



Planning, Streets and Traffic Committee
Monday, October 25, 2021, at 5:00 p.m.
City Service Center – 915 Quarrier Street – Conference Room

AGENDA

1. **Call to Order**
2. **Unfinished Business**

Bill No. 7898 - Amending the Zoning Ordinance of the City of Charleston, West Virginia, enacted the 1st day of January 2006, as amended, and the map made a part thereof, by rezoning from an R-4 district and an R-6 District to a C-8 district, those certain parcels of land situate at or about 280 Oakwood Road, Charleston, West Virginia. - **Tabled on May 24, 2021, for further review pending the completion of the RCUT intersections.**

3. **New Business**

Street Naming: A request to name an unnamed alley to Bullock Lane in compliance with the E-911 Addressing Regulations.

Request to add "No Parking on Grass" signs along the right of way in front of 706 Breezemont Drive.

Request to relocate two metered parking spaces in the 200 block of Leon Sullivan Way to accommodate a curb cut into a new parking lot for 208 Leon Sullivan Way.

4. **Discussion**
5. **Approval of the Minutes of the September 27, 2021, meeting**
6. **Adjournment**

***Meetings may be recorded and broadcast via internet <https://charlestonwv.civicclerk.com>**

Municipal Planning Commission

Checklist for Application for Rezoning

MPC Hearing Date: 4-7-21

Bill #: 7890

Applicant Information	Property Information
Name: <u>PKPJ Land Development, LLC</u>	Address: <u>280 Oakwood Road, Charleston, WV 25314</u>
Address: <u>1000 Grand Central Mall, Vienna, WV 26105</u>	Tax Map and Parcel: <u>9-10-60; 9-10-62; 9-20-1</u>
Phone: <u>304.494.6966</u>	Zoning District: <u>Partially R-4; Partially R-6</u>
Agents Name, Address, Phone (If other than Applicant): <u>Jared Decker</u> <u>1000 Grand Central Mall</u> <u>Vienna, WV 26105</u>	Property Owner and Mailing Address: (if other than applicant) <u>The Estate of George Davis and Mary</u> <u>Lee H. Davis Family Trust</u> <u>Attn: Christopher J. Winton, Executor and Trustee</u> <u>109 Capitol St., Suite 700</u> <u>Charleston, WV 25301</u>

IMPORTANT: This application must be typed or legibly printed and filed by the filing deadline with the Planning Department in person or by mail to 915 Quarrier Street, Suite 1 Charleston, WV 25301. The following items must accompany this application: 1) a petition to rezone using the format in the sample provided; 2) a Bill sponsored by a member of Charleston City Council using the format of the sample provided; 3) a map of the area proposed for rezoning, drawn to scale; 4) a list of the owners, with their mailing addresses, of the properties within a 250 foot radius of the property for which the rezoning is being sought; 5) \$125.00 filing fee in the form of a check or money order made payable to the City of Charleston. In addition, you or your representative must be present at the scheduled public hearing in order to present your request and answer questions. THE PLANNING DEPARTMENT WILL NOT ACCEPT ANY INCOMPLETE APPLICATIONS.

PETITION

The following items shall be included in the petition which shall be filed in the format of the attached sample:

Section I

1. Statement of petitioner's identity as contract purchaser, agent or owner.
2. Property Address including Kanawha County Tax map and Parcel No.

Section II

1. Description of the use for which a rezoning is being requested and specific district being requested.

Section III

1. Applicable Sections of the Zoning Ordinance.
2. Statement of compliance with the City of Charleston Comprehensive and Neighborhood Plans.
3. If applicable, justification for a variance from the City of Charleston Comprehensive Plan and Neighborhood Plans.

Section IV

1. Statement of sponsorship of the Bill to Rezone by a member of City Council.
2. Statement of inclusion of a list of all property owners within 250 of the subject property.
3. Statement that the subject property is shown on a map of the subject property that is attached.
4. \$125.00 filing fee.

BILL

The following items shall be included in the Bill submitted along with the above petition:

1. Name of sponsoring member of City Council
2. Bill filed electronically with the Planning Department in the exact format shown on the attached sample Bill.

I hereby affirm that all of the statements and information contained in or filed with this application are true and correct to the best of my knowledge.

Signature J. Decker

Date 3/5/21

Bill No. 7898

Introduced in Council

Passed by Council

April 5, 2021

Introduced by

Referred to

Courtney Persinger

**Municipal Planning Commission
Planning, Streets, and Traffic
Committee**

Bill No. 7898 amending the Zoning Ordinance of the City of Charleston, West Virginia, enacted the 1st day of January 2006, as amended, and the map made a part thereof, by rezoning from an R-4 district and an R-6 District to a C-8 district, those certain parcels of land situate at or about 280 Oakwood Road, Charleston, West Virginia.

Be it Ordained by the City Council of the City of Charleston, West Virginia:

1. The Zoning Ordinance of the City of Charleston, West Virginia, enacted the 1st day of January 2006, as amended, is hereby amended by rezoning from an R-4 district and an R-6 District to a C-8 district, those certain parcels of land situate at or about 280 Oakwood Road, Charleston, West Virginia the whole of the following described parcels of land:

Parcel Nos. 60 and 62 as shown on Charleston South Annex (District 9) Tax Map No. 10, and Parcel No. 1 as shown on Charleston South Annex (District 9) Tax Map No. 20. Subject parcels commonly known as 280 Oakwood Road, Charleston, West Virginia. Said tax maps are of record in the Planning Office.

2. The Zoning Map, attached to and made a part of said Zoning Ordinance, is hereby amended in accordance with Article 27 of this ordinance.

3. All prior ordinances, or parts of ordinances, inconsistent with this ordinance are hereby repealed to the extent of such inconsistency.

**PETITION TO REZONE FROM R-4 AND R-6 TO C-8
THE LAND AT 280 OAKWOOD ROAD,
CHARLESTON, WEST VIRGINIA**

TO THE MAYOR AND COUNCIL OF THE CITY OF CHARLESTON, WEST VIRGINIA:

I

PKPJ Land Development, LLC, an Ohio limited liability company (“Petitioner”), presently holds a binding purchase option for the property situate at or about 280 Oakwood Road, Charleston, Kanawha County, West Virginia, which property is more specifically described as follows: All of Parcel Nos. 60 and 62 as shown on Charleston So. Annex (District 9) Tax Map No. 10, and all of Parcel No. 1 as shown on Charleston So. Annex (District 9) Tax Map No. 20 (collectively, the “Property”). The above-mentioned tax maps are of record in the office the Charleston Planning Department.

II

Presently, the Property is zoned R-4 (Single Family Residential), in part, and R-6 (Medium Density Residential), in part, and Petitioner hereby requests that the zoning designation of the entire Property be changed to C-8 (Village Commercial).

