

CITY OF WHEELING



CITY COUNTY BUILDING
1500 CHAPLINE STREET
WHEELING, WEST VIRGINIA 26003

ECONOMIC & COMMUNITY DEVELOPMENT DEPARTMENT
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August 15, 2019

West Virginia Department of Transportation
Commissioner's Office of Economic Development
Attn: David Cramer, Director
Building 5
1900 Kanawha Boulevard East
Charleston, WV 25303

Mr. Cramer:

The City of Wheeling Planning Commission has received an application from Michael Hooper, Esquire on behalf of GC&P Development LLC to amend the Future Land Use Plan found in the City of Wheeling 2014 Comprehensive Plan. As outlined in West Virginia code section 8A-3-6-d, "cities shall request input from other affected governing bodies and units of government when considering a comprehensive plan amendment". The request in front of the Commission is to reclassify the area from the "Conservation Development" category to a category that allows a mix of residential, commercial and institutional uses for the purposes of a large mixed-use development (see Map 6).

The applicant has stated in their July 29, 2019 correspondence to the Planning Commission that improvements to West Virginia Route 88 are a "relevant, necessary and vital" part of the application to amend the comprehensive plan. The improvements, identified as the "Oglebay Corridor Improvement Project & Access" are depicted in three phases and extend from just north of the proposed entrance back to the intersection with U.S. Route 40 (see Maps 15, 16, 18, 19, 20, 21 & 22). The improvements include a traffic light at the main entrance to the development, crossing signals, deceleration and acceleration lanes, ADA compliant sidewalks, and the general beautification of the area along the main entrance to the Development. The letter also states the improvements should be completed by the State with financial assistance and/or grants from the federal government and not by the Applicant. A feasibility letter was included in the materials; however, it does not appear to address the improvement to WV 88, but rather are limited to the proposed access point.

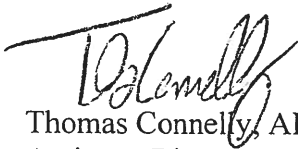
In addition to any other comments you may have on the proposed changes in land use, please offer a response to the following questions:

1. Can the existing road network (WV 88, US 40, & I-70) accommodate, in an acceptable manner, the additional traffic that can be anticipated from the proposed development on average and during peak travel times during the year (e.g. Oglebay Festival of Lights)?

2. If not, is the Department of Transportation willing and able to perform the upgrades proposed by the applicant?
3. In your opinion, at what juncture would a Traffic Impact Study be of most value in order to make an informed decision on the request?
4. How does the attached feasibility letter apply to the overall project and necessary improvements?

It would be helpful to have comments prior to the Planning Commission's next meeting on September 9, 2019. A public hearing will be scheduled in the future, possibly as early as October 21, 2019, and it is anticipated that traffic will be an important component of the review. Please let me know if you have any questions.

Respectfully,



Thomas Connolly, AICP
Assistant Director

Enclosure: July 29, 2019 Correspondence (Exhibit 5)
February 5, 2019 Correspondence (Exhibit 6)
Preferred Layout (Exhibit 4c)
Oglebay Corridor Improvement Maps: 15, 16, 18, 19, 20, 21, 22

Cc: Paul Hicks, District 6 Traffic Engineer
Rakesh Sharma, Bel-O-Mar Regional Council
James "Jeff" Mauck, Chair, Wheeling Planning Commission
Michael Hooper, Esq. Applicant Representative



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July 29, 2019

VIA HAND DELIVERY

City of Wheeling
Department of Economic and Community Development
Planning & Zoning
City County Building
1500 Chapline Street
Wheeling, West Virginia 26003

Attn: Thomas Connelly, AICP
Assistant Director

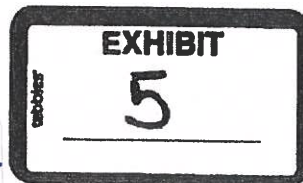
Re: Application For Creation of Special Area Plan &
Comprehensive Plan Amendment
GC&P Development, LLC

Dear Mr. Connelly:

Our office represents, GC&P Development, LLC (the "Applicant"). For purposes of clarification, GC&P Aggregates, LLC is a wholly owned subsidiary of GC&P Development LLC. GC&P Aggregates, LLC is the General Partner of GACS, LP. By agreement, GC&P Development, LLC, has full authority to take any action deemed desirable or necessary with respect to real estate owned by GACS, LP.

This is our letter of transmittal submitted in conjunction with our Application for the creation of a Special Area Plan and Comprehensive Plan Amendment to accommodate my client's proposed Mixed Use Development of the property detailed herein by the creation of a Special Area Plan and modification and possible amendment of the Future Land Use Map as now found at map 8 of the *Envision Wheeling 2014 Comprehensive Plan* (See Exhibit 2). Please consider this transmittal letter and all exhibits and maps enclosed as part of the Application, all of which are to be incorporated by reference therein.

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Correspondence Set

1 - p.

3

Throughout this letter, the *Envision Wheeling 2014 Comprehensive Plan* will hereafter be referred to as the “Plan” and the Future Land Use Map (see Envision map 8 of the Plan) will hereafter be referred to as the “Land Use Map.” The proposed GC&P Development Site, which is comprised of the tax parcels listed at Exhibit 1(a) and 1(b), will hereafter be referred to as the “Site.” The proposed GC&P development will hereafter be referred to as the “Development.”

In this discussion outlining the proposal underlying this request, there are several references to Maps created by the Applicant. Each of these maps is numbered and will be referred to by “Map” and number. Map 1 shows the vicinity and specific location of the Development.

Overview of Request and Project; Development Features

Developable land is a very scarce commodity in Wheeling, West Virginia. Wherever it is feasible to find or create developable ground, the City should encourage development to preserve the health and vitality of the City, as well as to keep the City fiscally sound. Because land is such a scarce commodity, it is important that it be used well and to its full potential.

For the above reason, the City created the concept of a Special Area District. The Development meets the requirements of the Special Area District designation. In fact, the Special Area designation was crafted with input from the Applicant to City leaders with the Development in mind.

As the result, the Applicant is proposing to develop the property as the City’s only Mixed Use Village (See Map 6). As such and as more fully detailed below, the Site would consist of a lower pad area, consisting of approximately 4 acres, and an upper pad consisting of approximately 50 - 55 acres upon would include commercial, residential, office, educational and institutional uses all in one comprehensive and fully accessible development.

