

AN ORDINANCE OF THE CITY COUNCIL OF RANSON, WEST VIRGINIA, AMENDING THE CITY OF RANSON MUNICIPAL CODE, REPEALING AND REPLACING CHAPTER 19-A, SEC 5.8, SEC 5.9, AND CHAPTER 19A SEC 5. TABLE 12 “T3 STANDARDS”.

Be it enacted and ordained by the Council of the City of Ranson that the following Chapters and Sections of the Ranson Municipal Code be amended, repealing, and replacing Chapter 19A, Sec 5.8, Sec 5.9, and Chapter 19A Sec 5. Table 12 “T3 STANDARDS”.

Section 1.

Chapter 19-A

~~5.8. Parking and Density~~ Repealed and replaced.

5.8 Parking Rates

5.8.1 Intent.

- a. This article is intended to provide for vehicle parking which is adequate to support the needs of the proposed and future uses of a site.

5.8.2 Applicability.

- a. All new development, additions to any existing structure, or changes of use for which a site plan is required, shall provide required vehicular parking in accordance to this ordinance.

5.8.3 Vehicle parking rates shall be in accordance with Table 9. Parking Calculations and as follows:

- a. When requirements result in a fractional number, fractions are rounded down
- b. Within the overlay of a Transit Oriented Development (TOD) the parking minimum may be further reduced by 30%
- c. Require parking may be adjusted downward through an Administrative Waiver in accordance with Section 1.5.3.

5.8.4 Required vehicle parking may be fulfilled in the following locations:

- a. Off-street within the same lot
- b. On-street parking spaces located along the public parking lane corresponding to the lot frontage
- c. Within an adjacent shared parking lot or parking facility within 600 feet of the use

5.8.5 Buildable density on a lot shall be determined by the actual parking provided

5.8.6 Exemptions from Parking Rates

- a. Accessory Dwelling Units (ADU)
- b. Liner buildings less than 30 feet deep and not more than 2 stories
- c. Temporary Structures as defined in Sec. 5-9.

5.9 Vehicle Access and Parking

5.9.1 Intent

- a. This section is to assure the design and construction of any motor vehicle parking area meet minimum design standards necessary to promote efficient circulation.

5.9.2 Applicability

- a. Off-street parking spaces are not required for any use. However, any new off-street vehicle parking area provided shall be developed in accordance with the development standards of the applicable zoning district.

5.9.3 Location of Vehicle Parking Areas

- a. All off-street parking shall be located on the lot in accordance with the zoning allocation in accordance with Tables 11 – 14.
 - i. Attached garages shall not extend past the face of the primary structure.
 - ii. If a garage is recessed less than 2 feet from the front of the structure a covered porch no less than 6 feet in depth shall be required.
- b. Open parking areas shall be masked from public frontage (principal and secondary) by a building or streetscreen pursuant to section 5.6.6.c.

5.9.4 Curb Cuts and Driveways

- a. All on-site parking shall have direct access to a public right-of-way through an alley, driveway, or permanent access easement.
- b. If an improved alley is present, all vehicle access shall take place from the alley.
- c. When an alley is not present
 - i. Access to corner lots from a secondary street is preferable to access from a primary street.
 - ii. The number and width of curb cuts shall be the minimum needed to provide reasonable access to the site.
 - (1) Residential driveways at frontages shall limited to one (1) and be no wider than 18 feet.
 - (2) Non-residential, mixed-use, and multi-family, driveways at frontages shall be limited to one (1) and be no wider than 18 feet.
 - (3) The width of curb cuts may be adjusted for parcels that do not have alley access through an Administrative Waiver in accordance with Section 1.5.3.
 - (4) The number of curb cuts may be adjusted for parcels with greater than 100 feet of lot width through Administrative Waiver in accordance with Section 1.5.3.
- d. Curb cuts shall be constructed in accordance with the city standard detail manual.
- e. Curb cuts must be located to minimize conflict with pedestrian, cyclist, and vehicular traffic on the abutting public right-of-way. Where applicable, curb cuts should be placed to maximize the number of on-street parking spaces.
- f. Shared driveways between abutting properties are encouraged provided that an access easement exists between all property owners.