III

Petitioner proposes to redevelop the approximately six (6) acre Property presently owned by The Estate of George Davis and Mary Lee H. Davis Family Trust into a commercial mixed-use development containing (i) up to fifteen thousand (15,000) square feet of in-line retail and professional space, (ii) one (1) quick-service-restaurant with a drive-through containing approximately two thousand four hundred (2,400) square feet of leasable space, and (iii) up to twenty (20) apartment/condominium units above said in-line retail and professional space. Seventy-eight (78) on-site parking spaces are allocated to the in-line retail and professional space (5.2 spaces per 1,000 SF), twenty-four (24) on-site parking spaces are allocated to the quick-service-restaurant (10 spaces per 1,000 SF), and forty (40) on-site parking spaces are allocated to the residential units located above the in-line space (2 spaces per unit).

Although the Property is presently zoned R-4 (Single Family Residential) in part, and R-6 (Medium Density Residential) in part, the continued development and evolution of US 119 (“Corridor G”) over the past few decades has likewise created the need for the evolution of the zoning and land use regulations applicable to the Property. Corridor G’s increased connectivity to secondary arteries and population centers over the years, coupled with the significant commercial development activity at Southridge Center, Dudley Farms, and Trace Fork in the early to mid-2000s, has resulted in a dramatic increase in vehicular traffic on Corridor G, and Oakwood Road, over the last few decades. By way of example, the

West Virginia Department of Highways counted approximately twenty-one thousand (21,000) vehicles per day near the intersection of Corridor G and Oakwood Road in 2007, and this number rose to roughly forty-four thousand (44,000) in 2013.

In addition to the changing landscape around the Property, the existing condition of the Property itself also suggests that it should be developed into a primarily commercial use rather than a primarily residential use. First, the existing structures on the Property, including the large, dilapidated home, three outbuildings, and in-ground pool, will necessitate a relatively significant amount of demolition work (and associated cost) to clear the Property. Next, the topography of the Property is such that it will require significant earth work to ready the Property for the development of multiple single family residential, or medium density residential, units. Said differently, with the costs of residential construction at an all-time high, and with the margins on these projects at an all-time low, it is difficult to imagine a scenario where the Property is redeveloped into a residential community (or a single residence) because the costs of the site work alone would render the project financially impractical. Putting costs aside, it is also difficult to imagine someone spending the time and money to overcome the topographic challenges of the Property in order to build their dream home adjacent to a signalized intersection which sees in excess of forty thousand (40,000) vehicles per day.

Upon speaking with the immediate neighbors of the Property, the only recurring concern brought to Petitioner's attention related to the traffic congestion at the intersection of Corridor G and Oakwood Road. In particular, Petitioner was made aware of severe congestion during the mid to late-afternoon hours when the schools of the South Hills dismiss their students at the end of each weekday. Fortunately, the West Virginia Department of Highways has been aware of this issue for years, and a plan has been created, and implemented, to address said congestion. In short, an "R-Cut" traffic control mechanism is currently being installed at the subject intersection, and this new-to-West Virginia traffic control mechanism will dramatically reduce, or eliminate, the stacking of cars and related congestion at this intersection during peak hours. For more information on this new traffic control mechanism, please see:

1. The West Virginia Department of Highways' videos and corresponding explanations of this traffic control mechanism at <https://transportation.wv.gov/highways/engineering/comment/closed/Oakwood-Road-Intersection-Improvements/Pages/default.aspx>; and
2. That certain Traffic Impact Study prepared for Petitioner by Timothy Kirk, PE, of A. Morton Thomas and Associates, Inc., dated February 9, 2021, and titled "Oakwood Retail Development Traffic Impact Study Charleston, Kanawha County, WV", a copy of which is included with this Petition, and additional copies of which may be obtained from Petitioner upon request.

In sum, Petitioner's Traffic Impact Study concludes that, in light of the West Virginia Department of Highways' installation of the R-Cut, the intersection of Corridor G and Oakwood Road will not be negatively impacted by Petitioner's proposed development, provided that Petitioner constructs and installs three (3) lanes at the ingress/egress point of

the Property, one of which will be dedicated to ingress, one of which will be dedicated to left-turn-only egress, and the last of which will be dedicated to right-turn-only egress.

Lastly, Petitioner would strongly encourage the City Council, the Mayor's office, and the Municipal Planning Commission to vote in support of the requested rezone because of the immediate, positive impact Petitioner's proposed development will have on the South Hills community and its passersby. Upon entering the Property today, a visitor would immediately take note of the trash and debris, including used hypodermic needles and prophylactics, scattered around the Property as a result of the unlawful occupants of the Property who take up residence there from dusk until dawn each night. It is safe to say that the existing conditions on the Property have deteriorated past the point of being a nuisance to the surrounding community; the existing conditions at the Property now represent a real health and safety hazard to the surrounding community.

While the cleanup and rejuvenation of the Property alone will go a long way towards eliminating the above-mentioned hazards from the Property, it is the redevelopment of the Property into a community-centric mercantile and residential destination which is the true justification for Petitioner's requested rezone. Petitioner envisions a thoughtfully designed and attractively constructed mixed-use retail and residential development intended to help serve the basic needs and wants of the South Hills community. Although Petitioner does not yet have any tenants secured for the Property, Petitioner intends to seek tenancy from businesses which would, presumably, be welcomed by the residents of the South Hills, such as, by way of example, cafes, small eateries, a wine shop, a gift shop, boutiques, professional services (i.e., legal, medical, accounting, etc.), salons, and other essential goods and services that every community benefits from having easy access to.

As stated in the City of Charleston's Comprehensive Plan for the South Hills and Corridor G communities, the City of Charleston's goals in these two districts are to "retain strong neighborhood character," "focus on older sections that need to be redeveloped to attract quality retailers," and "design standards to create a village-like setting." After a thorough review of this petition and Petitioner's redevelopment plans, it is clear that Petitioner's goals at the Property closely align with those of the City of Charleston and its residents. As such, Petitioner hereby requests, respectfully, that its application for the rezone of the Property be granted.

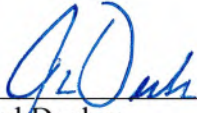
IV

Prior to submitting this Petition, Petitioner spoke with, and obtained the support of this Petition from, City Councilperson Courtney Persinger, Ward 14.

Although the Municipal Planning Commission's Checklist for Application for Rezoning still mentions the need for Petitioner to provide a list of all property owners within two hundred fifty (250) feet of the subject Property, I understand from Dan Vriendt, Director of the Municipal Planning Commission, that this is no longer a requirement, as the Municipal Planning Commission now handles this part of the notice process. Accordingly, Petitioner did not append any such list to this Petition.