A very succinct way to describe the Development is that the Applicant proposes a *Mixed Use Village* that will be based on a plan organized around a walkable and environmentally friendly neighborhood, that is community oriented rather than super-regional in scale, where traditional retail, service retail, food & beverage, entertainment, office, institutional, hospitality and dense residential uses are represented as an integrated plan (the “Project”). In this regard, it will provide forms of land use and specific types of use within each land use category referenced above that are not presently available in Wheeling. It will intentionally avoid positioning itself as competitive to Oglebay Park, Downtown Wheeling, The Highlands, or other existing land uses in the Wheeling area.

Exhibit 4(c) (also shown at Map 10) is an artist’s rendering of the details of the Development, showing that, if utilized to its highest and best use, the Project would include restaurants (14,800 square feet), a hotel (62,400 square feet), retail space (137,000 square feet), a fitness center/bowling alley (21,500 square feet), office space (470,200 square feet), a theater (25,500 square feet), and a grocery store (42,250 square feet). The total square footage of the

new commercial buildings will be 773,650 square feet. The Development will also include 88 residential lots along the southern portion.

An important part of the Development is the improvement of traffic flow and safety along WV Route 88. As the result, the proposed entrance to the Development includes material improvement which we reference as the *Oglebay Corridor Improvement Project* which will make a safer and pedestrian friendly road that is certainly more visually appealing than the roads current state. This part of WV Route 88 is a federal turnpike located within City limits. The Applicant and Thrasher Engineering have proposed improvements to the road design in accordance with Federal, State and City specifications and are shown at Maps 16-22. As more fully detailed below, the Oglebay Corridor Improvement Project would be a part of Phase One of the construction.

To accomplish this Project, the Applicant has this day applied for the creation of a Special Area Plan and Comprehensive Plan Amendment to accommodate this Mixed Use Development by the creation of a Special Area Plan and the modification and possible amendment of the Future Land Use Map as now found in the *Envision Wheeling 2014 Comprehensive Plan* (see Envision map 8 of the Plan). As a part of this Project, the Applicant is also requesting that the Land Use Map be modified to remove the Site from the Woodsdale - Edgewood Historic District¹.

The Applicant is further proposing that the City grant a Special Area District "Conceptual" Site Plan approval of the Mixed Use Village, which would defer any additional site plan submittal requirements, such as impact studies, which are only germane once specific users have been identified for the development at the time of submittal for final Site Plan approval.

The Applicant is further proposing that the City grant Final Grading Plan Approval, following and subject to all requisite WVDEP standards and requirements for grading and temporary storm water management. The Grading Plan would be prepared in a manner to accommodate the intended development, regardless of what land use is ultimately permitted by the City of Wheeling in the Site Plan Approval process.

Final necessary zoning changes will be deferred pending further discussion with the City and public comment, but any such zoning would be consistent with the intended uses detailed herein within the Development. While a C-2 zoning designation would be the preferred end result as it would afford the greatest flexibility, other existing zoning designations, and perhaps new designations more consistent with a true mixed use development, may be prudent.

Evolution of the Development: Preliminary Steps

¹ It should be noted that the Site location is NOT a part of the federal historic designation as to Woodsdale - Edgewood. See <http://www.wvculture.org/shpo/nr/pdf/ohio/96000445.pdf>

The Applicant has spent considerable time and resources to investigate the feasibility of such a project and design development use that would be mutually beneficial to the Applicant, the citizens of the City of Wheeling, and the City itself. Feasibility studies were obtained and reviewed. Geotechnical analysis by Gustavson Associates, LLC and all necessary core drillings were obtained. That analysis established the stability of the Site and confirmed the viability of the Site to support the Development. Those items are available upon request. Grading Plans and Drainage Plans were thereafter obtained as the Development evolved (from The Thrasher Group, Inc., and Hamilton Associates, Inc., respectively). Those plans are shown as Maps 22, 29-32, 36, 39-41, 56-58, 60-67.

Maps 42, 43 and 45 show the evolution of the Development. Map 49 was the culmination of the original retail/commercial concept following discussions with City representatives. It was decided to avoid another outlet or retail mall with a sea of asphalt. It was determined by the Applicant that the Wheeling area was devoid of any Mixed Use development, where residents could actually “live, work and play”. With such a close proximity to the great resources of Oglebay Resort and Conference Center, it was also determined that the Mixed Use Village should complement and enhance the natural elements and recreational opportunities in the area.

Other noted concerns of the City leaders were also considered and heeded. At the City’s request, the revised Development and related plans that comprise this Mixed Use Village, and which have been presented to the City as a part of this Application, were reviewed by the West Virginia Department of Transportation, Division of Highways (WVDOH) and the West Virginia Department of Environmental Protection (WVDEP). Based on those reviews, favorable feasibility letters were provided by the WVDOH and WVDEP to City of Wheeling, City Manager, Robert Herron. See Exhibits 6 and 7.

Evolution of the Development: Proposed Construction

The construction of the Development is best accomplished through several “Phases”. Phase One includes the Oglebay Corridor Improvement Project detailed below, the construction of the lower pad will be made up of two small pads to be located adjoining Route 88 (see Maps 22 and 22A) the construction of the main entrance to the Development (see Map 15), and the construction of necessary roads to accommodate grading for primary pad for the Site (see grading and drainage plans at the Maps referenced above. These first two pads of Phase One will provide new and beneficial businesses to the area, establish the commitment and bona fides of the Applicant to the Development, and provide revenue to the Applicant through rental income and the City through job creation, ad valorem property taxes, B&O taxes and sales taxes.

It should be noted that so long as the Sites remain idle and undeveloped it does not contribute revenue to the City, nor is it required to manage storm water in a very large watershed. However, once construction and grading of the Development begins, the requirements of the WVDEP come into play and grading plan and drainage approvals will be

required. Those proposed plans would be under the auspices and required additional permitting of the WVDEP and would move drainage away from the Woodsdale - Edgewood area. Please note the use of engineer designed building retention basins on the Site to collect runoff during construction. The final grade is expected to be 2% running from south to north, with the lower elevation situated on the northern side of the Site. Maps 36, 39, 40, 41 and 57 depict the preliminary and future grading of the Site. Map 61 shows the pre and post construction drainage area maps of mitigated acreage. Again, it is important to note that the Development, and the accompanying requirement to actively manage storm water from the property, represent an opportunity to provide storm water management in an area where none previously existed, or is required to exist.

