>Supported</u> 1,2,3,4,5,6,7</p> <p>FHWA Planning Factors <u>Supported</u> 2,4,5,6,7,8</p>
<p>19</p> <p>Dorsey Avenue</p>	<p>Location: High Street to Greenbag Road</p> <p>Improvements:</p> <ul style="list-style-type: none"> ■ Complete the sidewalks on at least one side of the street. <p>First implementation action: Preliminary engineering investigation of the preferred locations for sidewalk additions, impacts, and costs.</p> <p>Key implementation factors: Acceptability of property impacts and cost feasibility.</p>	<p><u>Estimated Cost</u> \$4,000,000</p> <p>Primary Travel Modes <u>Improved</u> Pedestrian</p> <p>LRTP Goals Directly <u>Supported</u> 1,2,3,5,6,7</p> <p>FHWA Planning Factors <u>Supported</u> 2,4,5,6,8</p>



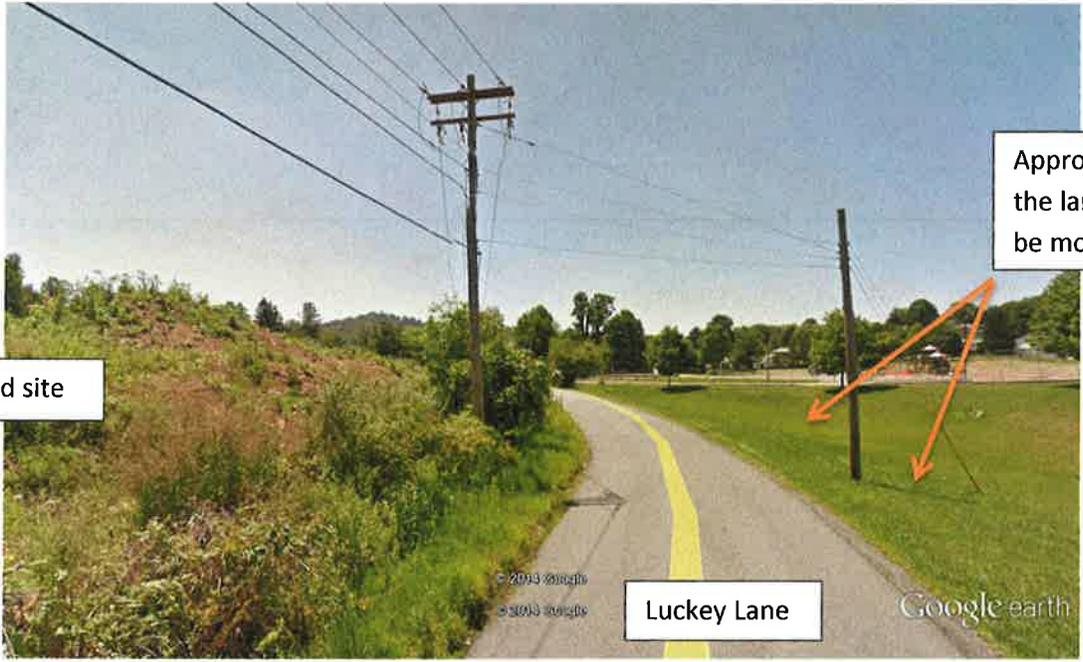
Realty with proposed variances

Greenbag Road



Realty with proposed variances

Greenbag Road



Proposed site

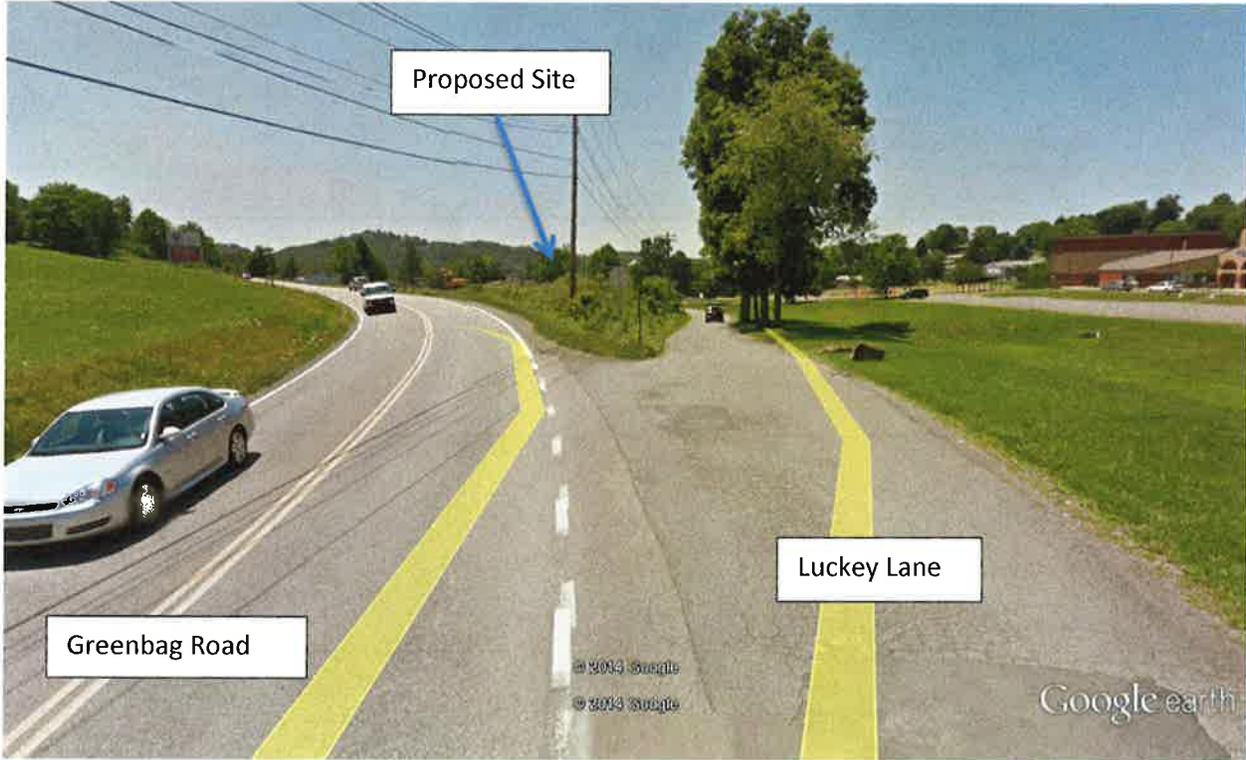
Approximate area where the landscape buffer will be moved