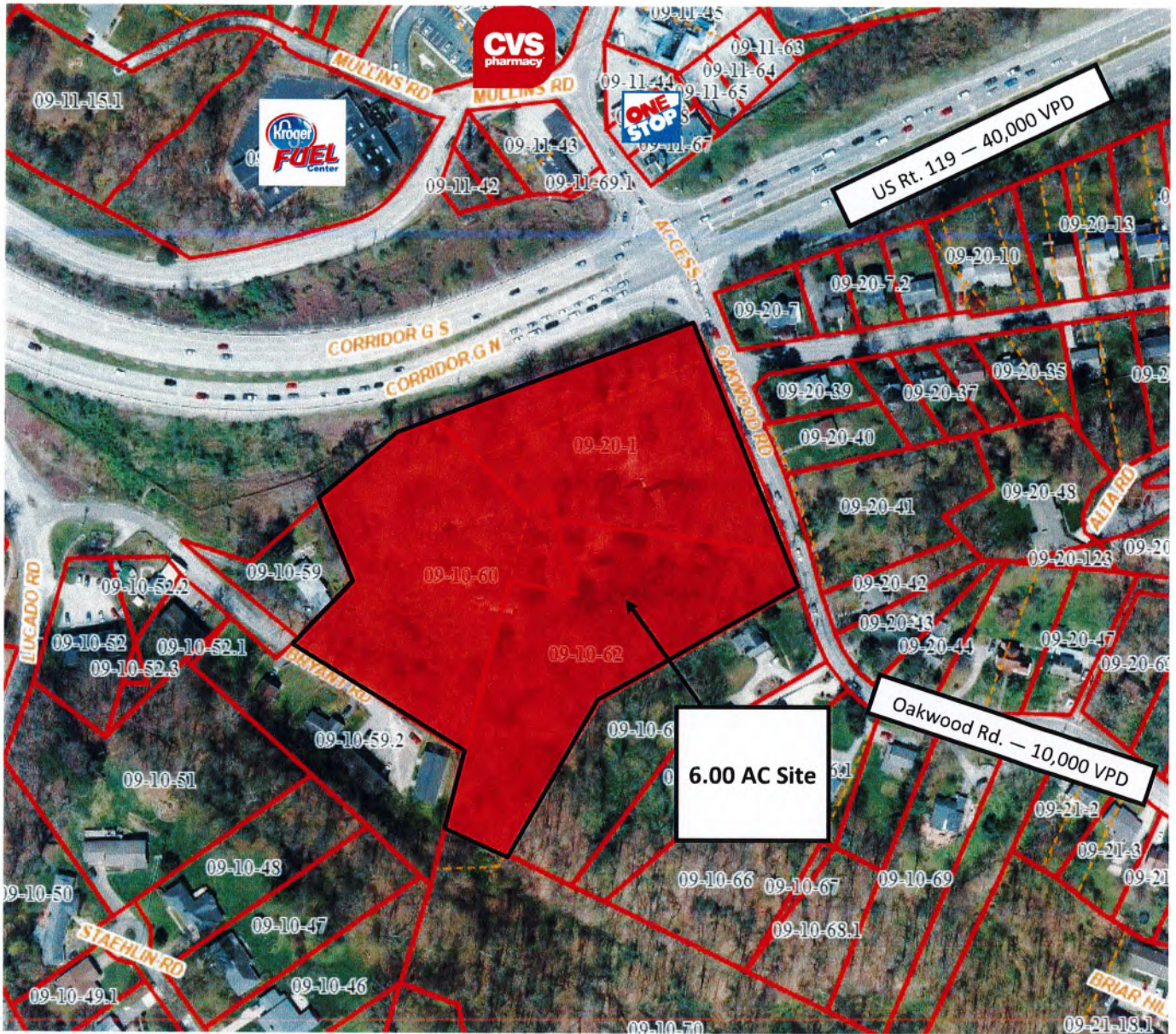
Lastly, please find attached hereto and enclosed herewith (i) a Bill to accomplish the requested rezoning of the Property, (ii) a map, and a site plan, of the subject Property, (iii) a copy of Petitioner's Traffic Impact Study for the Property, and (iv) a check in the amount of One Hundred Twenty-Five and 00/100 Dollars (\$125.00) to serve as Petitioner's filing fee.

Respectfully submitted this 5th day of March, 2021

By: 
Name: Jared Decker
Title: Real Estate Director
Address: 1000 Grand Central Mall, Vienna, WV 26105
Tel: (304) 494-6966
Email: jared@thepmcompany.com



REZONING FROM R-4 & R-6 TO C-8



PMC
THE PM COMPANY



PMC
THE PM COMPANY

Vriendt, Dan

From: Graham, Maurice
Sent: Monday, May 24, 2021 11:37 AM
To: Vriendt, Dan; Hartline, Matt
Subject: FW: Bill No. 7898 Rezoning R-4/R-6 to C-8 on Oakwood Rd

Just sharing this with you.

From: Tami Leaseburg <tleaseburg@gmail.com>
Sent: Sunday, May 23, 2021 5:15 PM
To: Hoover, Mary Beth <hoovermb74@hotmail.com>; Bays, Naomi <naomi.bays@cityofcharleston.org>; ceperlyb@gmail.com; Laird, Will <will.laird@cityofcharleston.org>; Knauff, Adam <adamknauff@hotmail.com>; Minardi, Samuel <sam.minardi@gmail.com>; Robinson, Chad <chad.robinson@cityofcharleston.org>; Mayors Office <mayorsoffice@cityofcharleston.org>
Subject: Bill No. 7898 Rezoning R-4/R-6 to C-8 on Oakwood Rd

This email originated from an outside source: Do not open attachments or links unless you know the content is safe. Forward suspicious emails as an attachment to: helpdesk@cityofcharleston.org

To: Planning, Streets and Traffic Committee

This email is in reference to Bill No. 7898. I am opposed to amending the zoning ordinance and changing the Oakwood Rd/Davis property from a R-4/R-6 to a C-8 district. I have lived on Sherwood Rd for 40 years. It is a quiet residential area with daily walkers and children playing. Sherwood (along with Carroll, Hickory Rd) have been significantly impacted by the amount of increased traffic coming from Oakwood and 119. People use Sherwood and Carroll as a cut through to avoid traffic and do so at a high rate of speed. The speeding situation has been addressed with the mayor's office. The Davis Property is across from Sherwood Rd. The traffic is horrible in that area and only expected to get worse once the 119/Oakwood traffic project is complete. The LAST thing we need is a business on the Davis property to increase traffic. I honestly can't imagine anything other than residential on that property. To enter and exit the property onto Oakwood Rd will be a nightmare for anyone, but for a business especially. It is my understanding that the Department of Highways does not agree with business at that location either. I have not encountered anyone that lives on Sherwood, Oakwood, Carroll or Hickory that agree with rezoning to a business. Once a C8 – ANY KIND OF BUSINESS could be located on the property. As for dilapidated houses on the property – perhaps the owners of the property should be required to tear down and clean up the property vs. let it sit there and rot. Neighbors that have view of the property are now seeing young kids/teens coming and going from the dilapidated houses high and/or drunk. Our area already has plenty of places to shop and dine. Ashton Place isn't even 5 minutes away and South Ridge not that much farther. We do not need or want another business located in our neighborhood. If the board is not familiar with the location of the property – I highly suggest an on sight visit to see what kind of impact a business would have to our RESIDENTIAL neighborhood.