The construction of the main pad for the Site will entail appropriate and engineered reductions in elevation. This will be accomplished in phases, as shown on Map 56. Maps 29-32 and 58 show the preferred grading of the Site. Map 29 shows the anticipated elevation changes to accomplish the intended final pad of approximately 55 acres. The noted average elevation reduction is 96 feet. Maps 39, 41 and 57 depict alternate elevations for the Site that would yield less desirable results. Please note that these plans have been reviewed as part of the feasibility letter received from the WVDEP.

The final portion of the initial phase of the Project is the construction of drainage ponds along the northernmost parts of the Site to collect runoff from the newly graded site. These are depicted on Maps 63-67.

Oglebay Corridor Improvement Project & Access

As a part of Phase One, the Oglebay Corridor Improvement Project for Route 88 is reflected in three phases as shown on Maps 16 and 18-21. As currently designed, the improvements resulting from this portion of the Project would include a traffic light at the main entrance to the Development, crossing signals, deceleration and acceleration lanes; ADA compliant sidewalks, and the general beautification of the area along the main entrance to the Development. Because this part of Route 88 is a federal turnpike, the Oglebay Corridor Improvement project should be completed by the State with financial assistance and/or grants from the federal government and not by the Applicant; however the listed improvements are relevant, necessary to and a vital part of this Application. As stated above the Development, including the Oglebay Corridor Improvement Project have been reviewed by the WVDOH, which review resulted in the feasibility letter sent to the City Manager. (see Exhibit 6).

There are currently two alternative entrances to the Development located along the western and northern property lines. Map 22 and 22A depict alternative western entrances, dependent upon future acquisition of lots currently owned by third parties. Map 15 is a visualization of the northern entrance after completion.

It cannot be questioned that the proposed northern entrance, a part of Phase One, would greatly enhance the approach to Oglebay Park and would complement the previous

improvements that have been made to Route 88 from National Road as shown on phases two one and two of the Oglebay Corridor Improvement Project.

Addition Considerations and Submittals

While it is understood that the final configuration of the Development will depend upon the design that ultimately receives final Site Plan approval, it is Applicant's position that the highest and best use of the Site is as depicted on Maps 6 and 10. This configuration is the preferred layout for the Development and is based on a final main pad of approximately 55 acres and lower pad from Phase One of approximately 4 acres. It is a true Mixed Use Village that includes elements of retail, office, institutional, hospitality, and residential uses. It is unique to the Wheeling area and is a desired configuration. There is simply no other land currently available that would accommodate such a unique and timely development.

The Maps referenced below show the following conceptualized views of the Development and alternative configurations:

- Map 2 shows an earlier configuration that later evolved to Map 6.
- Maps 4 and 4A shows this configuration without any buildings, from east to west and from north to south.
- Map 6 shows this same configuration, without a planned parking garage, but with the other buildings added and with a western entrance. This is our preferred configuration.
- Map 6A shows this same configuration, including the planned parking garage, with the other buildings added and with a western entrance.
- Map 7 shows possible C-2 and residential.
- Map 8 shows a C-2 development without residential.
- Map 9 shows the addition of a proposed park and additional parking.
- Map 11 is a 3D view from west to east.
- Map 12 are 3D views from east to west.
- Map 13 are 3D views toward the east:
- Map 14 are 3D views from south to north.
- Map 15 are 3D views of the Main Entrance and Oglebay Corridor Improvements.
- Map 49 shows an alternative site without residential uses.
- Map 50 shows the 55 Acre pad only residential uses.

Public Information

The Applicant will make its plans available to the general public via website and other media upon initial presentation of this Project to the Planning Commission. The website URL will be provided in Applicant's media publications. Additional marketing materials have also

been developed for prompt use once approval of the Development has been received. These are viable marketing tools that will also promote the City of Wheeling. An example of same may be found at Exhibit 8.

The Development is Consistent with the Six Initiatives of the Plan

It is our position that the Development and requested modification of the Land Use Map as proposed herein is consistent with the six Initiatives set forth in the Plan. The remainder of this transmittal letter will address each of these initiatives in turn.

Initiative #1 – Wheeling will be modern and sustainable

In the Plan, this first initiative is given the highest priority and is used as the basis / justification for 13 of the stated 29 Implementation Strategies.

The implementation strategies that seek to promote this Initiative fall into three categories:

- Land use;
- Green living; and,
- Technology.

The Development address those Implementation Strategies seeking to improve land use and green living in Wheeling and also, based upon the eventual tenant mix and design of the Development, also addresses the technological environment in Wheeling.

In the Plan, great emphasis is placed on encouraging “a sustainable mix of future land uses.” Referring to the Future Land Use Map as a “*guide* for future development” that “*does not* legally regulate how land is used,” it is recommended that the best use of a tract of land be determined by “the character of the surrounding area as well as individual conditions of the site including, but not limited to the existing use of the site, natural topography, presence of flood hazard areas, traffic, surrounding use, and similar conditions.”

The Site is currently vacant land. But it is one of the larger vacant tracts remaining within the City. In accordance with Implementation Strategy 15, utilization of vacant lots (page 79 of the Plan), it is to the City’s benefit to permit the Development to move forward. The increase in value and placement of new retail and other businesses in the Development will generate much higher tax and other revenues than as vacant land. The City will benefit by job creation, utility fees, ad valorem property taxes, B&O taxes, hotel taxes and sales taxes. This increase in revenue to the City will help fund many of the other Implementation Strategies in the Plan, including the establishment of a land reuse agency (page 67), the promotion of entrepreneurial efforts in the downtown (page 69), the development of a housing market survey (page 70), and expanding access to technology (page 71), as well as other financial needs and opportunities, all of which are vital to the growth of Wheeling into a modern and sustainable community.

The Site is not currently suited for development. As was discussed above, preparation of the site for construction will be undertaken in multiple phases. While at first blush the idea of the construction necessary to create the Site may seem to run counter to any concept of emphasizing “green spaces,” the opposite is actually the case. If developed to its best and highest use, the Site will feature several miles of biking and hiking/nature trails, including a bike trail through the Development toward and hopefully connecting to Oglebay Park. This would certainly be encouraged in the Plan.

