



Proposed Zoning Ordinance Amendment 26-0188 for Reducing Parking Requirements in Certain Residential Developments

Chapter 11

Modifications to amend parking requirements

Planning Commission

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Quinn Heinrich, City Planner



Purpose

- Reduce parking requirements in designated areas around public transportation facilities, as required by HB 888
- Add provisions to permit administrative reductions in parking requirements outside of the designated areas, as required by HB 888
- Remove existing language for transit parking credits

HB 888



- Passed in the 2026 Legislative Session and signed by the Governor
- Requires that within 0.5 miles of mass transit or public transportation facilities, parking is reduced to the following:
 - 0.5 parking spaces per multifamily dwelling unit;
 - 1 parking space per 1-family, 2-family, or townhouse unit.
- Additionally, requires localities to create a process to reduce off-street parking requirements for residential uses outside of 0.5 mile radius of transit by at least 20%

Existing Residential Parking Minimums



Use Group	Minimum	Maximum	Bicycle
Single-family detached	2 spaces per housekeeping unit	NA	NA
Accessory Dwelling Unit (ADU)	Any lot with frontage abutting a right-of-way identified by the City of Hampton as permitted for parking on both sides of that block is not required to provide any additional on-site parking in conjunction with an ADU Any lot with lot frontage abutting a right-of-way identified by the City of Hampton as prohibiting parking on either side of that block shall identify one (1) off-street parking space on an improved surface in conjunction with an ADU	NA	NA
Two-family or duplex	2 spaces per housekeeping unit	NA	NA

Existing Residential Parking Minimums



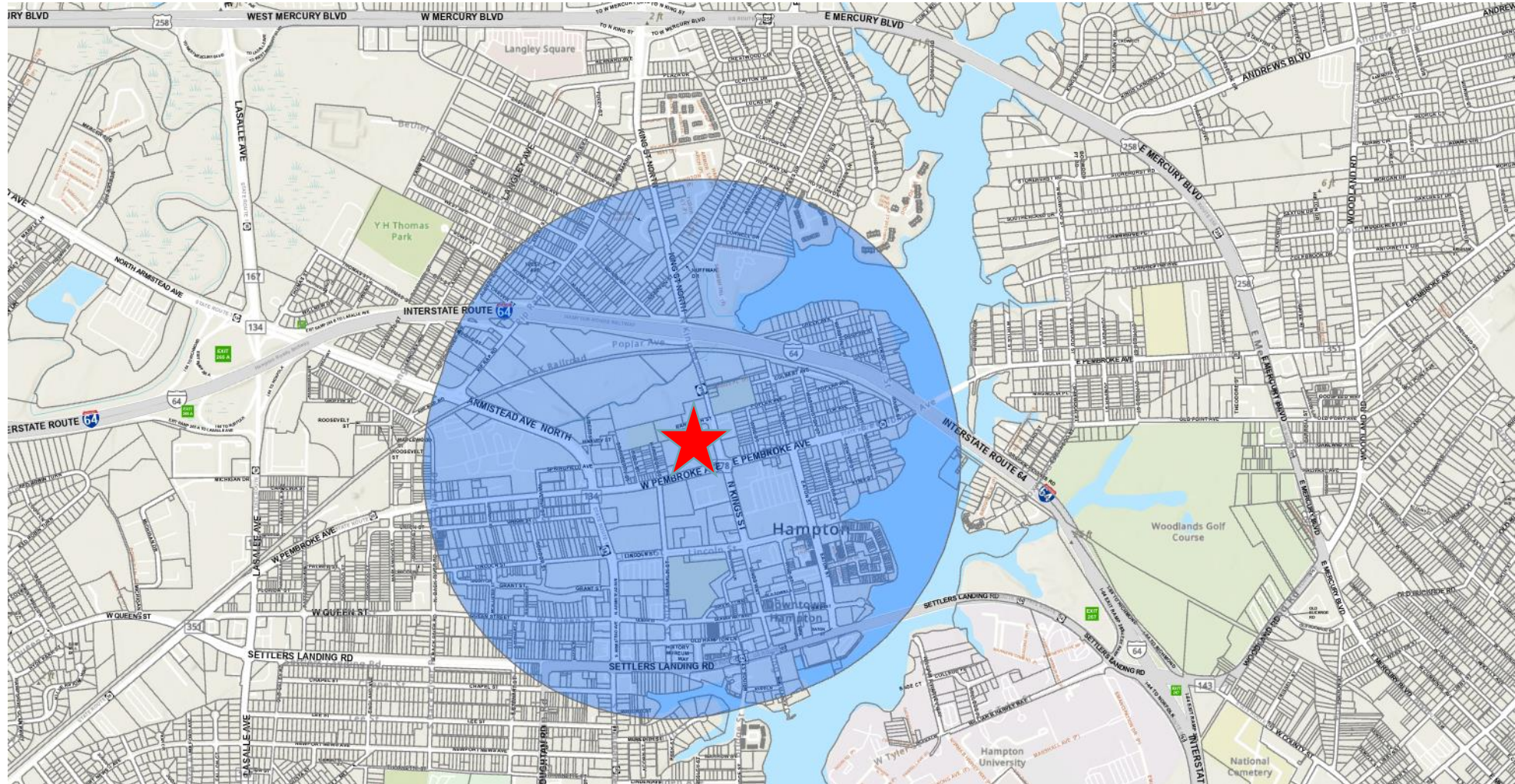
Use Group	Minimum	Maximum	Bicycle
Multi-family (apartment, townhouse, condominium, or other arrangement of attached units not otherwise specified)	For one bedroom units: 1 space	1.5 spaces	1 space for each 50 automobile spaces required
	For two bedroom units: 1.5 spaces	2.0 spaces	
	For three or more bedroom units: 2 spaces	2.25 spaces	
	In addition (regardless of the mix of unit type and size), guest parking shall be provided at a ratio of 1 space per 5 dwelling units. Guest parking shall be located in an area or areas commonly accessible to all units.	1 space per 4 dwelling units	