Thank you for taking time to review my email.

Tami Leaseburg

tleaseburg@gmail.com



EXECUTIVE SUMMARY

This report summarizes existing and future traffic analyses conducted in support of the proposed Oakwood Retail Development. The proposed retail development is planned to be located east of US 119 (Corridor G) and south of Oakwood Road (CR 214/2) in Charleston, Kanawha County. The proposed site plan includes 40 apartment dwelling units, one (1) retail shopping center comprising 15,000 square feet of total floor space and one (1) coffee shop with drive-thru comprising 2,176 square feet of total floor space. The retail development is expected to be completed by 2022.

The proposed development is anticipated to be served by one site driveway intersecting with Oakwood Road. Site Driveway #1 is proposed to be located approximately 230 feet east of US 119 approaching Oakwood Road from the south and operate as a full movement approach with two-way stop-control (TWSC).

Traffic analysis will consider future conditions at the anticipated build-out year of 2022. This report summarizes the analyses of 2021 Existing conditions, 2022 No-Build conditions (without the proposed development in place), and 2022 Build conditions (with the entire proposed development in place) during the weekday AM and PM peak hours. The annual growth rate of 1.41% was obtained from a recent traffic study completed for the US 119 Corridor.

AMT (A. Morton Thomas and Associates, Inc.) was retained to determine the projected traffic impacts of the proposed development in accordance with the guidelines set forth by the WVDOH (Division of Highways) in Traffic Engineering Directive (TED) 106-2. The intent of the study is to fully examine the impacts of the traffic generated by the development on the existing transportation system and identify potential mitigation measures. This report presents trip generation, trip distribution, intersection capacity analysis, queuing analysis, auxiliary lane analysis, and recommendations for transportation improvements necessary to meet anticipated traffic demands.

Based upon a review of the site plan and adjacent transportation network, the following two (2) existing and two (2) proposed intersections are included within the scope of the Traffic Impact Study (TIS) for the proposed Oakwood retail development:

- | | |
|--|--|
| 1) US 119 with Oakwood Road (CR 214/2) | <i>(Signalized Plus type intersection)</i> |
| 2) US 119 with Hickory Road/US 119 NB U-Turn | <i>(TWSC Plus type intersection)</i> |
| 3) US 119 with US 119 SB U-Turn | <i>(Proposed Signalized RCUT intersection)</i> |
| 4) Oakwood Road with Site Driveway #1 | <i>(Proposed TWSC "T" type intersection)</i> |

Traffic Volume

Peak hour turning movement counts were collected for the US 119 Corridor Traffic Study on Thursday January 28, 2016 between the hours of 7-10 AM and 2-6 PM. The growth rate of 1.41% utilized within this study was applied to the 2016 traffic counts to develop 2021 existing traffic volumes.

The proposed development is expected to be complete by 2022. The 2022 No-Build traffic volumes include the existing 2021 traffic volumes and the anticipated annual traffic growth prior to 2022. The growth rate of 1.41% was applied to the existing peak hour traffic counts in order develop 2022 No-Build conditions without the site development in place.



The 2022 Build Conditions include the existing 2021 traffic volume, the anticipated annual traffic growth prior to 2022, and the traffic generated by the proposed Oakwood development. Site generated traffic was distributed into the transportation network based upon existing traffic patterns and anticipated origin and destination of the pass-by and new site trips.

Site Trip Generation and Distribution

The proposed Oakwood retail development includes 40 apartment dwelling units, one (1) retail shopping center comprising 15,000 square feet of total floor space, and one (1) coffee shop with drive-thru comprising 2,176 square feet of total floor space. Trip generation "Peak Hour of Generator" rates from ITE Trip Generation Manual, 10th Edition, were utilized for Multifamily Housing Mid-Rise (LUC 221), Retail Shopping Center (LUC 820), and Coffee Shop with Drive-Thru (LUC 937). Trip generation analysis indicates that a total of 820 new daily trips will be generated including 97 new AM peak hour trips and 75 new PM peak hour trips. In addition, 70 pass-by trips will be induced during the AM peak hour and 40 pass-by trips will be induced during the PM peak hour.

The AM and PM peak hour site generated trips and pass-by trips to/from the proposed site were distributed based upon interpolation from current traffic patterns with all trips entering the development via Oakwood Road. Distribution of the new external and pass-by trips are as follows:

New External Trips:

- 35% to/from the south on US 119
- 45% to/from the north on US 119
- 15% to/from the east on Oakwood Road
- 5% to/from the west on Oakwood Road

Pass-By Trips:

- 40% from south on US 119
- 60% from north on US 119

2021 Existing Conditions Analysis

The results of the 2021 existing conditions capacity analyses indicate that three traffic movements currently operate worse than LOS D, which is considered the minimum tolerable level.

Traffic movements that currently operate worse than LOS D are as follows:

- *Oakwood Road Westbound shared left/thru lane to US 119 LOS E during AM and PM peak hours*
- *US 119 Northbound left-turn movement to Oakwood Road LOS E during PM peak hour*
- *US 119 Southbound left-turn movement to Oakwood Road LOS E during AM and PM peak hours*

2022 No-Build Conditions Analysis

The proposed development is expected to be complete by 2022. The 2022 No-Build traffic volumes include the existing 2021 traffic volumes and the anticipated annual traffic growth prior to 2022.



Improvements included in the 2022 No-Build Conditions include the construction of an R-CUT (Restricted Crossing U-Turn Intersection) at the intersection of US 119 with Oakwood Road. This improvement includes altering multiple intersections within the study area and installing two new signalized intersections. This improvement was included within this scenario based on guidance from the WVDOH.

The results of the 2022 No-Build Conditions capacity analyses indicate that no traffic movements are anticipated to operate worse than LOS D with improvements in place.

2022 Build Conditions Analysis

The 2022 Build Conditions include the existing 2021 traffic volume, the anticipated annual traffic growth prior to 2022, and the traffic generated by completion of the Oakwood retail development.

The results of the 2022 Build Conditions capacity analyses indicate that no traffic movements are anticipated to operate worse than LOS D following full build with improvements in place.

Conclusions/Recommendations

Based on the findings of this study, the following infrastructure improvements are recommended to accommodate the Oakwood retail development and maintain acceptable operation of the existing transportation network in 2022:

Oakwood Road with Site Driveway #1

- Construct Site Driveway #1 as a full movement approach intersecting with Oakwood Road approximately 230 feet east of US 119. The site driveway is recommended to include one ingress and two egress lanes to provide separate left and right turn lanes exiting the development. Site Driveway #1 will operate under stop-control while Oakwood Road operates as free-flow.

Municipal Planning Commission

Application for Street Naming

MPC Hearing Date: Oct 6, 2021

SND No: _____

Applicant Information	Street Information
Name: <u>Bullock Properties LLC</u>	Proposed Street Name: <u>N/A Bullock Lane</u>
Address: <u>303 Washington St. W.</u>	Subdivision Name:
Phone: <u>Charleston, WV 25302</u>	☐ Private Street or ☒ Public Street
Agents Name, Address, Phone (If other than Applicant):	☒ New Street Naming or a ☐ Street Renaming:
	Location Description:

IMPORTANT: This application must be typed or legibly printed and filed with the Planning Department in person or by mail to 915 Quarrier Street, Suite 1 Charleston, WV 25301. You or your representative must be present at the scheduled public hearing in order to present your request and answer questions. THE PLANNING DEPARTMENT WILL NOT ACCEPT ANY INCOMPLETE APPLICATIONS.

The following supporting documentation must be submitted with this application:

- ☐ A petition containing the signatures of at least 80% of the owners of the land abutting the subject road;
- ☒ A map which clearly delineates the street to be named;
- ☒ A filing fee of \$125.00; and
- ☐ Any additional information, including photographs, elevations, testimonials or other documentation, which may support your application

I hereby affirm that all of the statements and information contained in or filed with this application are true and correct to the best of my knowledge.

Quinta M. Gannan
Signature

9-15-21
Date

E911 Addressing Coordinator

The E911 Addressing Coordinator will work with abutting landowners when naming or changing a street name for the purpose of bringing the name into compliance with the E911 Addressing Regulations. However, a petition containing 80% of the owner's signatures shall not be required.

All street naming applications should first be presented to the Planning Commission, which will provide a recommendation to Council. A resolution will then be placed on the agenda for the Planning/Streets and Traffic Committee to consider that includes the Planning Commission's recommendation and the street naming application as an exhibit.

Guidance to be considered by Council and the Planning Commission

The following standards should be adhered to when naming or renaming roads:

1. Avoid duplicate road names in the county.
2. Avoid duplicate road names with different suffixes, such as PINE RD and PINE LN.
3. Avoid sound-alike names. For example: BEECH and BEACH, MAINE and MAIN, GREY AND GRAY.
4. Avoid the use of non-standard street name suffixes in residential areas that may be confused with commercial developments. For example: STONEWALL PLZ, SMITH CTR.
5. Avoid using double suffixes in new street names. For example: TWIN BRANCH LN, CARVER RUN RD.
6. Avoid using numbers or numbered streets. For example: US HIGHWAY 290, 1ST ST, THIRD AVE.
7. Avoid names of living persons.
8. Avoid special characters in street names. For example: hyphens, apostrophes, periods, and ampersands (&).
9. Avoid the use of pre- or post-directionals or suffixes to distinguish separate non-continuous or continuous streets. For example: PALM CT, N PALM CT, PALM ST, PALM AVE.
10. Avoid road names longer than 18 characters (including spaces, pre- and post-directionals, and suffixes).
11. Avoid assignment of a primary street name that is also used as a standard suffix or directional. For example: NORTH AVE, COURT ST, SOUTHEAST BLVD.
12. If a road is continuous, try not to change the road name. If the name must change, then do so at an intersection or prominent landmark, rather than at a curve or some other arbitrary point.
13. All road names should use a suffix. For a complete list of approved suffixes, see the enclosed standards.
14. The suffix should be representative of the road type. For example: Circle is a short road that returns to itself. Lane is fire road or private road. Loop is short drive that begins and ends on the same road. Road is most common designation for a secondary thoroughfare; generally indicates a heavily traveled route. Street = Usually found in downtown or more congested areas.
15. If a directional (pre or post) is used in a road name, it should be abbreviated to avoid potential confusion with the road name. Approved directional abbreviations are: N, S, E, W, NE, NW, SE, and SW.

Council reserves the right to approve or deny any street name for any reason.

ROAD NAME SUFFIXES FOR NEW ROADS

ALLEY	ALY	EXTENSION	EXT	SPUR	SPUR
AVENUE	AVE	FREEWAY	FWY	STREET	ST
BOULEVARD	BLVD	HIGHWAY	HWY	TERRACE	TER
BYPASS	BYP	LANE	LN	TURNPIKE	TPKE
CIRCLE	CIR	LOOP	LOOP	WAY	WAY
DRIVE	DR	PARKWAY	PKWY		
EXPRESSWAY	EXPY	ROAD	RD		

Naming Proposal of Alley Bullock Lane

Road Centerline

N

0 0.01 0.01 0.02 Miles

**Planning, Streets and Traffic Committee
Staff Analysis
October 25, 2021**

REQUEST:

A request to name an unnamed alley to Bullock Lane in compliance with the E-911 Addressing Regulations.

APPLICABLE CODE:

Subdivision Regulations, City Code – E911 Addressing Regulations

STANDARD OF REVIEW:

The Committee is to review the request for compliance with the E911 Addressing Regulations and to make a recommendation to City Council for final action.

HISTORY:

None

ANALYSIS:

Proposed Name: Bullock Lane

Location: An unnamed alley that runs between Railroad Avenue and Greendale Drive in the 500-block of Washington Street West.

Reason for the request: The alley serves as secondary access for buildings that front on Washington Street West. The Building at 500 Railroad Avenue also fronts on the alley. The petitioner would like a portion of this building addressed on the alley.

Required Petition: Received.

Comments from Addressing Coordinator: Proposed street name complies with the E911 Addressing System and has been approved.

RECOMMENDATION AND FINDINGS:

The Planning Department recommends **Approval** due to compliance with all applicable standards.

Municipal Planning Commission

Wednesday, October 6, 2021

Members Present

Aric Margolis, Chairman
Quintie Smith
Justin Marlowe
Lisa Fischer-Casto
Mary Beth Hoover
JoEllen Zacks
Alice Hypes
Cory Stout
Terri Allen
Adam Krason
Deanna McKinney
Shannon Ferrari
J. D. Stricklen, Kanawha Co. Representative

Members Absent

Shawn Taylor
Margo Teeter

Staff Present

Dan Vriendt
Chad Webb

1. **CALL TO ORDER**
2. **UNFINISHED BUSINESS**
3. **NEW BUSINESS**

Text Amendment: Bill No. 7926 amending the Zoning Ordinance of the City of Charleston, West Virginia, adopted January 1, 2006, as amended, by amending the front setback exceptions in Section 22-020 General Exceptions to Height, Bulk, Area, and Density Regulations in Article 22 Height, Bulk, Area and Density Provision.

Dan Vriendt presented the Staff notes on Bill No. 7926, advising the Commission that Staff recommends **approval** for the following reasons:

1. The Bill will provide flexibility for addition of front porches in traditional neighborhoods while maintaining the alignment of the predominant development within the area; and,

2. The Bill will allow for reinvestment in the existing housing stock in traditional core neighborhoods of Charleston.

The Committee presented their questions to the Staff.

On motion of Adam Krason, seconded by Deanna McKinney, the Commission voted unanimously, 13-0, to table Bill No. 7926.

Street Naming: A request to name an unnamed alley to Bullock Lane in compliance with the E-911 Addressing Regulations.

Dan Vriendt advised the MPC that the Planning Department recommends **Approval** due to compliance with all applicable standards.

On motion of Terry Pickett, seconded by Deanna McKinney, the Commission voted unanimously, 13-0, to approve name the subject street Bullock Lane.

4. MINUTES OF THE SEPTEMBER 8, 2021 MPC MEETING

The Commission voted unanimously to approve the Minutes of the September 8, 2021 MPC meeting.

5. DISCUSSION – REVIEW OF BYLAWS AND PROCEDURES

6. ANNOUNCEMENTS

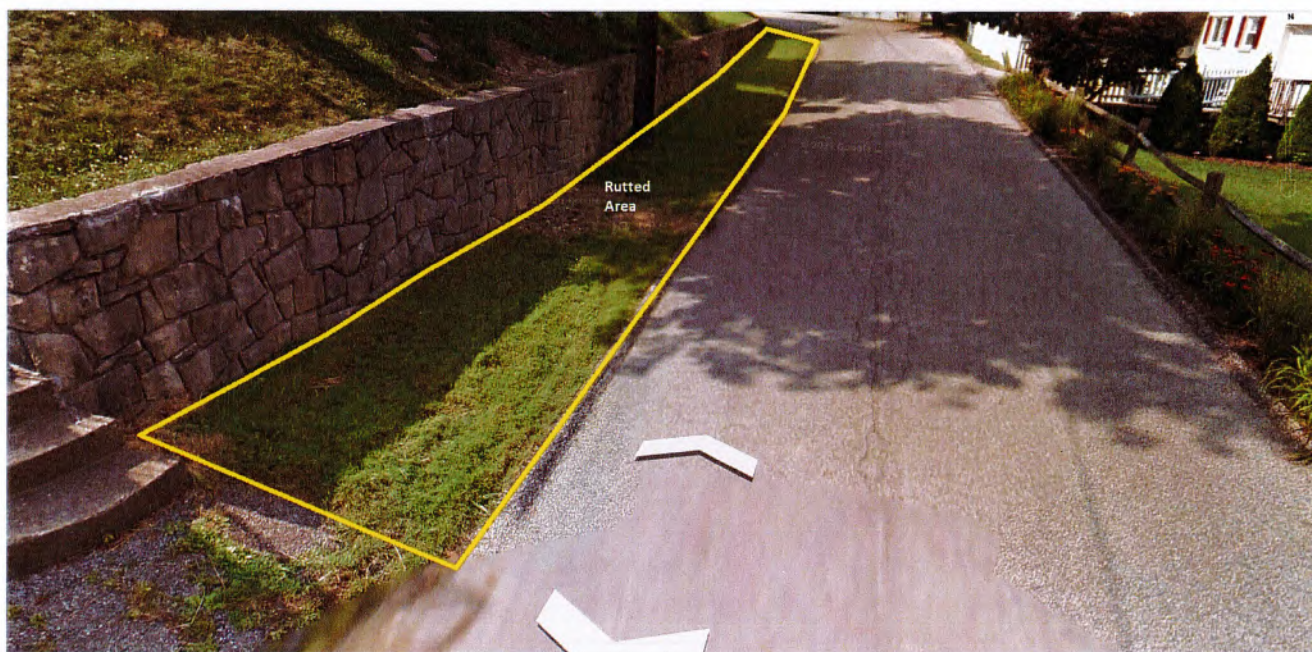
7. ADJOURNMENT

Vriendt, Dan

From: Hartline, Matt
Sent: Thursday, September 23, 2021 12:38 PM
To: Hoover, Mary Beth
Cc: Vriendt, Dan; Webster, Brent
Subject: October PS&T Meeting

Mary Beth,

Several departments in the City have been working on an issue at 706 Breezemont. The grass on the side of the road keeps getting rutted out and Public Works is having to go in and level and reseed when this occurs. We have discussed several options to help with the issue and have landed on signs stating "No Parking on Grass". As this is already in code we will only need it to be approved at the committee level to place the signs. We are hoping you allow this on the October 25th agenda as a discussion and vote item. Brent Webster is working to see if Councilwomen Faegre can be at the meeting as the issue is in her Ward. Please let me know if you have questions. I have Cc'd Brent so he can help field any answers as well. Thank You.





Matthew Hartline
Director, Traffic Operations
Traffic, Parking and Transportation Department
City of Charleston, WV
(304)348-0739
<https://www.charlestonwv.gov/>

Vriendt, Dan

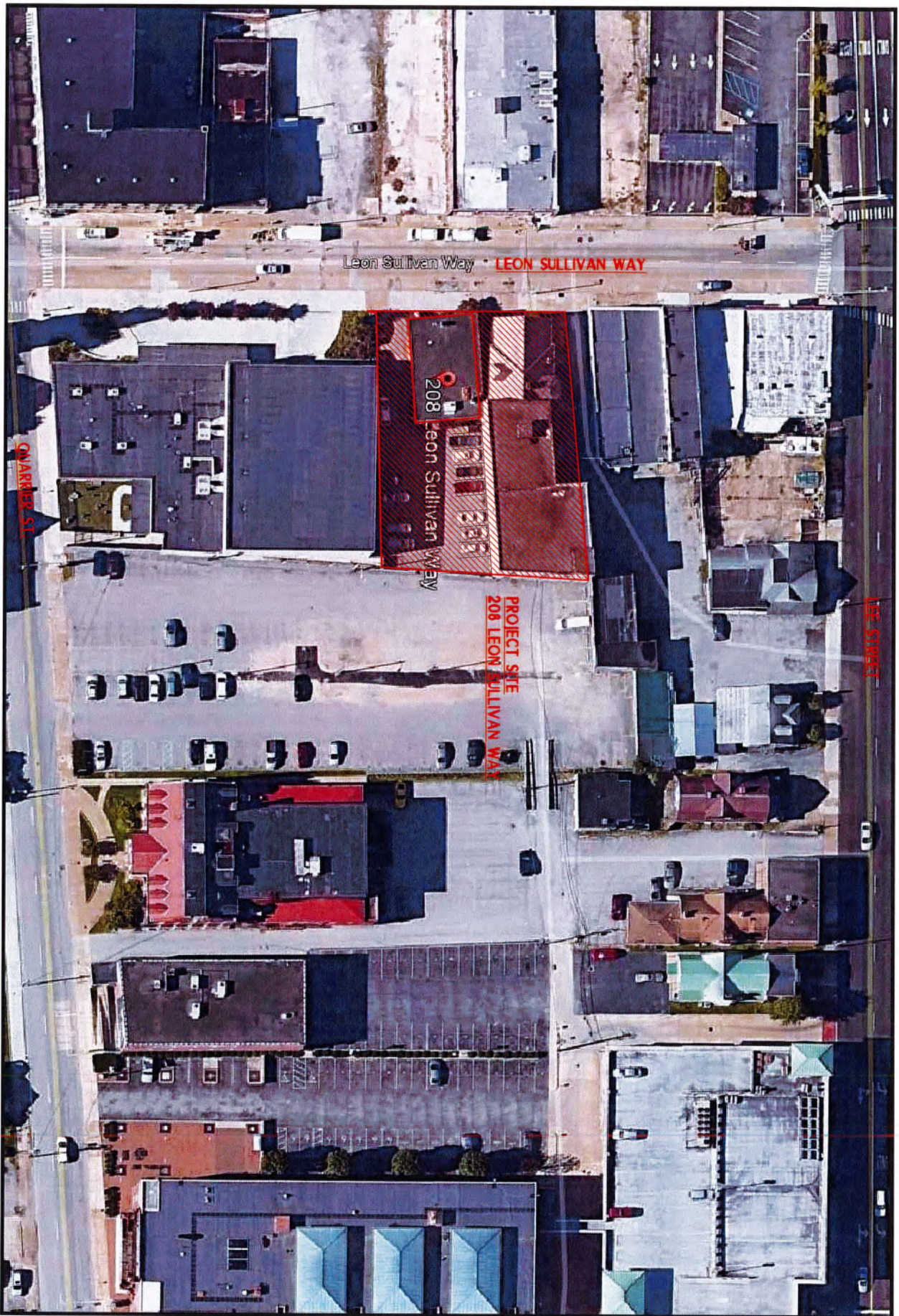
From: Allen, Terri
Sent: Monday, October 18, 2021 1:22 PM
To: Hoover, Mary Beth
Cc: Hartline, Matt; Johnson, Susan; Vriendt, Dan
Subject: FW: 208 LEON SULLIVAN WAY
Attachments: 208 Leon Sullivan - Drawings C4,C5 & C6 Rev 2 - 4-1-2021.pdf; 208 Leon Sullivan.pdf; Transmittal.pdf

Councilwoman Hoover:

Attached is a business plan to add a parking lot adjacent to a business located on Leon Sullivan Way. The entrance to the parking lot will likely remove one metered parking space (which may have to be approved by Finance/Council). The plan asks for meters to be removed (1) and/or relocated (2). Matt Hartline and I have reviewed the plans but final approval is required by the Planning Streets and Traffic Committee per ordinance 114-628. The Building Dept. is ready to approve their permit and may even do so today. The meters will not need to be removed until sometime in 2022 as the work progresses. My only concern is that the City building permit may make it appear that the meter changes have already been approved by the City.

Could or should this be added to the committee agenda for a decision on Monday?

Terri Allen, Director
City of Charleston – Parking System
612 Washington Street, East
Charleston, WV 25301
Office: (304) 348-0739



PRELIMINARY - NOT FOR CONSTRUCTION

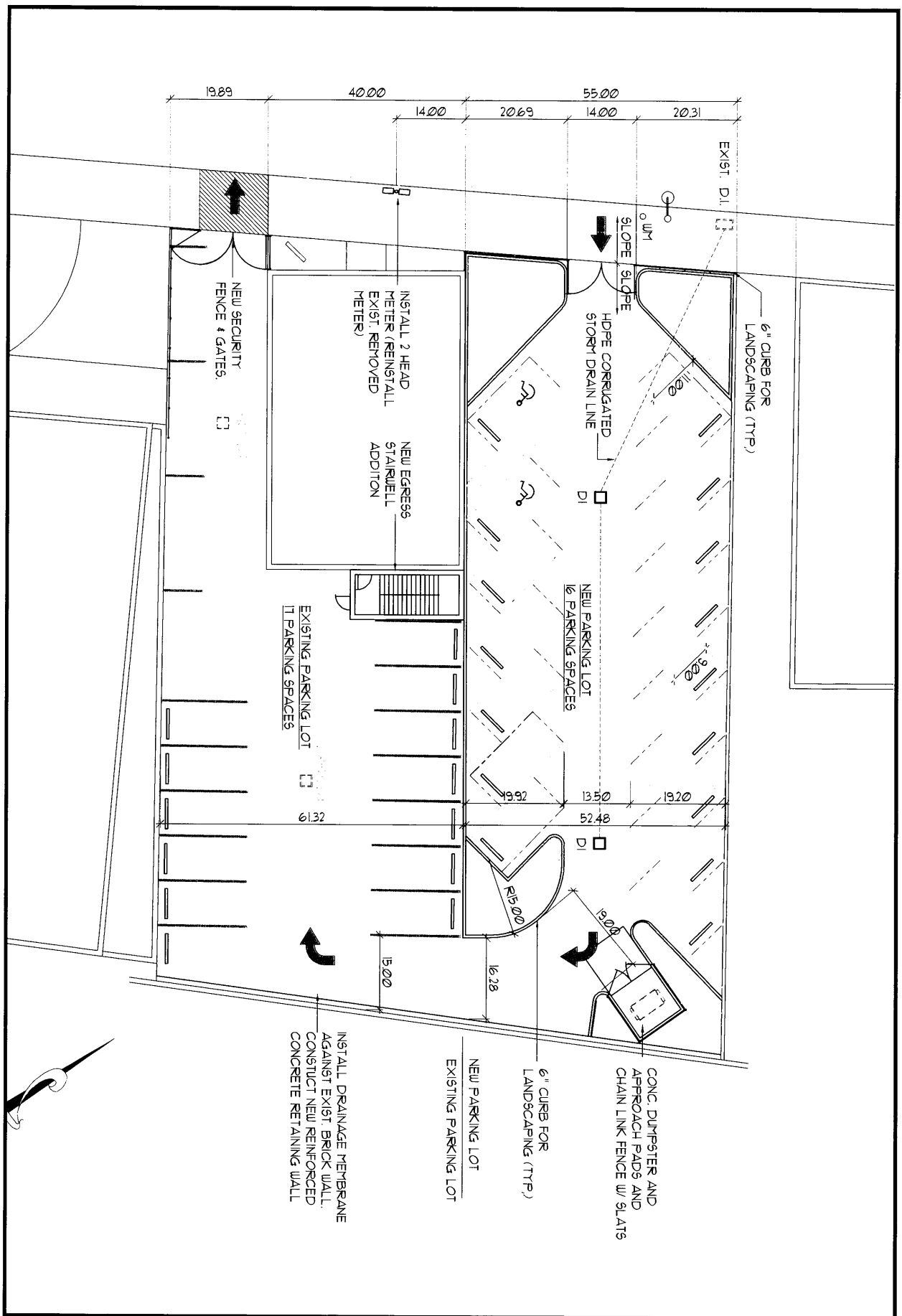
L. Adkins, AIA
 ARCHITECT
 1522 Clearview Heights
 Charleston, WV 25312
 Voice 304 984 2415
 FAX 304 984 8015
 Email larry@adkinsdesign.net
 A member of the American Institute of Architects

