

1 **Ordinance To Amend And Re-Enact The Zoning Ordinance Of The City Of Hampton,**
2 **Virginia By Amending Section 11-8, "Parking Credits, Exemptions and Reductions," to**
3 **Provide Procedures to Reduce Minimum Required Parking for Certain Developments.**
4

5 **WHEREAS**, the public necessity, convenience, general welfare and good zoning practice so
6 require;
7

8 **BE IT ORDAINED** by the City Council of the City of Hampton, Virginia that Section 11-8 of the
9 Zoning Ordinance of the City of Hampton, Virginia be amended to read as follows:
10

11 **CHAPTER 11 – PARKING**
12

13 ...
14

15 **Section 11-8. – Parking credits, exemptions and reductions.**
16

17 ...
18

19 ~~(3) *Transit parking credits.* In areas served by affordable and convenient transit service,~~
20 ~~parking demand can be affected. The degree to which transit service impacts parking demand~~
21 ~~is influenced by a number of factors including the type and density of surrounding~~
22 ~~development, the existing supply and cost of parking, and the quality of transit service~~
23 ~~generally accessible to the traveling public.~~
24

25 ~~In order to provide appropriately tailored transit credits that are customized to the unique set~~
26 ~~of forces influencing parking demand in any given geographic area of the city, "Transit~~
27 ~~Overlay Zones" may be established for defined geographic areas of the city. In general,~~
28 ~~"Transit Overlay Zones" may enact land use, transportation, and parking policies which~~
29 ~~encourage the provision of multiple modes of transportation and will typically include higher~~
30 ~~density, compact, mixed-use development districts referred to as Transit Oriented~~
31 ~~Development (TOD).~~
32

33 ~~Within any adopted "Transit Overlay Zone," transit parking credits may be established that are~~
34 ~~appropriate for that geographic area.~~
35

36 ~~(3) *Off-street parking for residential developments outside designated areas.* The Zoning~~
37 ~~Administrator may grant a reduction in minimum off-street parking requirements for single-~~
38 ~~family residential, multi-family residential, and mixed-use residential developments not within~~
39 ~~the "designated areas" defined in Section 11-2.1 above. If granted, the reduction shall equal~~
40 ~~no less than 20% of the total minimum off-street parking required for the development after~~
41 ~~any other reductions, exemptions, or credits have been applied, and rounding the resulting~~
42 ~~figure to the nearest whole number.~~
43

44 (a) To request the reduction, an applicant shall submit an application containing each of
45 the following:
46

47 (i) A narrative statement describing the reason a parking reduction is requested
48 and identifying any amenities or development features intended to alleviate
49 negative parking impacts; and
50

51 (ii) A parking impacts study conducted or certified by a licensed Virginia civil
52 engineer which describes existing parking conditions as well as future parking
53 conditions within 500 feet of the project site as if the project was fully developed
54 subject to the requested reduction.

55
56 (b) The Zoning Administrator or their designee may grant the parking reduction after
57 considering the following factors:

58
59 (i) Whether and to what degree the development would increase parking
60 occupancy at the project site as determined by the parking impacts study.
61 Subject to the criteria below, a study showing post-development parking
62 occupancy of 85% or less is presumed to qualify for the exemption.

63
64 (ii) The proximity of the development to existing transportation and parking
65 facilities such as on-street and in-building public parking, public transportation
66 routes, and shared private parking; provided, however, that any applicant
67 claiming shared private parking to qualify for the reduction shall provide a copy
68 of the written agreement with the private parking owner governing the shared
69 parking arrangement.

70
71 (iii) Amenities promoting walkable neighborhoods.

72
73 (iv) Whether the development would require a reduction in parking in order to avoid
74 encroaching into environmentally sensitive areas, including (without limitation)
75 any subdistrict of the Chesapeake Bay Preservation Overlay (O-CBP).

76
77 (v) For mixed-use residential developments, the nature of the non-residential
78 use(s) of the property.

79
80 (c) In no case may the Zoning Administrator grant this parking reduction to any
81 development required by this ordinance to have a minimum number of five (5) or fewer
82 off-street parking spaces.
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