Luckey Lane



Proposed Site

Greenbag Road

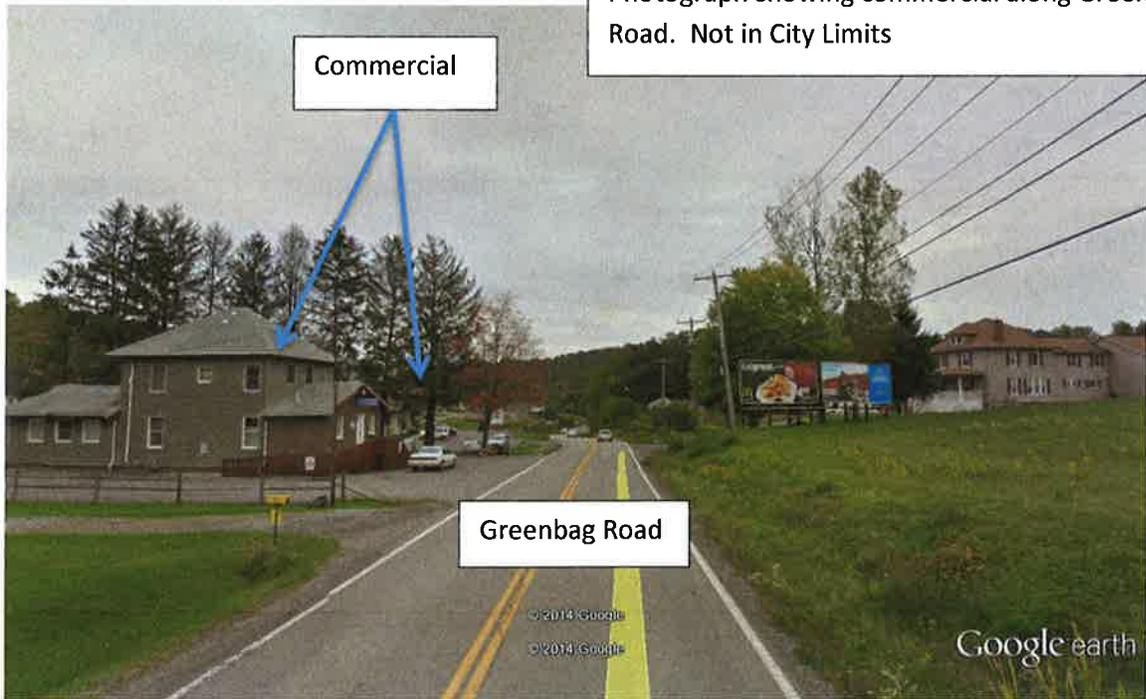




Vicinity Photographs



Photograph showing commercial along Greenbag Road. Not in City Limits



Commercial

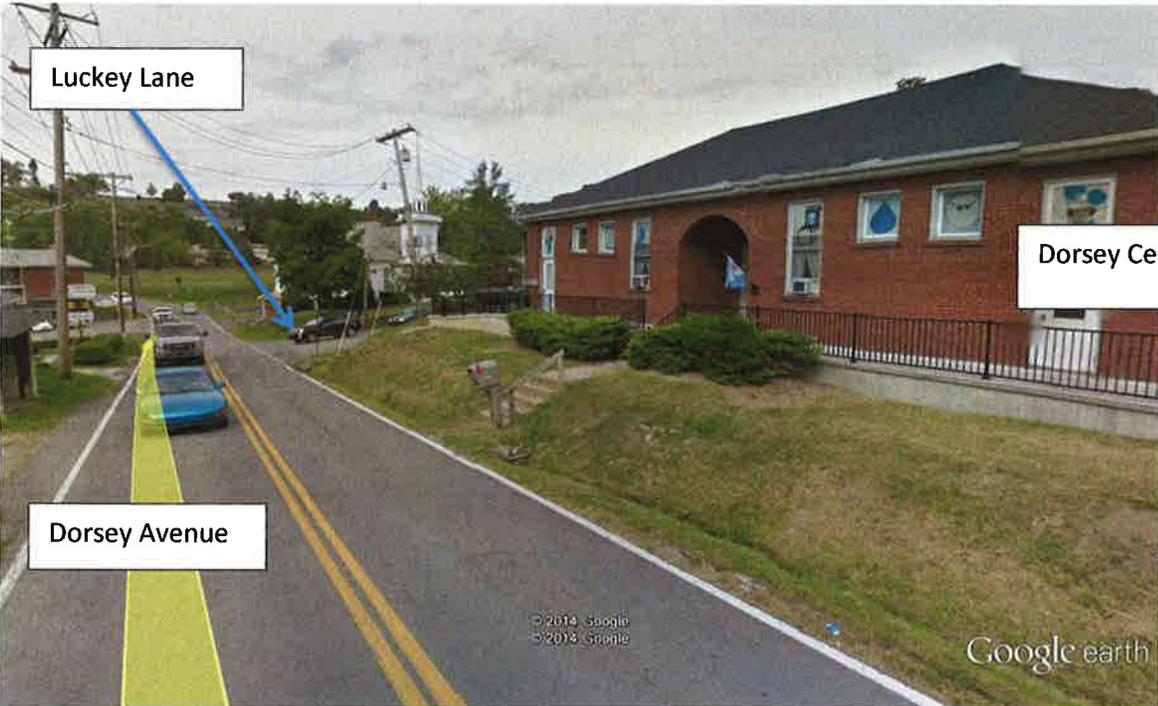
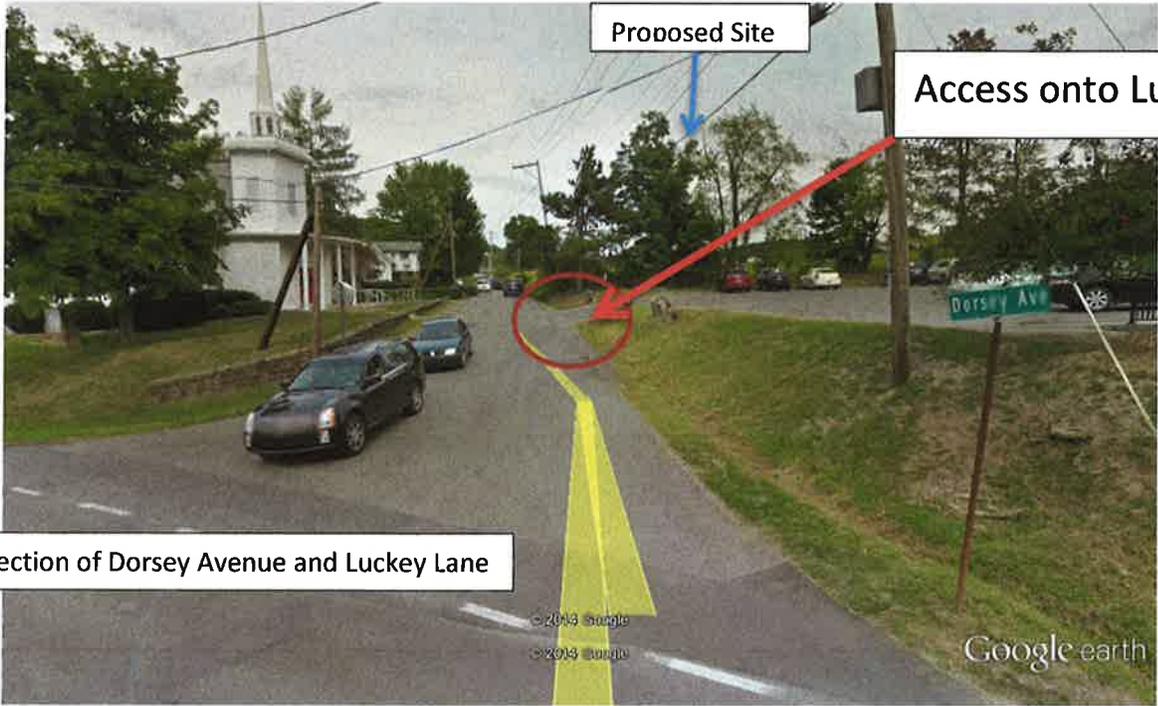
Greenbag Road

Located directly across from proposed site on Greenbag Road. Land use: agricultural. Not located in City limits

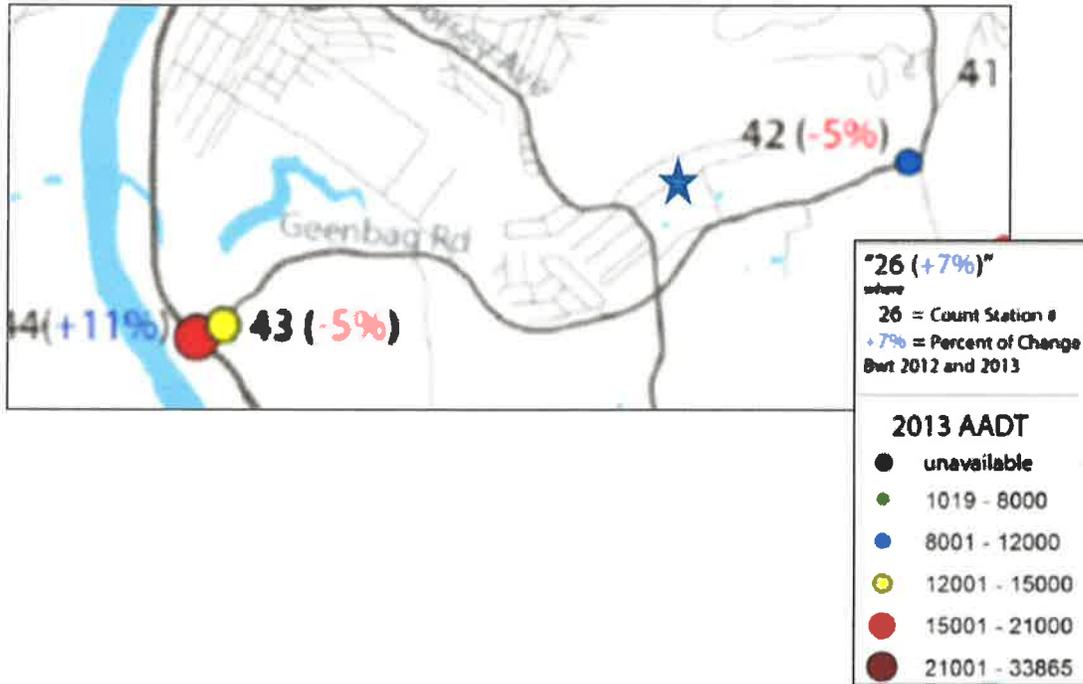


Proposed Site

Lucky Lane



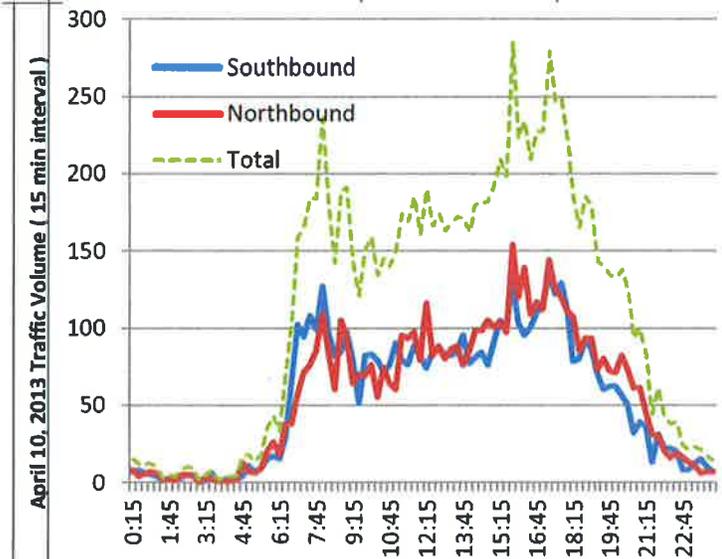
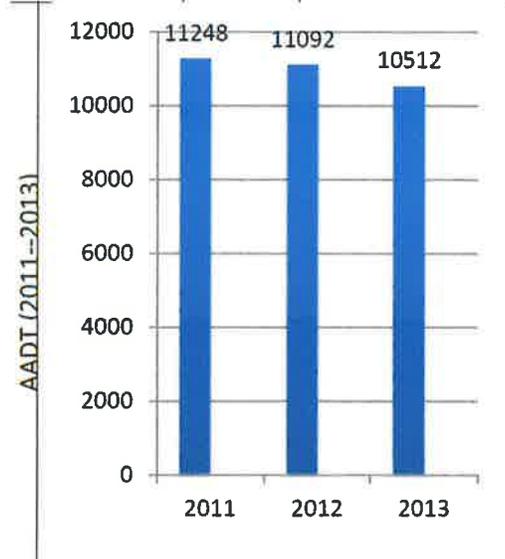
Morgantown Monongalia MPO | 2013 Traffic Count



Continue next page



Station ID	Map ID	Road	Description	Coordinate	City
3114042	42	Greenbag Rd	West of Lower Aarons Creek	Lat: 39.611900 Lon: -79.932800	Mon County



AADT ⁽¹⁾	APR Change	Split	% Trucks	LOS ⁽²⁾	AM Peak Hour		PM Peak Hour	
					Time	% of traffic	Time	% of traffic
10,512	-5.23%	49%	N/A	C	7:30-8:30	7.14	17:00-18:00	9.12

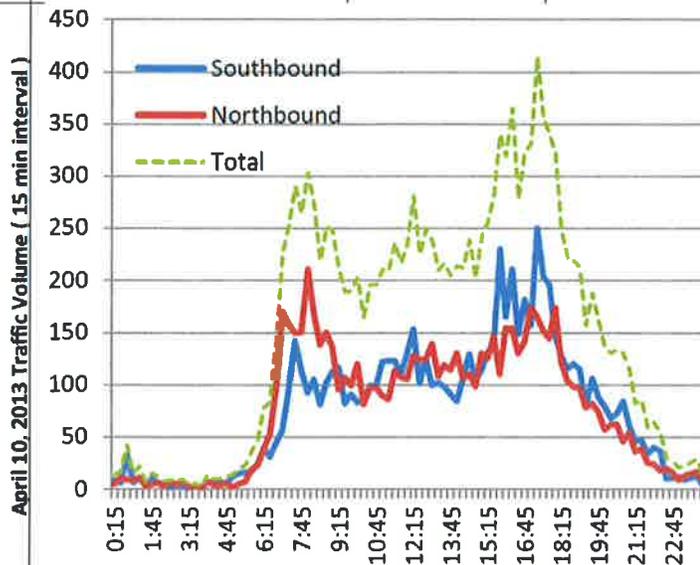
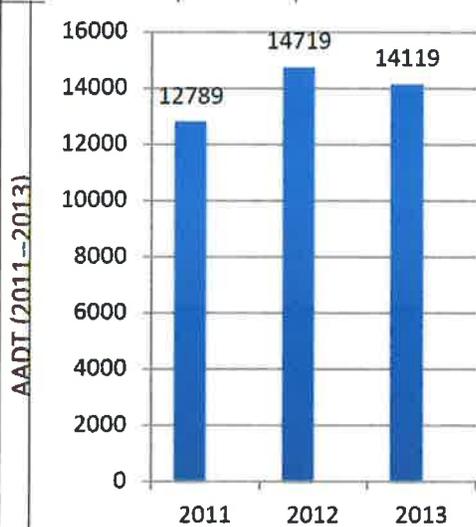
-- The highest traffic volume appears during afternoon peak hours, which begin around 15:00.

Note 1) 2013 traffic data is collected on April 10 and April 11.
 2) Calculation of the Level of Service (LOS) is based on the generalized AADT table for roadway capacity developed from 2000 Highway capacity Manual.

Reporting Date: April 10-11, 2013 Source: WV DOH/Transmetric Traffic Server 6



Station ID	Map ID	Road	Description	Coordinate	City
3114043	43	Greenbag Rd	North of US 119	Lat: 39.606600 Lon: -79.965700	Mon County



AADT ⁽¹⁾	APR Change	Split	% Trucks	LOS ⁽²⁾	AM Peak Hour		PM Peak Hour	
					Time	% of traffic	Time	% of traffic
14,119	-4.80%	50%	N/A	D	7:30-8:30	7.69	17:00-18:00	9.81

-- APR change of this station is consistent with that of station 3114042, which is 2.1 mile north of the road.

Note
 1) 2013 traffic data is collected on April 10 and April 11.
 2) Calculation of the Level of Service (LOS) is based on the generalized AADT table for roadway capacity developed from 2000 Highway capacity Manual.

Reporting Date: April 10-11, 2013

Source: WV DOH/Transmetric Traffic Server 6

Morgantown Monongalia MPO | 2013 Traffic Count

Comparison Table of 2013 Traffic Count Data

Station ID	Map ID	AADT	APR Change	Split	LOS	AM Peak Hour		PM Peak Hour	
						Time	% of traffic	Time	% of traffic
→ 3114041	41	22,225	+5.93%	48%	B	7:30-8:30	7.10	16:45-17:45	8.56
→ 3114042	42	10,512	-5.23%	49%	C	7:30-8:30	7.14	17:00-18:00	9.12
→ 3114043	43	14,119	-4.80%	50%	D	7:30-8:30	7.69	17:00-18:00	9.81



Engineers and Environmental Consultants

125 Lakeview Drive, Morgantown, West Virginia 26508 • Telephone: (304) 225-2245; www.potesta.com

VIA EMAIL ONLY

April 29, 2015

David E. Cramer, PE
West Virginia Department of Transportation
Commissioner's Office of Economic Development
1900 Kanawha Boulevard, East
Building 5, Room 129
Charleston, West Virginia 25305

RE: Response to DOH Comments
Glenmark - Greenbag Road Site
Morgantown, West Virginia
Project No. 0102-14-0564

Dear Mr. Cramer:

Potesta & Associates, Inc. (POTESTA) has been contracted to provide consulting engineering services for Glenmark Holding Limited Liability Company (GLENMARK) as related to the property on Greenbag Road in Morgantown, Monongalia County, West Virginia. The proposed project site is situated near the intersection of Greenbag Road and Old Kingwood Pike in Morgantown, West Virginia.

A copy of the plat and original conceptual site plan was submitted to you on March 12, 2015 by Mr. Garrett Richards from GLENMARK. The conceptual plan has since been changed and a copy of the new Conceptual Site Plan (Drawing C101) dated April 27, 2015 is attached.

This letter has been prepared in response to your comments to Mr. Garrett Richards via email on March 24, 2015. Listed below is a restatement of your comments, followed by our response to each:

1. Need to have a better idea of the type of usage for the office space, as the trip generation differs for the type of usage for office.

Response: The buildings will be Flex-use, tenant usage is unknown at this time.

2. Determination whether a Traffic Impact Study would be appropriate also may depend on that usage.

POTESTA & ASSOCIATES, INC.

Charleston, West Virginia • Morgantown, West Virginia • Winchester, Virginia

Mr. David E. Cramer
April 29, 2015
Page 2

Response: French Engineering recently performed a level of service analysis for this project. A copy of this letter report is attached.

3. Additional detail will facilitate determination whether need for LTL on Greenbag Road and widening of Luckey Lane are appropriate.