5.9.2 Design and Construction of Off-Street Vehicle Parking Areas

- a. Americans with Disabilities Act (ADA). The design and construction of all off-street parking areas shall be in in conformity with the Americans with Disabilities Act (ADA).
- b. Parking Area Layout.
 - i. An alley adjacent to the lot may be used to meet the requirement for drive aisle width.
 - ii. Layout Requirements
 - (1) All parking lots and parking structures must be designed so that vehicles enter or leave a parking space without having to move any other vehicle. Parking lots and structures where vehicles are moved by employees of the facility are exempt from this requirement.
 - (2) Parking lots and parking structures must be designed so that the driver of the vehicle proceeds forward into traffic rather than backs out into traffic.
 - (3) Parking lots and parking structures must be designed so that a vehicle is not forced to back onto the public right-of-way to gain access from one parking aisle to another parking aisle.
 - (4) Any parking row that does not provide two means of vehicular egress must provide, at the closed end, a space designated as a turn-around area. This space must be located at the end of a parking row, be designed with a minimum

dimension of nine feet in width by nine feet in depth and include a “No Parking” sign. Parking lots of less than 50 spaces are exempt from this provision.

(5) Vehicle circulation providing cross-access between abutting lots is encouraged.

- c. Delineation of Off-Street Parking Areas. All off-street parking areas with 4 or more spaces, excluding driveways, shall be:
 - i. Identified by painted lines (minimum 4 inches in width), raised curbs, or other means to indicated individual spaces; and,
 - ii. Provided with a wheel stops, bumper guards, raised curbing or other alternatives, which are properly anchored and secured, to prevent vehicles from damaging or encroaching upon any sidewalk, landscape, fence, wall, or structure.
 - iii. Motor vehicles shall not overhang a sidewalk or pedestrian aisle to less than five feet (5') in width. When determining possible encroachment into the sidewalk or pedestrian aisle, a minimum overhang of two (2) horizontal feet shall be provided.
- d. Surface of Off-Street Parking Areas.
 - i. Off-street parking areas and any driveway, interior access driveway, or interior access drive to and from such off-street parking areas shall be hard surfaced with asphalt, concrete, pervious pavement, pavers, or other material to provide a durable, dust-free surface.
 - ii. A temporary or seasonal use permitted by the district in which such temporary or seasonal use is located may use an unimproved or gravel surface for the duration of the temporary or seasonal use. If a temporary gravel surface is provided, such gravel shall be removed, and the off-street parking area shall be returned to its prior condition immediately upon cessation of the temporary or seasonal use.
 - iii. Additional parking surfaces may be permitted through an Administrative Waiver in accordance with Section 1.5.3.

Table 12. T3 STANDARDS

See next page.

Article 5

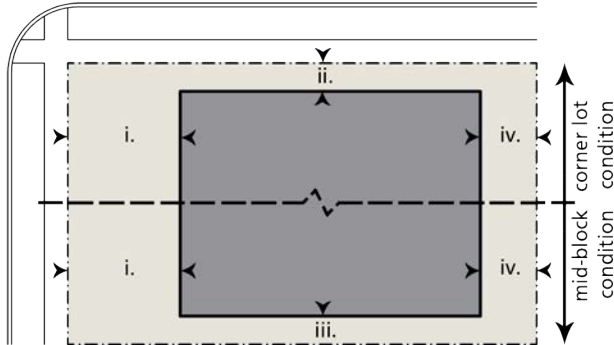
Subdivision & Zoning

TABLE 12. T3 STANDARDS

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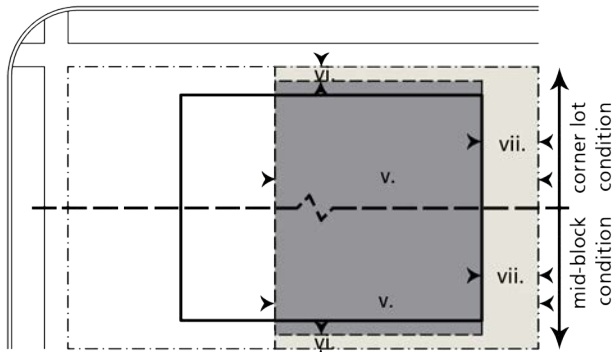
A. BUILDING PLACEMENT

PRINCIPAL BUILDING



i. Front Setback (Principal)	20 ft. min., 30 ft. max.
ii. Front Setback (Secondary)	2 ft. min. 12 ft. max.
iii. Side Setback	0 ft. for duplex or 8 ft. min.
iv. Rear Setback	24 ft. min.