The Development envisions that approximately 450 trees will be planted as a green perimeter around and throughout the Development in a matured arboretum design. This more than replaces any trees removed from the Site. This green strategy is intentional and is in keeping with the Plan’s emphasis on expanding the trail system (page 84) and green infrastructure (page 72).

Preparation of the Site should also mitigate any possible flooding issues long affecting the Woodsdale – Edgewood area. As already discussed, preparation of the Site will include grading away from the Woodsdale – Edgewood area, forcing water runoff north and into retention ponds constructed for that purpose. Depending on final site plan approval, water collected may well be used as the water supply for fountains built at the entrance. It is the intent of the Applicant to have such water features as a part of the Development. This would also provide storm water management and any required utility extensions to help alleviate any adverse impact on and provide a positive impact for the Woodsdale – Edgewood area.

The Site has been included in the Plan as part of the Woodsdale Edgewood Historic District, However, it is not included in the federally designated historic district. While the majority of the adjacent properties to the south are zoned residential, nearly all of the adjacent properties in other directions and on the same elevation are commercial. Nevertheless, even after the Site has been fully developed as envisioned, it will have little or no negative impact on the surrounding residential areas. The Development will, at most, develop only 68% of the property. In addition to the arboretum design of the Development, the remaining 32% (all located around the outer boundaries) will be preserved in its current condition as mature growth forest with the added benefit of biking and hiking trails making use of the many logging roads that have existed on the property since the at least the turn of the 20th century.

Initiative #2 – Wheeling will have a diverse economy

This we believe is a key component of the potential for success of the Plan. Unfortunately, nearly all of the Implementation Strategies proposed within this Initiative will cost money to implement. They are establishing a land reuse agency (page 67), promoting entrepreneurial efforts (page 69), developing a housing market study (70), expanding access to technology (page 71), focusing on priority development areas (page 75), focusing on local businesses (page 81), continuing with the on-trac program (page 83), and modernizing the downtown streetscape (page 85). If developed to its highest and best use, the increase in tax and

other revenue to the City resulting from the Development would go a long way toward funding all of these goals. No analogous source of potential income is currently known or anticipated.

One of the Implementation Strategies proposed within this Initiative (and the first and fourth Initiatives) is updating the zoning ordinances, in order to encourage the development of modern business in the downtown while preserving its historic “feel.”

One suggested change in the zoning ordinances put forth in the Plan is the use of form-based zoning, a type of zoning that gives greater flexibility in the types of businesses without losing the historic qualities of the buildings in which those businesses would be located. This more flexible system of zoning has been used elsewhere to allow towns and cities with historic districts to preserve the “look” of the buildings while also allowing alternative types of businesses to occupy those buildings. While form-based zoning may not be applicable to or in the best interests of the Development, it does express a clear intent for flexibility as to zoning under the Plan.

While a focus on historic areas is laudable, in order to retain and/or attract younger residents, (page 68), there must be a willingness to also embrace change. This involves (a) urban living options, and (b) increased and easily accessible restaurants and retail shops. There is, throughout the Plan, a discussion of maintaining a focus on the historic downtown area. Much of the attraction of larger cities is the abundance of choice in all things: types of housing (historic/modern, houses/apartments, standalone/mixed use); retail establishments; restaurants (local sourced/chains). Many of these types of housing, retail establishments and restaurants discussed would not fit within the aesthetics of the historic downtown area. They would, however, fit within the aesthetics of the Development with absolutely no impact on the downtown because the Development will not compete with the downtown in any of these areas. On the contrary, one could argue that the Development will alleviate the pressures on the downtown to adapt to a more modern aesthetic.

The discussion of the second Initiative, Wheeling will have a Diverse Economy, contains the following statement on page 42 of the Plan:

Wheeling has since evolved into a major medical and educational hub. These industries are fairly stable because there is always a demand for the services. The plan identifies strategies that relate to expanding on the success of these industries to benefit the institutions and the community as a whole.

As designed, there is ample room in the Development to accommodate medical and education uses.

As part of the Initiatives regarding a Modern and Sustainable Economy, a Diverse Economy, and Investment in Infrastructure is Implementation Strategy 9: Expand Access to Technology. Most of the discussion concerns expanding infrastructure to “its business areas” and providing wireless internet “in key areas of the city” meaning “brownfield sites” and “older

buildings that do not have currently have fiber optics or other related infrastructure.” The Plan does acknowledge, however, that “Upgrading communications infrastructure could also give the city an edge in really promoting high-tech businesses in the region with a primary benefit of setting Wheeling apart from other areas of West Virginia.” The Development will be fully “wired” to accommodate current technological and communications means and provides new options and opportunities for those purposes. In short, the Development is intended to foster the growth of the technological environment in Wheeling and provide an inviting environment for that purpose.

Initiative #3 – Wheeling will have strong Community Partnerships

The Applicant intends to be a good citizen of Wheeling. The proposed entrance to the Development is an immediate upgrade to the area and will enhance the Oglebay corridor, increasing that vital part of Wheeling’s attraction to future businesses and residents. The Applicant is committed to the long term success of the Development and in developing strong and long-lasting community ties. The Applicant wants to be part of the future growth and success of Wheeling as envisioned by the Plan. The Development itself is based on a green arboretum aesthetic for the same reasons. One of the proposed biking trails will run through the Development toward and hopefully to Oglebay Park. To that end, Applicant will work closely with Oglebay to accomplish that goal. Additionally, as seen on Map 68, oil & gas wells are inching closer to the vicinity of the Site. Southwestern Energy (SWN) has been active in this regard. Applicant intends to work with and cooperate with SWN and others in the oil & gas industry to assist and help facilitate the needs of the industry to the economic benefit of the Wheeling.

Initiative #4 – Wheeling will invest in its neighborhoods

The emphasis within this initiative is on the need for new and different types of housing, including affordable homes, high-end housing, mixed use and townhomes. If developed as proposed, the Development will include 88 residential lots that include town homes, residential over commercial uses, and even assisted living opportunities. It should be mentioned again that offering a variety of housing options is absolutely vital if young people are to be encourage to remain in or move to Wheeling. Mixed Use developments are in high demand and there are none is Wheeling. People want to minimize their carbon footprint. The ability to live, work and play in the same area is the key to the Development as a Mixed Use Village.