Response: A copy of the new Conceptual Site Plan (Drawing C101) dated April 27, 2015 is attached.

4. Recommend that to the extent possible, the site plan be developed with the assumption that an additional lane will be added to Greenbag Road along the frontage of the property.

Response: The development at this site is planned within the property boundaries, and also includes a 15-foot setback on Greenbag Road from the property line, as required by the city. There should be no issues if DOH is working within their right-of-way.

5. Site access at Luckey Lane should be aligned directly across from school access.

Response: The access from Luckey Lane has been revised in accordance with your comment. A copy of the new Conceptual Site Plan (Drawing C101) dated April 27, 2015 is attached.

6. School access should be shown on plans.

Response: A copy of the new conceptual site plan (drawing C101) dated April 27, 2015 is attached.

7. Northeastern end of this site appears to be within the City of Morgantown, and entire site appears to drain toward CR 81/6, with incorporated property beyond it. Would like to see information regarding MUB's review of the storm water issue.

Response: The entire parcel is now zoned B-2, Service Business District, in the City of Morgantown. POTESTA will design site drainage and storm water in accordance with MUB and State regulations. See attached Ordinance No. ORD15-16 from the City that reclassifies the parcel from B-1 to B-2.

8. The 25-year storm must be evaluated to ensure that the project does not increase the flow to our drainage facilities. The check storm must also be evaluated. Water from the driveway shall not flow directly onto the roadway. See WVDOH Drainage Manual.

Response: POTESTA will design site drainage and storm water in accordance with MUB and State regulations.

Mr. David E. Cramer
April 29, 2015
Page 3

9. Verify with DOH District Four existing drainage structures pertaining to Greenbag and Luckey Lane.

Response: See attached Meeting Memo dated March 10, 2015 for notes from an on-site meeting with DOH, GLENMARK, and POTESTA.

10. Would like to see documentation regarding City's review of proposal, with respect to land use, access, etc.

Response: See attached meeting notes for April 20, 2015 meeting with City Planning and Engineering (Chris Fletcher and Damion Davis).

We trust that this information helps to clear up some of the comments you had in your email to Mr. Garrett Richards on March 24, 2015. Please feel free to contact our office if you have any questions concerning the responses listed above.

Respectfully submitted,

POTESTA & ASSOCIATES, INC.

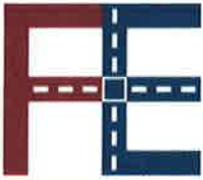


Timothy M. Rice
Senior Engineer

TMR:jdh

Enclosures

c: Garrett Richards



FRENCH ENGINEERING, LLC

7 North Morgantown Street
Fairchance, PA 15436
Ph: 724-564-8013
Fx: 724-564-8037
www.frenchengr.com

Millie French, M.S.C.E., P.E.
Highway Engineer

Jim French, Ph.D., P.E.
Traffic Engineer & Analyst

Traffic and Transportation Engineers

To: Mr. Timothy M. Rice, P.E.
Potesta & Associates, Inc.

From: Jim French, P.E.
French Engineering, LLC

Re: Glenmark Office Building
Level of Service Analysis of Kingwood Pike at Greenbag Road
Monongalia County, West Virginia

Date: April 24, 2015

Introduction

The purpose of this technical memo is to provide a summary of the level of service analysis performed for the intersection of Kingwood Pike at Greenbag Road near Morgantown in Monongalia County, West Virginia. Traffic in the intersection will be increased as a result of the development of the parcel between Luckey Lane and Greenbag Road to the east of the intersection. This development will include a total of 12,000 SF of office space over two buildings. Access to the proposed development is provided via Luckey Lane and Greenbag Road to the north and east of the intersection. **In short, the proposed development traffic does not degrade the level of service in the intersection. The overall intersection level of service is currently LOS B and will remain LOS B after the office development project.**

Description of the Intersection

The intersection was field-viewed on April 23, 2015. It was found that Kingwood Pike at Greenbag Road is a signalized intersection with a simple two-phase operation. Each roadway is a two-way, two-lane roadway (i.e., one lane each direction) with no auxiliary turn lanes. Lane widths vary from 9-ft to 12-ft. Right-turns on red are permitted on all approaches. Speed limits are 40 mph on Greenbag Road and transition from 45 mph to 35 mph on Kingwood Pike / Dorsey Avenue. Grades in the intersection are moderate and are approximated as follows: Northbound Kingwood Pike = -6%; Southbound Dorsey Avenue / Kingwood Pike = +6%; Eastbound Greenbag Road = +4%; Westbound Greenbag Road = -2%.

Traffic Counts

Turning movement counts were collected in the intersection of Kingwood Pike at Greenbag Road on Thursday April 23, 2015, which was a normal school day for both West Virginia University and the local school district. Counts were collected during the typical commuter peak times of 7 AM to 9 AM and 3 PM to 6 PM. The traffic count database is provided as an attachment to this memo.

Traffic Forecast

New traffic associated with the proposed development was forecast using the Trip Generation Manual (9th Edition), by the Institute of Transportation Engineers (2012). The proposed development was determined to generate 19 new trips in the AM peak and 18 new trips in the PM Peak. Traffic was assigned to the street system according to the following distribution:

- 25% - To/from Greenbag Road to the west
- 25% - To/from Kingwood Pike to the south
- 25% - To/from Greenbag Road to the east
- 25% - To/from Kingwood Pike / Dorsey Avenue to the north.

For traffic to / from the north and east, site patrons encounter a site driveway before they get to the intersection. As such, these traffic flows were not assigned to the Kingwood Pike / Greenbag Road intersection.

The trip generation details and the AM and PM traffic forecasts are provided as an attachment to this memo.

Level of Service (LOS) Analysis

Level of Service (LOS) was assessed using the Highway Capacity Manual (HCM) 2010 procedures within Synchro 9. It was found that the overall intersection LOS is currently LOS B and will remain LOS B with the addition of the proposed development traffic. The HCM 2010 printouts from Synchro are provided as an attachment to the memo.

Conclusion

The proposed development traffic will not degrade the level of service in the intersection of Kingwood Pike at Greenbag Road.