Parking Reductions near Transit Stations



- Add a new section (11-2.1) outlining required reductions in minimum parking.
 - Defines “designated areas” that this standard will apply to.
 - Reduces parking requirements to 0.5 spaces per multifamily unit in the designated areas; and 1 space per one-family, two-family, and townhouse unit in the designated areas.

Parking Reductions near Transit Stations



Updated language – reductions in designated areas



- *Section 11-2.1. - Parking minimums in designated areas.*

(1) Definitions. For the purpose of this Chapter, the following definitions apply:

- (a) Designated area means any parcel on which single-family residential, multi-family residential, or mixed-use residential development is allowed by right or by administrative or use permit, if any portion of that parcel is within one half-mile of any public transportation facility.*
- (b) Public transportation means a common carrier for passenger transportation along fixed routes by rubber-tired, rail, or other surface vehicles which are accessible to the general public on a regular or continuing basis.*
- (c) Public transportation facility means any facility at or from which members of the public board or disembark public transportation vehicles and which has each of the following features:*
 - (i) At least five (5) outdoor boarding areas, each of which must contain seating for no fewer than three (3) people, which are covered from the elements by a canopy or other enclosure; and*
 - (ii) A building or structure which contains restrooms accessible to the general public.*

Updated language – reductions in designated areas



(2) Notwithstanding any provision of this chapter to the contrary, the minimum off-street parking requirement for any single-family residential, multi-family residential, or mixed-use residential development in a designated area shall be as follows:

- (a) For mixed-use and multifamily developments other than townhouse dwellings, the minimum off-street parking required shall be no more than one-half of one parking space per each dwelling unit.*
- (b) For single-family and two-family developments and all townhouse dwellings, the minimum off-street parking required shall be no more than one (1) parking space per each dwelling unit.*

(3) Any land use application for single-family residential, multi-family residential, or mixed-use residential development shall disclose whether the development is in a designated area and, if so, identify the public transportation facility or facilities which lie within one half-mile of the project site.