Initiative #5 – Wheeling will invest in its Infrastructure

Much of the city’s infrastructure system is significantly older than in most modern cities. This will require additional costs for repair and upgrade far into the future and should be addressed through coordination of infrastructure activities to upgrade infrastructure where it will address ongoing service problems. As with Initiative # 2 above, many of the Implementation Strategies that fall within this Initiative will cost money to implement and, once again, we believe the City should be mindful of the fact that the tax and other revenues generated by the

Development will by necessity be much higher if it is developed as proposed rather than if it remains simply vacant land.

Initiative #6 – Wheeling will embrace its quality of life

Wheeling is unique in its population, history, and topography. This combination of attractive features creates an opportunity for the City to position itself as a healthy and desirable alternative to life in larger cities such as Pittsburgh, while maintaining many of the more desirable qualities. The Development will do nothing to detract from those qualities. On the contrary, it will enhance the quality of life in Wheeling by expanding access to those aspects of life generally available only in larger cities while doing nothing to detract from the unique features and quality of life in Wheeling.

The Development will be a walkable village with a combination of retail, office, hospitality, educational, institutional and residential construction. Based on final approved plans, it will be located on upper and lower pads covering approximately 60 acres within an existing Site of 110 acres, surrounded by old growth forest and enhanced by new green spaces that will not detract from the aesthetic of the vicinity. The old growth forest will include several miles of nature and biking trails and will serve as a nature preserve with spectacular views of the surrounding area.

Conclusion

The Applicant is well aware that this Development is not without controversy. It represents a project unlike anything in Wheeling. Nevertheless, in keeping with the overall goals of the Plan, it is Applicant's position that the Development represents a proposal that fulfills the spirit of the Plan unlike any project currently being considered or contemplated. Page 40 of the Plan includes the following statement in regard to the need to change the perception of Wheeling:

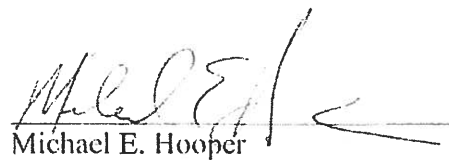
“Some locals perceive that Wheeling is stuck in its past and continues to do things because ‘that is the way it always has been done.’ These perceptions can be overcome if the city and its regional partners work together to promote the assets of the area and the fact that the city is continuing to evolve into a modern and sustainable community.”

While there will always be “NIMBY’s (Not In My back Yard), Wheeling must look forward to meeting the goals and expectation of the Plan and the City’s future success. Change is inevitable, sometimes good and sometime bad. The Development provides positive change that is mutually beneficial. Approval of the Development as

City of Wheeling
July 29, 2019
Page | 12

requested will go a long way toward assisting Wheeling in promotion of the assets of the area and in its evolution into a more modern, attractive and sustainable community.

Respectfully submitted,


Michael E. Hooper

MEH/asv
Enclosures

cc: GC&P Development, LLC



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

Office of the District Engineer/Manager
District Six

1 DOT Drive • Moundsville, West Virginia 26041 • (304) 841-4000

Thomas J. Smith, P. II.
Secretary of Transportation/
Commissioner of Highways

February 5, 2019

Mr. Robert Herron
City Manager
City of Whetting
1500 Chaplin^o Street
Wheeling, West Virginia 26003

RE: Proposed GC&P Development and
WV 88 Improvement Project

Dear Mr. Herron:

Representatives of the West Virginia Department of Transportation, Division of Highways (DOH) have reviewed preliminary plans front GC&P Development, LLC for a proposed development project abutting WV 88 in Wheeling, WV, as a result of an on-site meeting.

Conceptually, the proposed access at WV 88 that would serve the new development appears to be feasible, based on our initial review. However, the full scope of the developer's modifications of the State Highway System would need to be determined from an approved Traffic Impact Study (TIS), as well as the necessary conveyance of any additional right of way or drainage easements that may be required, prior to approval by the DOH.

Should you require any additional information, please do not hesitate to contact this office.

Very truly yours,

David E. Brabham, P.E.
District Engineer/Manager

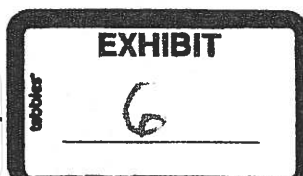
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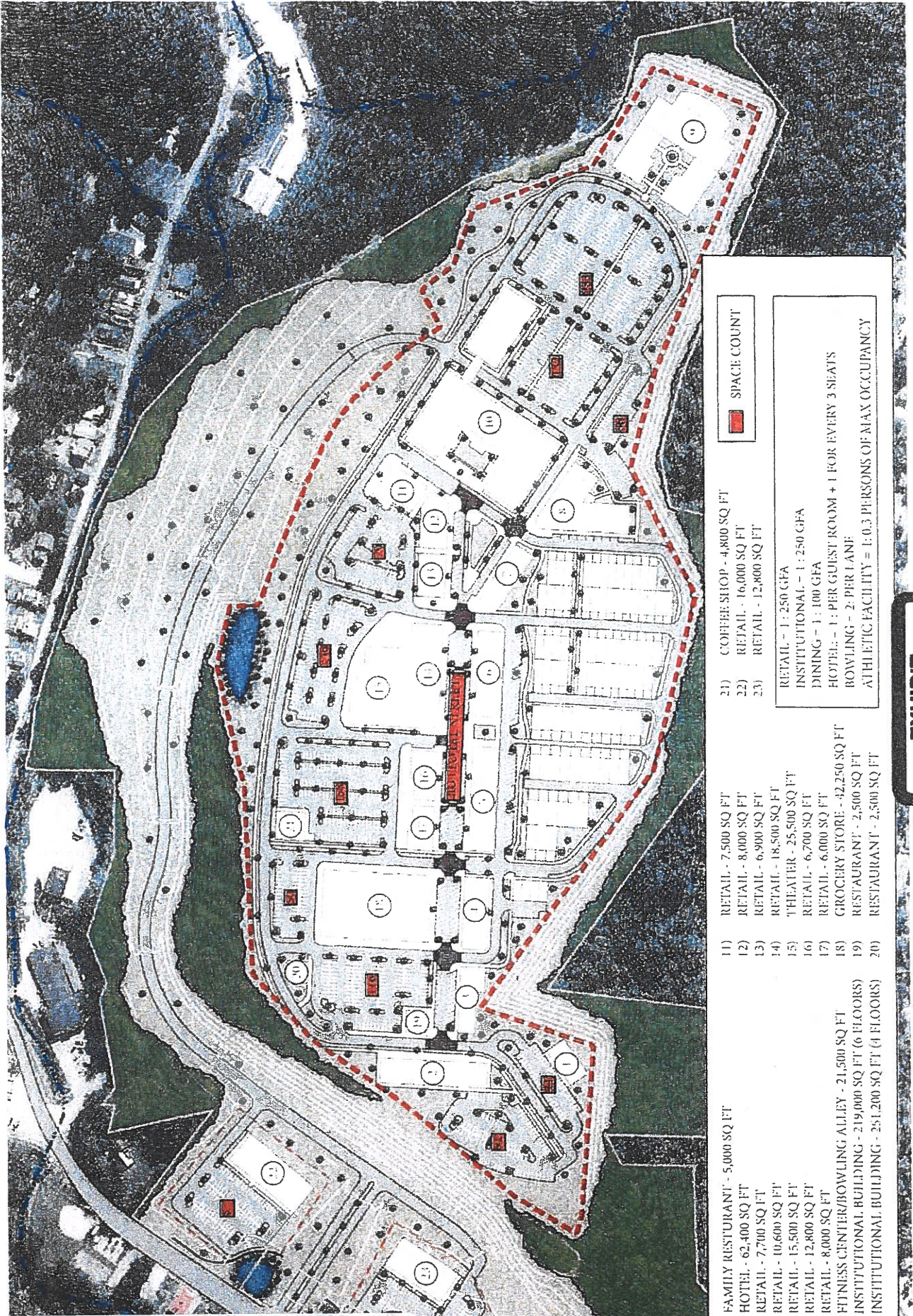
cc: SEC, CD, HO, SC