ATTACHMENTS

Turning Movement Count Database

Kingwood Pike at Greenbag Road (4.23.2015)

Time	Greenbag Road EB			Greenbag Road WB			Kingwood Pike NB			Kingwood Pike SB			Dorsey Avenue SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
7:00 AM	12	56	2	5	78	3	4	0	32	0	53	2	21	0	11
7:15 AM	5	0	1	4	63	3	4	0	21	0	24	0	20	0	14
7:30 AM	14	63	4	9	76	2	12	0	31	0	41	0	37	1	16
7:45 AM	14	79	7	8	80	3	8	0	20	0	36	0	28	1	18
8:00 AM	15	54	10	2	43	2	2	0	16	0	21	0	14	2	9
8:15 AM	22	4	6	3	67	2	16	0	14	1	21	0	19	6	9
8:30 AM	15	63	5	10	77	3	1	0	13	0	27	0	11	1	19
8:45 AM	12	63	10	4	45	1	5	0	12	0	14	0	18	1	9
9:00 AM	18	82	4	13	55	5	10	0	9	0	8	0	9	0	13
3:00 PM	16	58	5	14	0	56	16	0	12	1	7	0	10	3	20
3:15 PM	16	82	4	24	0	59	2	11	0	11	2	1	15	1	19
3:30 PM	22	85	0	19	3	73	12	0	3	0	9	0	6	0	18
3:45 PM	15	90	2	0	14	2	54	2	12	0	8	0	12	0	14
4:00 PM	29	84	1	0	18	2	63	1	12	1	7	0	10	0	20
4:15 PM	19	68	1	2	17	0	8	0	5	1	10	0	10	1	25
4:30 PM	19	91	0	28	0	77	1	1	0	5	1	0	7	1	22
4:45 PM	16	2	18	0	20	0	7	0	8	1	6	0	9	0	44
5:00 PM	26	103	0	29	2	56	0	7	0	6	1	0	21	0	21
5:15 PM	15	78	1	18	1	71	0	13	0	10	0	9	0	28	
5:30 PM	20	57	1	18	0	81	1	19	1	11	0	10	0	26	
5:45 PM	26	82	0	16	1	63	0	13	0	9	0	4	0	21	

AM Peak Hour - (7:00 to 8:00 am)

Time	Greenbag Road EB			Greenbag Road WB			Kingwood Pike NB			Kingwood Pike SB			Dorsey Avenue SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
7:00 AM	12	56	2	5	78	3	4	0	32	0	53	2	21	0	11
7:15 AM	5	0	1	4	63	2	3	0	21	0	24	0	20	0	14
7:30 AM	14	63	4	9	76	2	12	0	31	0	41	0	37	1	16
7:45 AM	14	79	7	8	80	3	8	0	20	0	36	0	28	1	18
Total	45	250	14	28	297	10	27	0	104	0	154	2	106	2	61
Peak 15	14	79	11	9	80	12	12	0	32	0	53	2	37	18	10
PHF	0.80	0.79	0.64	0.72	0.93	0.56	0.56	0	0.81	0	0.73	0.73	0.72	0.65	0.70
% trucks	7%	6%	11%	0%	3%	0%	0%	0%	0%	0%	1%	1%	2%	0%	0%

PM Peak Hour - (4:30 to 5:30 am)

Time	Greenbag Road EB			Greenbag Road WB			Kingwood Pike NB			Kingwood Pike SB			Dorsey Avenue SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
4:30 PM	19	68	1	17	88	4	8	0	5	1	10	0	10	1	25
4:45 PM	16	91	0	28	0	77	1	11	0	8	0	0	7	1	22
5:00 PM	26	103	0	20	56	0	7	0	8	1	10	0	11	0	21
5:15 PM	15	78	1	18	71	0	13	0	11	0	13	0	9	0	28
Total	76	340	2	83	292	5	41	0	37	2	41	0	37	2	96
Peak 15	26	103	0	28	88	1	13	0	13	11	13	0	11	1	28
PHF	0.73	0.83	0.78	0.74	0.83	0.75	0.71	0	0.71	0.84	0.79	0.84	0.84	0.85	0.76
% trucks	3%	1%	4%	1%	2%	0%	5%	0%	5%	1%	0%	5%	5%	0%	1%

Traffic Forecast Details

Trip Generation

	ITE Land Use #	Socio-economic Variable	Size of SEV	AM In %	PM In %	AM In	AM Out	PM In	PM Out
General Office Building	710	1000 SF	12	0.88	0.17	16	2	3	15

Trip Distribution

Trip Distribution		AM		PM		
New		In	Out	In	Out	
North via Dorsey (LT into/RT out of Luckey)	25%	4	1	1	4	<--Not in intersection
South via Kingwood Pike (NB / SB TH at Kingwood)	25%	4	1	1	4	
East via Greenbag (RT in and LT out @ Greenbag)	25%	4	1	1	4	<--Not in intersection
West via Greenbag (EB / WB TH at Greenbag)	25%	4	1	1	4	

Traffic Assignment

AM Peak		2015 Baseline	New Trips In	New Trips Out	2015 With Dev
Kingwood Pike at Greenbag Road					
EB Greenbag Rd	LT	45			45
	TH	250	4		254
	RT	28			28
WB Greenbag Rd	LT	26			26
	TH	297		1	298
	RT	27			27
NB Kingwood Pike	LT	104			104
	TH	154	4		158
	RT	106			106
SB Dorsey Avenue	LT	61			61
	TH	28		1	29
	RT	94			94

PM Peak		2015 Baseline	New Trips In	New Trips Out	2015 With Dev
Kingwood Pike at Greenbag Road					
EB Greenbag Rd	LT	76			76
	TH	340	1		341
	RT	91			91
WB Greenbag Rd	LT	83			83
	TH	292		4	296
	RT	39			39
NB Kingwood Pike	LT	37			37
	TH	41	1		42
	RT	37			37
SB Dorsey Avenue	LT	96			96
	TH	150		4	154
	RT	104			104

Highway Capacity Manual 2010 Printouts

AM Peak Baseline
AM Peak With Development
PM Peak Baseline
PM Peak With Development