Updated language – Administrative Review

- Strike section 11-8(3), concerning transit parking credits and transit-oriented developments
- Add language on procedure for administrative reductions
- To request a reduction, applicant shall submit a parking study and narrative statement.
- Factors zoning staff can consider in granting a reduction:
 - Impact on parking occupancy on-site
 - Proximity to public transportation
 - Proximity to shared parking or on-street parking
 - Walkability of surrounding area
 - Impacts to any environmentally sensitive areas
 - Nature of non-residential uses



Current Language Sec. 11-8(3)

- ~~• Sec. 11-8(3): “Transit Parking Credits”~~
- ~~• In areas served by affordable and convenient transit service, parking demand can be affected. The degree to which transit service impacts parking demand is influenced by a number of factors including the type and density of surrounding development, the existing supply and cost of parking, and the quality of transit service generally accessible to the traveling public.~~
- ~~• In order to provide appropriately tailored transit credits that are customized to the unique set of forces influencing parking demand in any given geographic area of the city, "Transit Overlay Zones" may be established for defined geographic areas of the city. In general, "Transit Overlay Zones" may enact land use, transportation, and parking policies which encourage the provision of multiple modes of transportation and will typically include higher density, compact, mixed-use development districts referred to as Transit Oriented Development (TOD).~~
- ~~• Within any adopted "Transit Overlay Zone," transit parking credits may be established that are appropriate for that geographic area.~~



Updated Language: Sec. 11-8(3)

(3) Off-street parking for residential developments outside designated areas. The Zoning Administrator may grant a reduction in minimum off-street parking requirements for single-family residential, multi-family residential, and mixed-use residential developments not within the “designated areas” defined in Section 11-2.1 above. If granted, the reduction shall equal no less than 20% of the total minimum off-street parking required for the development after any other reductions, exemptions, or credits have been applied, and rounding the resulting figure to the nearest whole number.

- (a) To request the reduction, an applicant shall submit an application containing each of the following:*
 - (i) A narrative statement describing the reason a parking reduction is requested and identifying any amenities or development features intended to alleviate negative parking impacts; and*
 - (ii) A parking impacts study conducted or certified by a licensed Virginia civil engineer which describes existing parking conditions as well as future parking conditions within 500 feet of the project site as if the project was fully developed subject to the requested reduction.*



Updated Language: Sec. 11-8(3)

(b) The Zoning Administrator or their designee may grant the parking reduction after considering the following factors:

- (i) Whether and to what degree the development would increase parking occupancy at the project site as determined by the parking impacts study. Subject to the criteria below, a study showing post-development parking occupancy of 85% or less is presumed to qualify for the exemption.*
- (ii) The proximity of the development to existing transportation and parking facilities such as on-street and in-building public parking, public transportation routes, and shared private parking; provided, however, that any applicant claiming shared private parking to qualify for the reduction shall provide a copy of the written agreement with the private parking owner governing the shared parking arrangement.*
- (iii) Amenities promoting walkable neighborhoods.*
- (iv) Whether the development would require a reduction in parking in order to avoid encroaching into environmentally sensitive areas, including (without limitation) any subdistrict of the Chesapeake Bay Preservation Overlay (O-CBP).*
- (v) For mixed-use residential developments, the nature of the non-residential use(s) of the property.*



Updated Language: Sec. 11-8(3)

(c) In no case may the Zoning Administrator grant this parking reduction to any development required by this ordinance to have a minimum number of five (5) or fewer off-street parking spaces.



Analysis

- Complies with state legislation
- Provides parking options for developers
- Allows case-by-case analysis of sites
- Promotes walkability and transit-oriented development

Conclusion



- Public Hearing
- Staff recommends **APPROVAL** of ZOA26-0188