Doug Grayson, Kevin Coyne

Correspondence Set

| - p.15 -

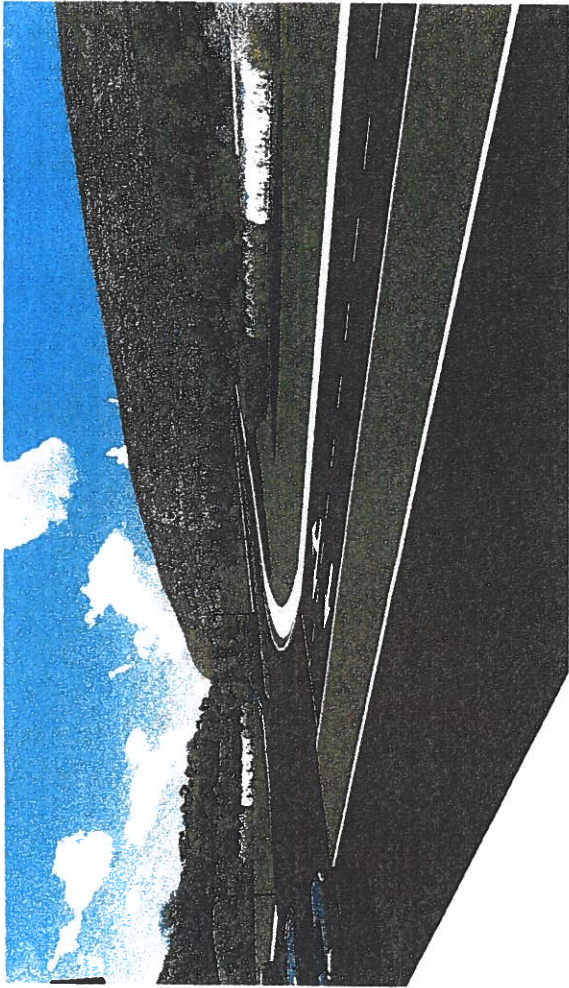




	SPACE COUNT
21) COFFEE SHOP - 4,800 SQ FT	[Red Square]
22) RETAIL - 16,000 SQ FT	[Red Square]
23) RETAIL - 12,800 SQ FT	[Red Square]

11) RETAIL - 7,500 SQ FT	21) COFFEE SHOP - 4,800 SQ FT
12) RETAIL - 8,000 SQ FT	22) RETAIL - 16,000 SQ FT
13) RETAIL - 6,900 SQ FT	23) RETAIL - 12,800 SQ FT
14) RETAIL - 18,500 SQ FT	RETAIL - 1: 250 GFA
15) THEATER - 25,500 SQ FT	INSTITUTIONAL - 1: 250 GFA
16) RETAIL - 6,700 SQ FT	DINING - 1: 100 GFA
17) RETAIL - 6,000 SQ FT	HOTEL - 1: PER GUEST ROOM + 1 FOUR EVERY 3 SEATS
18) GROCERY STORE - 42,250 SQ FT	BOWLING - 2: PER LANE
19) RESTAURANT - 2,500 SQ FT	ATHLETIC FACILITY = 1:0.3 PERSONS OF MAX OCCUPANCY
20) RESTAURANT - 2,500 SQ FT	
1) FAMILY RESTAURANT - 5,000 SQ FT	
2) HOTEL - 62,400 SQ FT	
3) RETAIL - 7,700 SQ FT	
4) RETAIL - 10,600 SQ FT	
5) RETAIL - 15,500 SQ FT	
6) RETAIL - 12,800 SQ FT	
7) RETAIL - 8,000 SQ FT	
8) FITNESS CENTER/BOWLING ALLEY - 21,500 SQ FT	
9) INSTITUTIONAL BUILDING - 219,000 SQ FT (6 FLOORS)	
10) INSTITUTIONAL BUILDING - 251,200 SQ FT (4 FLOORS)	

