Norfolk and Western Railroad Historic District/
Williamston-Woodland Historic District

Elimination of Minimum Off-Street Parking Requirements
Agenda

• Background/Geography
• Options to eliminate off-street parking requirements
• Things to Consider
• Discussion
• Next Steps
Background

• Request from the Railroad District Business Association to explore the elimination of minimum off-street parking requirements
  • Protect existing urban fabric
  • Historic preservation
  • Affordable housing

• City Planning Commission initiated this request on November 18, 2021
  • Result would be an amendment to the Zoning Ordinance

• Planning staff analyzed the request and produced two options for discussion today
Geography

Two State/National Historic Districts:

• Williamston-Woodland district (2014)
  - Industrial portions surrounding Coke

• N&W Historic Rail Line Historic District (2015)
  - Primarily industrial
  - Extends from east of Church St. to west of Hampton Blvd

• Not “Local” Districts – no design controls
• New overlay zoning district created in 2018
• “Floating” local historic overlay district within the same boundaries as the Norfolk & Western and Williamston-Woodland districts.
• Only applies to specific sites that request to adopt the Historic Overlay — will not be applied unless requested and approved by Planning Commission and City Council.
• Flexibility with permitted land uses and setbacks
  • Allows sites to request Commercial and Residential land uses with a Conditional Use Permit.
  • In exchange for additional uses, the site is required to obtain a COA from the Architectural Review Board for all modifications to the exterior of the structures on the site.
Options for Discussion

1. Exempt all properties within the N&W Railroad Historic or Williamston-Woodland state/national historic districts from off-street parking requirements.
   • This would eliminate the parking requirement for these properties immediately after adoption by City Council.

2. Amend existing HO – N&W district to add the off-street parking exemption.
   • This district is a “floating” district, so the parking elimination wouldn’t go into effect until someone rezoned their property.
   • Applies to same properties as Option 1
Things to Consider
Vision2100


Designing New Urban Centers
Green areas are at low-risk of coastal flooding and have great potential for high density, mixed-use and mixed income development. These areas are prime opportunities for creating walkable, bikeable, transit-rich communities. The City should encourage transformational development in these areas.

Enhancing Economic Engines
On-Street Parking

- Parking on all intersecting streets.
- Some new stop signs except Monticello.
- Park on Llewellyn Ave, Colonial Ave.
- 23rd St. at Monticello one-way. Parallel 24th St.
- Faunt & Gasel Street one-way parking on both sides.
- 6 ft. Fence.
- Commercial property.
- Commercial parking lot, buildings.
Examples from Other Cities

• Removed all parking requirements
  • Buffalo, NY
  • Hartford, CT
  • Minneapolis, MN
  • San Francisco, CA

• Cincinnati, OH – historic district

• Houston, TX
  • Doubled the size of its downtown off-street parking exemption area – redefined as “market-based parking area”
  • One developer built a public plaza instead of more parking
Discussion
Next Steps

• If we pursue one of the two options discussed today:
  • Zoning Text Amendment (tentatively) scheduled for the March 24 Planning Commission public hearing
  • City Council public hearing in April
• Any alternative option will follow a different timeline
Contact information

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