

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.**  
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5 **WHEREAS**, the public necessity, convenience, general welfare and good zoning practice so  
6 require;  
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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 **CHAPTER 11 – PARKING**

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13 **Section 11-8. – Parking credits, exemptions and reductions.**  
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17 ~~(3) *Transit parking credits.* In areas served by affordable and convenient transit service,  
18 parking demand can be affected. The degree to which transit service impacts parking demand  
19 is influenced by a number of factors including the type and density of surrounding  
20 development, the existing supply and cost of parking, and the quality of transit service  
21 generally accessible to the traveling public.~~

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

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

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

38 (a) ~~To request the reduction, an applicant shall submit an application containing each of  
39 the following:~~

- 40 (i) ~~A narrative statement describing the reason a parking reduction is requested  
41 and identifying any amenities or development features intended to alleviate  
42 negative parking impacts; and~~
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- (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.
- (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.
- (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.