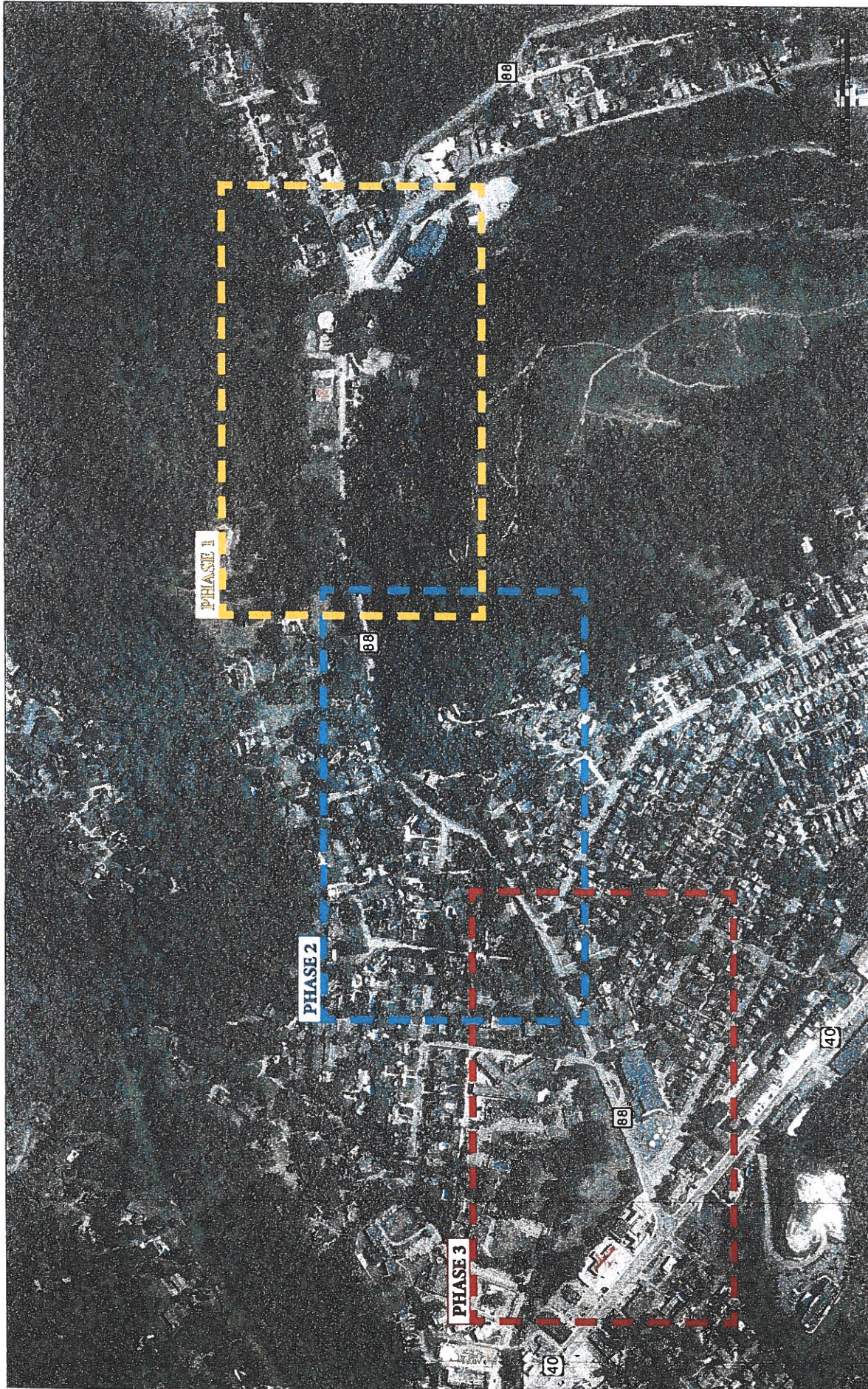
EXHIBIT
466



Mixed Use Development
Wheeling, West Virginia

Main Entrance Visualizations

GC&P



<p>CONCEPTUAL DESIGN PLANS FOR CC&P DEVELOPMENT BETHAM PINE STREETSCAPE WHEELING, WEST VIRGINIA OVERALL PLAN</p>		<p>16 A</p>
<p>DATE: 12/15/16</p>	<p>SCALE: AS SHOWN</p>	
<p>PROJECT NO. 16-00000000</p>	<p>CLIENT: WHEELING</p>	<p>THRASHER ARCHITECTS 1000 10TH AVENUE, S.W. WHEELING, WV 26061 PHONE: 304.243.4400 FAX: 304.243.4401 WWW.THRASHERARCHITECTS.COM</p>
<p>DESIGNER: THRASHER ARCHITECTS</p>	<p>DATE: 12/15/16</p>	
<p>DATE: 12/15/16</p>	<p>DATE: 12/15/16</p>	<p>PRELIMINARY NOT FOR CONSTRUCTION 2017-03-31</p>



The improvements for Phase 1 relate to access for the proposed development, traffic flow improvement, and alternative transportation modes.

**PRELIMINARY
NOT FOR CONSTRUCTION
2017-03-31**

DATE:	
SCALE:	
PROJECT:	
CLIENT:	
DESIGNER:	
APPROVER:	
DATE:	
SCALE:	
PROJECT:	
CLIENT:	
DESIGNER:	
APPROVER:	
DATE:	

THRASHER
 1000 W. MAIN ST. SUITE 100
 WHEELING, WV 26061
 800.541.1111
 www.thrasher.com

CONCEPTUAL DESIGN PLANS FOR
 GC&P DEVELOPMENT
 BETHANY PIKE STREETSCAPE
 WHEELING, WEST VIRGINIA
 PHASE 1

18
1

improvements for Phase 2 relate to alternative transportation alternatives. Existing pedestrian path routes indicate that there are currently sidewalks in these locations but these sidewalks could be also be improved in various locations.



<p>CONCEPTUAL DESIGN PLANS FOR GC&P DEVELOPMENT BETHANY PIKE STREETSCAPE WHEELING, WEST VIRGINIA PHASE 2</p>		<p>17</p> <p>2</p>
<p>THRASHER ARCHITECTS 1000 WEST MAIN STREET, SUITE 200 WHEELING, WEST VIRGINIA 26061 PHONE: 304.243.1234 FAX: 304.243.1235 WWW.THRASHERARCHITECTS.COM</p>		<p>DATE: 10/20/17 DRAWN BY: JACOB CHECKED BY: JACOB SCALE: AS SHOWN PROJECT NO.: 17-03-31</p>
<p>PRELIMINARY NOT FOR CONSTRUCTION 2017-03-31</p>		<p>DATE: 10/20/17 DRAWN BY: JACOB CHECKED BY: JACOB SCALE: AS SHOWN PROJECT NO.: 17-03-31</p>



The improvements for Phase 3 relate to traffic flow improvement and alternative transportation routes. Existing Pedestrian Path routes indicate that there are currently sidewalks in these locations but these sidewalks could be also be improved in various locations.

20
3

CONCEPTUAL DESIGN PLANS FOR
GO&P DEVELOPMENT
BETHANY PIKE STREETSCAPE
WHEELING, WEST VIRGINIA
PHASE 3

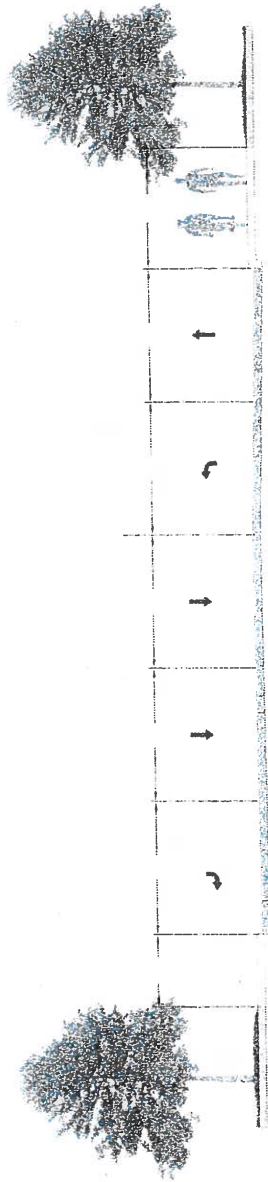
DATE	DESCRIPTION

THRASHER
ARCHITECTS
1000 10th Street, N.E.
Atlanta, GA 30309
404.525.8200
www.thrasher.com

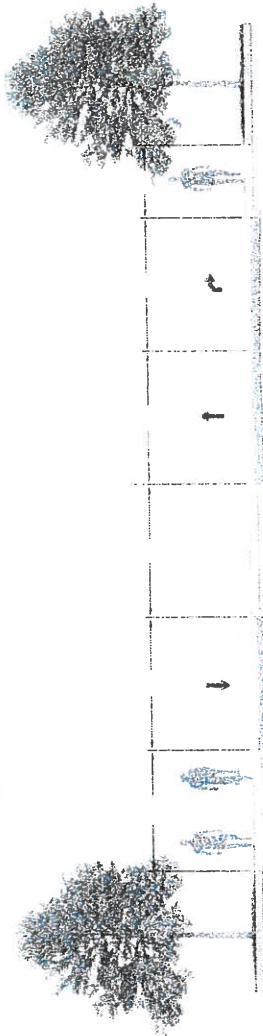
DATE	DESCRIPTION

**PRELIMINARY
NOT FOR CONSTRUCTION
2017-03-31**

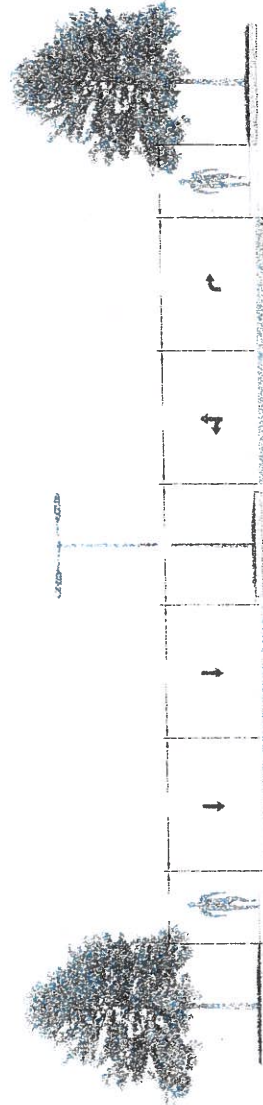
DATE: 03/31/17
SCALE: AS SHOWN
PROJECT: BETHANY PIKE STREETSCAPE
SHEET: 3 OF 3
DRAWN BY: J. HARRIS
CHECKED BY: M. HARRIS
APPROVED BY: M. HARRIS



SECTION A-A
1"=5'-0"



SECTION B-B
1"=5'-0"



SECTION C-C
1"=5'-0"

CONCEPTUAL DESIGN PLANS FOR
GC&P DEVELOPMENT
BETHANY PIKE STREETScape
WHEELING, WEST VIRGINIA
PHASE 1 TYPICAL SECTIONS



THRASHER



PRELIMINARY
NOT FOR CONSTRUCTION
2017-03-31



EARTHWORK SUMMARY

100 AC CUT	64,300 CY
100 AC FILL	4,200 CY
NET CUT	60,100 CY



100 AC CUT 64,300 CY

100 AC FILL 4,200 CY

NET CUT 60,100 CY

22

EX

GCRP DEVELOPMENT
COUNTY ROUTE 88
WHEELING, OHIO COUNTY, WV
PHASE I-OPTION II

1-01-030-0000

THRASHER

100 AC CUT 64,300 CY

100 AC FILL 4,200 CY

NET CUT 60,100 CY



RECEIVED
SEP 23 2019

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

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

CITY OF WHEELING
ECD DEPARTMENT

Byrd E. White, III
Secretary of Transportation/
Commissioner of Highways

September 16, 2019

Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner

Mr. Thomas Connelly, AICP
Assistant Director
City of Wheeling
Economic and Community Development Department
City County Building
1500 Chapline Street
Wheeling, West Virginia 26003

Dear Mr. Connelly:

Thank you for your letter dated August 15, 2019, regarding a development proposed by GC&P Development LLC along WV 88 in Wheeling, Ohio County.

The Division of Highways (DOH) notified the City of Wheeling in February 2019 that the proposed site access at WV 88 that would serve the new development appears to be feasible, however the full scope of the Developer's modifications to the State Highway System would need to be determined from an approved Traffic Impact Study (TIS). To date, the DOH has not received from the Developer or others a TIS regarding this proposed project. Consequently, a determination cannot be made by the DOH whether the existing DOH roadways in the vicinity of the development site can accommodate the traffic associated with the development. The results of the analyses within a TIS would allow such a determination to be made. The DOH would expect also that the Developer would implement any modifications to the State Highway System that are recommended within the TIS to mitigate appropriately the development's impact. I am unaware of any commitment by the DOH to design or construct such modifications associated with the private development.

Mr. Thomas Connelly, AICP
City of Wheeling
September 16, 2019
Page Two

If additional information is needed regarding this matter, please feel free to contact Mr. David E. Cramer, PE, of our Commissioner's Office of Economic Development at 30-558-9211 or David.E.Cramer@wv.gov.

Sincerely,



Jimmy Wriston, P. E.
Deputy Secretary/
Deputy Commissioner

JW:CI