NEW PARKING LOT
 PROJECT LOCATION
 AERIAL SITE PLAN

DR SPARKS, ORTHDONTICS
 208 LEON SULLIVAN WAY
 CHARLESTON, WV

Larry G. Adkins, AIA
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 1522 Clearview Heights
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ADKINS
DESIGN
APD



PRELIMINARY - NOT FOR CONSTRUCTION

NEW PARKING LOT SITE PLAN

DR SPARKS, ORTHDONTICS
208 LEON SULLIVAN WAY
CHARLESTON, WV

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ADRIANO
DESIGN

Planning, Streets and Traffic Committee

September 27, 2021 @ 5:00 PM

City Service Center – 915 Quarrier Street – Conference Room

Members Present

Mary Beth Hoover
Naomi Bays
Becky Ceperley
Adam Knauff
Sam Minardi
Bobby Brown
Chad Robinson

Staff Present

Dan Vriendt
Corporal Christian Harshbarger
Matt Hartline

Public Present

Frank McCormick
Owen Hawk
Mr. & Mrs. Ellis

1. **Call to Order:** Mary Beth Hoover
2. **New Business:**

Bill No. 7924 - amending the Zoning Ordinance of the City of Charleston, West Virginia, enacted the 1st day of January 2006, as amended, and the map made a part thereof, by rezoning from a I-2 Light Industrial District to a C-8 Village Commercial District, that certain parcel of land located at 1313 Bigley Avenue being Charleston West District, Map 29, Parcel 25, Charleston, West Virginia.

Dan presented the staff notes and recommended approval of Bill 7924 for the following reasons:

- The rezoning is consistent with the future land use map which designates this property as “Consumer Commercial”.
- The parcel is adjacent to similarly developed lots that are zoned C-8, thereby this application would be a minor expansion of the district and does not constitute “spot zoning”.
- The rezoning would support the comprehensive plan’s description of the “Consumer Commercial” land use area as typified by “low intensity uses, these can be adjacent to residential neighborhoods”.
- Rezoning will support the continued use and maintenance of a dwelling unit in one of Charleston’s core neighborhoods

The Committee had concerns over whether or not the change would affect existing industrial businesses.

Motion and vote: On the motion of Becky Ceperley, seconded by Sam Minardi, the Committee voted 7-0 to approve Bill No. 7924.

Bill No. 7929 - A Bill to establish a no parking zone on the north side of Preston Street from Elmore Avenue to Monroe Street and amending the Traffic Control Map and Traffic Control File, established by the code of the City of Charleston, West Virginia, two thousand and three, as amended, Traffic Laws, Section 263, Division 2, Article 4, Chapter 114, to conform therewith.

Adam Knauf presented the explanation for Bill 7929. A situation is occurring where cars are being parked on both sides of the street. This creates a dangerous situation for the visibility in the area and emergency vehicles.

Namoi Bays asked why the bill only covered from Elmore to Monroe. Adam responded that on the other side of Elmore this is not a problem.

Adam has received complaints from two residents in the area.

Matt Hartline mentioned how the situation creates for illegal parking.

Chad Robinson suggested that Adam reach out to more residents in the area.

Adam suggested piece-milling the situation. The Committee could vote on the portion of the street that is described in Bill No. 7929 and look at further areas of Preston at a later date.

Matt Hartline was not of the opinion piece-milling changes to the parking on Preston would be beneficial. CPD has received no complaints from this area regarding the parking situation.

Owen Hawk, owner of property on Preston Street, spoke in support of Bill 7929. He shared the difficulties he experienced with parking occurring on both sides of the streets.

Discussion ensued among Committee members over establishing guidelines for parking and speeding issues.

Motion and vote: On the motion of Sam Minardi, seconded by Adam Knauff, the Committee voted 4-3 to approve Bill No. 7929.

Request to abolish the loading zone located at 1010 John Norman Street.

The request came from Terri Allen. This is a loading zone that is no longer needed. The business it served moved to another location. There is now a transitional home in this location. This request does not go onto to council. It will be decided by at the Planning, Streets and Traffic Committee level.

Matt Hartline mentioned that only someone with a loading zone permit could use this space. It could be made into a general parking area. Matt is of the opinion it would be more beneficial as general parking than a loading zone.

Motion and vote: On the motion of Adam Knauff, seconded by Sam Minardi, the Committee voted 7-0 to approve the request to abolish the loading zone at 1010 John Norman Street.

3. Discussion

Bill No. 7898 - Amending the Zoning Ordinance of the City of Charleston, West Virginia, enacted the 1st day of January 2006, as amended, and the map made a part thereof, by rezoning from an R-4 district and an R-6 District to a C-8 district, those certain parcels of land situate at or about 280 Oakwood Road, Charleston, West Virginia.

Mr. Ellis spoke in opposition of Bill No. 7898.

Bill No. 7898 is not likely to be approved due to the current problems with traffic. Committee decided not to move the bill off the table.

706 Breezemont – Discuss at October meeting issues Public Works is having at 706 Breezemont.

4. Approval of the Minutes of the August 23, 2021 meeting:

On the motion of Naomi Bays, seconded by Becky Ceperley, the Committee voted 7-0 to approve the minutes of the August 23, 2021 meeting.

5. Adjournment.

On the motion of Sam Minardi, the meeting was adjourned.