HCM 2010 Signalized Intersection Summary
 3: Kingwood Pike & Greenbag Road

4/23/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	250	28	26	297	27	104	154	106	61	28	94
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1862	1691	1862	1919	1874	1919	1957	1937	1957	1843	1833	1843
Adj Flow Rate, veh/h	56	316	44	36	319	48	128	211	147	72	40	145
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.80	0.79	0.64	0.72	0.93	0.56	0.81	0.73	0.72	0.85	0.70	0.65
Percent Heavy Veh, %	6	6	6	3	3	3	1	1	1	0	0	0
Cap, veh/h	131	470	61	111	548	78	229	319	197	211	138	330
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	129	1281	167	83	1492	213	352	824	510	302	357	854
Grp Volume(v), veh/h	416	0	0	403	0	0	486	0	0	257	0	0
Grp Sat Flow(s),veh/h/ln	1576	0	0	1788	0	0	1686	0	0	1513	0	0
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.5	0.0	0.0	8.7	0.0	0.0	11.7	0.0	0.0	5.5	0.0	0.0
Prop In Lane	0.13		0.11	0.09		0.12	0.26		0.30	0.28		0.56
Lane Grp Cap(c), veh/h	662	0	0	737	0	0	745	0	0	680	0	0
V/C Ratio(X)	0.63	0.00	0.00	0.55	0.00	0.00	0.65	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	1248	0	0	1408	0	0	1479	0	0	1306	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.0	0.0	0.0	12.5	0.0	0.0	12.6	0.0	0.0	10.8	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.6	0.0	0.0	1.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	0.0	4.5	0.0	0.0	5.7	0.0	0.0	2.6	0.0	0.0
LnGrp Delay(d),s/veh	14.0	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0	11.2	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		416			403			486			257	
Approach Delay, s/veh		14.0			13.1			13.5			11.2	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.8		23.9		24.8		23.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		41.0		37.0		41.0		37.0				
Max Q Clear Time (g_c+l1), s		13.7		12.5		7.5		10.7				
Green Ext Time (p_c), s		5.2		5.4		5.4		5.5				
Intersection Summary												
HCM 2010 Ctrl Delay				13.2								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 3: Kingwood Pike & Greenbag Road

4/23/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	254	28	26	298	27	104	158	106	61	29	94
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1862	1691	1862	1919	1874	1919	1957	1937	1957	1843	1833	1843
Adj Flow Rate, veh/h	56	322	44	36	320	48	128	216	147	72	41	145
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.80	0.79	0.64	0.72	0.93	0.56	0.81	0.73	0.72	0.85	0.70	0.65
Percent Heavy Veh, %	6	6	6	3	3	3	1	1	1	0	0	0
Cap, veh/h	129	475	61	110	552	79	227	323	196	210	139	329
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	127	1285	164	83	1493	213	349	833	505	301	359	847
Grp Volume(v), veh/h	422	0	0	404	0	0	491	0	0	258	0	0
Grp Sat Flow(s),veh/h/ln	1577	0	0	1789	0	0	1688	0	0	1507	0	0
Q Serve(g_s), s	2.1	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.9	0.0	0.0	8.8	0.0	0.0	12.0	0.0	0.0	5.6	0.0	0.0
Prop In Lane	0.13		0.10	0.09		0.12	0.26		0.30	0.28		0.56
Lane Grp Cap(c), veh/h	665	0	0	740	0	0	747	0	0	678	0	0
V/C Ratio(X)	0.63	0.00	0.00	0.55	0.00	0.00	0.66	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	1231	0	0	1388	0	0	1459	0	0	1284	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	12.6	0.0	0.0	12.8	0.0	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.6	0.0	0.0	1.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	4.5	0.0	0.0	5.8	0.0	0.0	2.6	0.0	0.0
LnGrp Delay(d),s/veh	14.2	0.0	0.0	13.2	0.0	0.0	13.7	0.0	0.0	11.3	0.0	0.0
LnGrp LOS	B			B			B			B		
Approach Vol, veh/h		422			404			491			258	
Approach Delay, s/veh		14.2			13.2			13.7			11.3	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.2		24.3		25.2		24.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		41.0		37.0		41.0		37.0				
Max Q Clear Time (g_c+I1), s		14.0		12.9		7.6		10.8				
Green Ext Time (p_c), s		5.2		5.4		5.4		5.5				
Intersection Summary												
HCM 2010 Ctrl Delay				13.3								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 3: Kingwood Pike & Greenbag Road

4/24/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	76	340	91	83	292	39	37	41	37	96	150	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1862	1754	1862	1919	1889	1919	1957	1896	1957	1843	1815	1843
Adj Flow Rate, veh/h	104	410	117	112	352	52	52	52	44	112	176	137
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.73	0.83	0.78	0.74	0.83	0.75	0.71	0.79	0.84	0.86	0.85	0.76
Percent Heavy Veh, %	1	1	1	2	2	2	0	0	0	0	0	0
Cap, veh/h	157	523	141	181	530	72	191	187	130	177	232	163
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	189	1036	279	231	1050	144	375	588	408	345	729	511
Grp Volume(v), veh/h	631	0	0	516	0	0	148	0	0	425	0	0
Grp Sat Flow(s),veh/h/ln	1504	0	0	1425	0	0	1371	0	0	1585	0	0
Q Serve(g_s), s	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0
Cycle Q Clear(g_c), s	24.1	0.0	0.0	18.7	0.0	0.0	4.4	0.0	0.0	16.8	0.0	0.0
Prop In Lane	0.16		0.19	0.22		0.10	0.35		0.30	0.26		0.32
Lane Grp Cap(c), veh/h	821	0	0	784	0	0	508	0	0	572	0	0
V/C Ratio(X)	0.77	0.00	0.00	0.66	0.00	0.00	0.29	0.00	0.00	0.74	0.00	0.00
Avail Cap(c_a), veh/h	1097	0	0	1062	0	0	706	0	0	784	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	12.2	0.0	0.0	17.2	0.0	0.0	21.3	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	1.0	0.0	0.0	0.3	0.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	0.0	0.0	7.5	0.0	0.0	2.1	0.0	0.0	7.7	0.0	0.0
LnGrp Delay(d),s/veh	16.4	0.0	0.0	13.2	0.0	0.0	17.5	0.0	0.0	23.9	0.0	0.0
LnGrp LOS	B			B			B			C		
Approach Vol, veh/h		631			516			148			425	
Approach Delay, s/veh		16.4			13.2			17.5			23.9	
Approach LOS		B			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.7		40.3		27.7		40.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		47.0		31.0		47.0				
Max Q Clear Time (g_c+I1), s		6.4		26.1		18.8		20.7				
Green Ext Time (p_c), s		3.7		8.2		2.9		9.1				
Intersection Summary												
HCM 2010 Ctrl Delay				17.4								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 3: Kingwood Pike & Greenbag Road

4/24/2015

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (veh/h)	76	341	91	83	296	39	37	42	37	96	154	104	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1862	1754	1862	1919	1889	1919	1957	1896	1957	1843	1815	1843	
Adj Flow Rate, veh/h	104	411	117	112	357	52	52	53	44	112	181	137	
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0	
Peak Hour Factor	0.73	0.83	0.78	0.74	0.83	0.75	0.71	0.79	0.84	0.86	0.85	0.76	
Percent Heavy Veh, %	1	1	1	2	2	2	0	0	0	0	0	0	
Cap, veh/h	156	521	140	179	530	72	188	188	129	175	236	162	
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.32	0.32	0.32	0.32	0.32	0.32	
Sat Flow, veh/h	188	1029	276	228	1046	141	370	589	402	343	739	506	
Grp Volume(v), veh/h	632	0	0	521	0	0	149	0	0	430	0	0	
Grp Sat Flow(s),veh/h/ln	1493	0	0	1415	0	0	1361	0	0	1588	0	0	
Q Serve(g_s), s	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.8	0.0	0.0	
Cycle Q Clear(g_c), s	24.9	0.0	0.0	19.6	0.0	0.0	4.5	0.0	0.0	17.3	0.0	0.0	
Prop In Lane	0.16		0.19	0.21		0.10	0.35		0.30	0.26		0.32	
Lane Grp Cap(c), veh/h	817	0	0	780	0	0	505	0	0	574	0	0	
V/C Ratio(X)	0.77	0.00	0.00	0.67	0.00	0.00	0.29	0.00	0.00	0.75	0.00	0.00	
Avail Cap(c_a), veh/h	1073	0	0	1038	0	0	690	0	0	772	0	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	14.2	0.0	0.0	12.5	0.0	0.0	17.5	0.0	0.0	21.7	0.0	0.0	
Incr Delay (d2), s/veh	2.6	0.0	0.0	1.0	0.0	0.0	0.3	0.0	0.0	2.8	0.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	10.8	0.0	0.0	7.9	0.0	0.0	2.2	0.0	0.0	8.1	0.0	0.0	
LnGrp Delay(d),s/veh	16.8	0.0	0.0	13.5	0.0	0.0	17.8	0.0	0.0	24.5	0.0	0.0	
LnGrp LOS	B			B			B			C			
Approach Vol, veh/h		632			521			149				430	
Approach Delay, s/veh		16.8			13.5			17.8				24.5	
Approach LOS		B			B			B				C	
Timer	1	2	3	4	5	6	7	8					
Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc), s		28.1		41.1		28.1		41.1					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s		31.0		47.0		31.0		47.0					
Max Q Clear Time (g_c+I1), s		6.5		26.9		19.3		21.6					
Green Ext Time (p_c), s		3.8		8.1		2.8		9.0					
Intersection Summary													
HCM 2010 Ctrl Delay				17.8									
HCM 2010 LOS				B									

Project Name: Green Bag Road

Project No.: 0102-14-0564

Location: on-site

Date: 3/10/15

Meeting

Date/Time: 3/10/15 @ 3:00 pm

Distribution:

Attendees:

- Larry Weaver - WVDOH Highway Maintenance Assistant,
- Garrett Richards – Glenmark
- Tim Rice - Potesta

Summary of Discussion, Decisions and Commitments:

- Reviewed latest conceptual site plan from Mills Group.
- Larry was not sure that DOH will allow an entrance off of Green Bag. He says DOH is re-designing the intersection at Kingwood Pike and a turning lane is being considered.
- Also discussed proposed entrance off of Luckey Lane. Larry recommends that this entrance be moved east so that it is situated more directly across from the road coming from Mountain View School. This will provide a clear line of site in all directions of the new 4 way intersection at this point.
- Looked at existing drop inlet across Green Bag Road. This is the beginning point of an existing storm drain that runs thru the site. This drop inlet has an 18-inch cross pipe under Green Bag Road. This will work fine.
- DOH will require an air space, another drop inlet on our side of Green Bag Road, just within the edge of right-way. This is a requirement associated with the MS4 that will provide DOH with a sampling location. There will be a similar requirement for an air space, drop inlet, on the Luckey Lane side of the project.
- Within the limits of our site DOH is not concerned with any relocation or connections to the existing storm drain. As long as we provide the two air spaces mentioned above.
- DOH placed dye in the drop inlet along Green Bag Road. This dye showed up on the opposite side of the site at the existing 15-inch RCP. From here the dye was tracked to a manhole in the sidewalk directly across Luckey Lane, then to a manhole across the road coming from Mountain View School, and from there to the northwest side of the site where the dye was seen exiting and 18-inch CMP and then finally it entering a 24-inch CMP that went under the paved parking lot.

MEETING MEMO

March 10, 2015

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- It was Larry's opinion that if we design the site storm water to comply with MUB standards then DOH is not likely to have any additional requirements, other than the two air spaces (drop inlets) mentioned above.



GLENMARK HOLDING, LLC

DEVOTED TO FINDING SOLUTIONS THROUGH INNOVATION AND EXPERTISE

cnesselroad@glenmarkholding.com

April 15, 2015

Dr. Frank Devono, Superintendent
Monongalia County Schools
13 South High Street
Morgantown, WV 26501
fdevono@k12.wv.us

VIA E-MAIL

Re: Luckey Lane Buffer District Classification
First Ward, Tax Map 48A, Parcel 15 (2.651 +/- acres)
First Ward, Tax Map 48A, Parcels 13, 14 (Mountainview Elementary School)

Dear Dr. Devono:

As I have brought to your attention, Glenmark Real Estate LLC owns property bordered by Greenbag Road and Luckey Lane in Morgantown, WV, near Mountainview Elementary School. Said property is subject to a Buffer District Classification established along the property's Lucky Lane frontage. This 25' strip prohibits access from Luckey Lane and is intended to establish a landscape buffer benefitting the school. See the attached pictures.

We believe that the best use of the neighboring properties and intent of the Buffer District Classification can be achieved by developing our property to include ingress/egress with Luckey Lane where it meets an exit from Mountainview School and to maintain the Buffer District Classification on the school's property (Tax Map 48A, Parcels 13 and 14) from said intersection in an easterly direction so as to still create a landscape buffer between the two properties. See the attached pictures.

We respectfully request the Monongalia County Board of Education's acquiescence to ingress/egress from our property to Luckey Lane and to permit the City of Morgantown to lift the Buffer District Classification from a portion of our property and reestablish it on the school property from the school's exit onto Luckey Lane to where Luckey Lane meets Greenbag Road. We propose to plant 6' pine or similar trees and maintain said trees for a period of three years. See attached pictures.

If this proposal is acceptable, please have a duly-authorized representative sign below and return to me. Please let me know if you have any questions or need anything further. We look forward to being cooperative neighbors.

Very truly yours,

Mark J. Nesselroad
COO & General Counsel

Approved this 26th day of April 2015.

By: Frank D. Devono
Print: Frank D. Devono
Its: Superintendent