OUTBUILDING



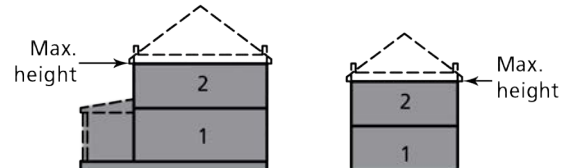
v. Front Setback (Principal)	20 ft. min. + bldg. setback
vi. Side Setback	3 ft. or 6 ft. at corner
vii. Rear Setback	3 ft. min.

ENCROACHMENTS

i. Setback Encroachments	
Open Porch	50% max.
Balcony and / or Bay Window	25% max.
Stoop, Lightwell or Terrace	n/a
ii. Sidewalk Encroachments	
Awning or Gallery	n/a
iii. Encroachment Depths	
Open Porch	10 ft. max.
Balcony and / or Bay Window	6 ft. max.
Stoop, Lightwell or Terrace	n/a

B. BUILDING FORM

HEIGHT



PRINCIPAL BUILDING

Stories	2
To Eave / Parapet	35 ft. max.

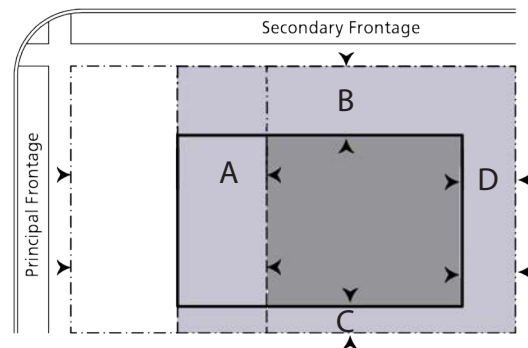
OUTBUILDING BUILDING

Stories	2
To Eave / Parapet	35 ft. max.

MASS

Lot Width	50 ft. min., 150 ft. max.
Lot Coverage	50% max.
Facade Buildout at Setback	n/a

PARKING AND STORAGE LOCATION



PARKING

1st layer (see Table 15)	not permitted
A. Front Setbacks (Principal Frontage)	25 ft. min., or 20 ft. min. for side or rear entry
2nd layer (see Table 15)	side or rear entry permitted
B. Front Setbacks (Secondary Frontage)	25 ft. min.
3rd layer (see Table 15)	permitted
C. Side Setbacks	8 ft. min.
D. Rear Setback	24 ft. min.

TRASH & STORAGE * LOCATION

1st layer (see Table 15)	not permitted
2nd layer (see Table 15)	not permitted
3rd layer (see Table 15)	permitted

* Storage includes boats and recreational vehicles.

Section 2. (Uncodified in published ordinances).

(a) Savings Clause. The provisions of this Ordinance are hereby declared to be severable, and if any clause, sentence, word, section or provision is declared void or unenforceable for any reasons by any court of competent jurisdiction, such declaration shall not affect any portion of the Ordinance other than said part or portion thereof.

PC Resolution # 22-10

(b) Repeal. All ordinances in conflict with this Ordinance are hereby repealed.

(c) Effective Date. This Ordinance shall become effective immediately upon adoption.

Strike-throughs indicate language that would be stricken from the present law, and underscoring indicates new language that would be added.

Adopted by the City Council of the City of Ranson after a 1st reading on May 17th, 2022 and a 2nd reading on May 24th, 2022 by a vote of 7 in the affirmative 0 in the negative with 0 abstentions.

By: 

Keith D. Pierson
Mayor

ATTEST:



Stephanie Hawkins
City Clerk

AFFIX CITY SEAL:

