



City of Hampton, Virginia

Ordinance - Zoning Text

22 Lincoln Street
Hampton, VA 23669
www.hampton.gov

File Number: 10-0230

Enactment Number: Z09-07

Zoning Ordinance Amendment - Repeal the existing Chapter 19, Vehicle Parking and Loading Spaces, and approve adoption of the new revised Chapter 19, Vehicle Parking and Loading Spaces.

CHAPTER 19

VEHICLE PARKING AND LOADING SPACES

Part I: Basic Parking and Loading Space Requirements

Sec. 19-1. Purpose.

This chapter establishes the minimum standards for vehicular parking, loading, and service areas. The provisions in this chapter apply to all types of new development, redevelopment, expansions of existing uses, and changes in use. The minimum standards required by this chapter shall apply unless alternate minimum parking standards and/or parking credits are applicable and approved by the Zoning Administrator. When considering the appropriateness of applying alternate minimum parking standards and/or parking credits, the Zoning Administrator shall consult with appropriate city departments (i.e. Public Works, Planning, Police, Fire, etc.) to insure such decisions are in the best interest of the health, safety, and public welfare of the community and consistent with goals and objectives adopted in the City of Hampton Comprehensive Plan. These standards ensure the adequate and safe provision of parking to support various types of land uses. In addition, these standards contribute to the reduction of potential detrimental impacts to adjoining properties, enhance pedestrian access and connections, reduce stormwater impacts, and minimize excessive parking and the associated environmental impacts.

Sec. 19-2. Vehicle Parking Spaces.

Along with means of ingress and egress, uses permitted by the Zoning Ordinance shall provide a minimum number of permanently maintained parking spaces as required in Table 19-2.1: Required Minimum and Maximum Parking unless parking credits are granted pursuant to Section 19-8. Parking Credits, or alternate parking provisions are specified in other chapters of this ordinance which shall govern the required parking. In addition, all uses shall provide parking spaces that are accessible to the associated use according to the Uniform Statewide Building Code and meet access standards established in the Virginia Statewide Fire Prevention Code. Uses requiring a Use Permit may be required to vary from these standards due to the specific conditions of the development. Such variation shall be in the form of a condition recommended by

the Zoning Administrator and adopted by City Council. Minimum and maximum parking standards for uses not specifically listed in this chapter shall be determined by the Zoning Administrator based upon the minimum and maximum parking requirements of the closest comparable use for which a standard is specified.

Table 19-2.1: Required Minimum and Maximum Parking			
Use Group:	Automobile		Bicycle
Residential	Min.	Max.	
Single Family Detached	2 spaces per housekeeping unit	NA	NA
Accessory dwelling	1 space in addition to required parking for the principal dwelling	NA	NA
Two-Family or Duplex	2 spaces per housekeeping unit	NA	NA
Multi-Family (apartment, townhouse, condominium, or other arrangement of attached units not otherwise specified)	<p>For one bedroom units: 1 space</p> <p>For two bedroom units: 1.5 spaces</p> <p>For three or more bedroom units: 2 spaces</p> <p>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.</p>	<p>1.5 spaces</p> <p>2.0 spaces</p> <p>2.25 spaces</p> <p>1 space per 4 dwelling units</p>	1 space for each 50 automobile spaces required
Dormitories or Residence Halls	<p>For one bedroom units: 1 space</p> <p>For two bedroom units: 1.5 spaces</p> <p>For three or more bedroom units: 2 spaces</p> <p>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.</p>	<p>1.5 spaces</p> <p>2.0 spaces</p> <p>2.25 spaces</p> <p>1 space per 4 dwelling units</p>	1 space per 3 students
Rooming House, Lodging House, Fraternity/Sorority House, Tourist Home or B&B	1 space per 2 bedrooms	1 space per bedroom	NA
Senior Adult Housing – Independent living	1 space per 2 units plus one space per employee.	1 space per 1.5 units plus one space per employee	1 space for each 50 automobile spaces required
Nursing Home or Convalescent Home	1 space per 4 beds plus 1 space per employee	1 space per 3 beds plus 1 space per employee	1 space for each 50 automobile spaces required
Adult Care Residence, Group Home, or Juvenile Residence	1 space per every 3 beds plus 1 space per employee.	1 space per every 2 beds plus 1 space per employee	1 space for each 50 automobile spaces required
Continuing Care Retirement Community (contains multiple elements of independent living, assisted living	Minimum parking shall be calculated based upon the sum of the parking requirements (specified in this table) for each component of the complex.	Sum of the maximum requirements of the individual components of the	1 space for each 50 automobile spaces required

Table 19-2.1: Required Minimum and Maximum Parking			
Use Group:	Automobile		Bicycle
Residential	Min.	Max.	
and convalescent care in one campus/complex).		complex	

Table 19-2.1 Required Minimum and Maximum Parking			
Use Group:	Automobile		Bicycle
Public/Semi Public Use & Community Facilities	Min.	Max.	
Auditoriums, Gymnasiums, Movie Theaters, Churches, and other places of assembly not otherwise listed	1 space per 4 seats in the largest assembly hall	1 space per 3 seats in the largest assembly hall	1 space for each 50 automobile spaces required
Club or Lodge	1 space per 200 sq. ft. of floor area.	1 space per 150 sq. feet of floor area	1 space for each 50 automobile spaces required
Elementary School or Middle School	1.5 spaces per classroom	2.0 spaces per classroom	Equal to 10% of the student capacity
High School	5 spaces per classroom	6.5 spaces per classroom	Equal to 10% of the student capacity
College, Business School, or Vocational School	6 spaces per classroom	7.5 spaces per classroom	Equal to 6% of the classroom capacity of each building
Library or Museum	1 space per 300 sq. ft. of display area	1 space per 250 sq. ft. of display area	1 space for each 50 automobile spaces required
Convention Center	1 space per 3 seats in the largest assembly hall plus 1 space per 400 sq. ft. of exhibit hall space	1 space per 2.5 seats in the largest assembly hall plus 1 space per 300 sq. t. of exhibit hall space	1 space for each 50 automobile spaces required
Live Performance Theater or Music Hall	1 space per 3 seats	1 space per 2.5 seats	1 space for each 50 automobile spaces required
Stadium and Arenas	1 space per 3 seats	1 space per 2.5 seats	1 space for each 50 automobile spaces required
Hospital	1 space per 2 beds plus 1 space per 400 square feet of reception, administration, diagnostic, surgical, and outpatient space	1 space per bed plus 1 space per 300 sq. ft. of reception, administration, lab, diagnostic, surgical and outpatient space	1 space for each 50 automobile spaces required
Public Facilities, Community Centers, Neighborhood Facilities, and Recreational Facilities	1 space per 500 sq. ft. of floor area plus 1 space per 3 seats for each place of assembly within the facility.	1 space per 400 sq. ft. of floor area plus 1 space per 2.5 seats for each place of assembly within the facility	12% of the required number of automobile spaces

Table 19-2.1 Required Minimum and Maximum Parking			
Use Group:	Automobile		Bicycle
Public/Semi Public Use & Community Facilities	Min.	Max.	
Public Transit Station or Private bus station	1 space per 300 square feet of floor area	1 space per 200 sq. ft. of floor area	35% of the number of automobile spaces required or a minimum of 20, whichever is greater
Parks: Active – i.e., ball fields, playgrounds, picnic shelters, bandstands, beach etc.	5 spaces per acre of facility plus 1 space per every 4 persons of total maximum capacity of the facilities included in the park	6 spaces per acre of facility plus 1 space per 3 persons of total maximum capacity of the facilities included in the park	Minimum of 10 spaces plus 1 additional space for each 50 automobile spaces required
Parks: Passive – does not include any facilities to accommodate active organized recreation	To be determined by the Director of Parks & Recreation based upon estimated peak usage of the facility	125% of the minimum parking	Minimum of 5 spaces plus 1 additional space for each 50 automobile spaces required
Post Office and Private Postal services	1 space per 250 sq. ft. of floor area	1 space per 200 sq. ft. of floor area	1 space for each 50 automobile spaces required
Parking garage, commercial parking lots, public parking lots	NA	NA	10% of the number of automobile spaces provided
Marina	1 space for every 2 boat slips	1 space for every slip	1 space for each 50 automobile spaces required

Table 19-2.1: Required Minimum and Maximum Parking			
Use Group:	Automobile		Bicycle
Commercial	Min.	Max.	
Retail (except furniture and appliance sales)	1 space per 250 sq.ft. of sales area	1 space per 166 sq. ft. of sales area	1 space for each 50 automobile spaces required.
Retail: Furniture and appliance sales	1 space per 400 sq.ft. of sales area	1 space per 300 sq. ft. of sales area	1 space for each 50 automobile spaces required
Shopping Center, Shopping Mall	1 space per 250 sq.ft. of sales area	1 space per 166 sq. ft. of sales area	1 space for each 50 automobile spaces required
Grocery Store	1 space per 250 sq.ft. of sales area	1 space per 166 sq. ft. of sales area	1 space for each 50 automobile spaces required
Home Improvement Superstore	1 space per 250 sq.ft. of sales area	1 space per 140 sq. ft. of sales area	1 space for each 50 automobile spaces required
Discount Club or Superstore	1 space per 250 sq.ft. of sales area	1 space per 140 sq. ft. of salea area	1 space for each 50 automobile spaces required
Office (except medical or dental office or clinic)	1 space per 300 sq.ft. of floor area	1 space per 250 sq. ft. of floor area	1 space for each 50 automobile spaces required
Medical Office or Clinic, Dental Office or Clinic	1 space per 250 sq.ft. of floor area	1 space per 200 sq. feet of floor area	1 space for each 50 automobile spaces required
Bank: No Drive- Thru	1 space per 250 sq.ft. of floor area	1 space per 200 sq. feet of floor area	1 space for each 50 automobile spaces required
Bank: With Drive Thru	1 space per 400 sq. ft. of floor area	1 space per 200 sq. ft. of floor area	1 space for each 50 automobile space required
Personal Services (i.e. dry cleaner, barber shop, beauty salon, tailor, etc.)	1 space per 200 sq.ft. of service area	1 space per 166 sq. ft. of service area	1 space for each 50 automobile spaces required
Restaurant, Eating and Drinking establishments	1 space per 75 sq.ft. of floor area exclusive of kitchen and freezer areas.	1 space per 60 sq. ft. of floor area exclusive of the kitchen and freezer area.	1 space for each 50 automobile spaces required
Live entertainment, karaoke, nightclub, bar or similar places of assembly without fixed seats	1 space per every 3 persons based upon maximum occupancy	1 space per every 2.5 persons based upon maximum occupancy	1 space for each 50 autobile space required
Commercial Recreation – within a building (unless otherwise listed)	1 space per 200 sq.ft. of floor area	1 space per 166 sq. ft. of floor area	12% of the total automobile spaces required

Table 19-2.1: Required Minimum and Maximum Parking			
Use Group:	Automobile		Bicycle
Commercial	Min.	Max.	
Commercial Recreation - outdoors	5 spaces per acre of facility plus 1 space per 4 persons of total maximum capacity of the facilities.	6 persons per acre of facility plus 1 space per 3 persons of total maximum capacity of the facilities	Minimum of 10 spaces plus 1 additional space for each 50 automobile spaces provided
Bowling Alley	1 space per employee plus 4 spaces per lane	1 space per employee plus 5 spaces per lane	1 space for each 50 automobile spaces required
Motel & Tourist Homes	1 space per guest room	1.25 spaces per guest room	1 space for each 50 automobile spaces required
Hotel with total meeting space in excess of 1,000 sq. ft.	1 space per guest room plus 1 space per 100 sq.ft. of meeting or banquet room	1.25 spaces per guest room plus 1 space per 75 sq. ft. of meeting or banquet room	1 space for each 50 automobile spaces required
Hotel with total meeting space of 1,000 sq. ft. or less	1 space per guest room.	1.25 spaces per guest room plus 1 space per 75 sq. ft. of meeting or banquet room	1 space for each 50 automobile spaces required.
Kennel or Veterinary Hospital	1 space per 400 sq.ft. of floor area	1 space per 300 sq. ft. of floor area	1 space for each 50 automobile spaces required
Day Care or Nursery School	1 space per 500 sq.ft. of floor area	1 space per 400 sq. ft. of floor area	1 space for each 50 automobile spaces required
Funeral Home or Mortuary	1 space per employee plus one of the below ratios, whichever is greater: 1 space per 50 sq.ft. of public viewing area or 1 space per 3 seats in the chapel	1 space per employee plus one of the below ratios whichever is greater: 1 space per 40 sq. ft of public viewing area or 1 space per 2.5 seats in the chapel	1 space for each 50 automobile spaces required
Automobile Repair and Service	1 space per 300 sq. ft. of service area	1 space per 200 sq. ft. of service area	1 space for each 50 automobile spaces required
Automobile and Truck Sales	1 space per 300 sq. ft. of sales, office and waiting area	1 space per 200 sq. ft. of sales, office and waiting area	1 space for each 50 automobile spaces required
House sales, mobile home sales, trailer sales, boat sails, and other outdoor equipment sales	1 space per 300 sq. ft. of sales, office and waiting area	1 space per 200 sq. ft. of sales office and waiting area	1 space each 50 automobile spaces required

Table 19-2.1: Required Minimum and Maximum Parking			
Use Group:	Automobile		Bicycle
Commercial	Min.	Max.	
Commercial Nurseries	1 space per 300 sq. ft. of floor space plus 1 space per 5,000 sq. ft. of lot area	1 space per 250 sq. ft. of floor space plus 1.5 spaces per 5,000 sq. ft. of lot area	1 space for each 50 automobile spaces required
Car Wash Facility: Self Service	One (1) parking space at each end of every stall plus 1 parking space per stall located elsewhere on the site	One (1) parking space at the end of every stall plus 1.5 parking spaces per stall located elsewhere on the site	NA
All Other Car Wash Facilities (full service and/or automated)	Stacking area to accommodate 3 vehicles per bay plus 2 parking spaces per bay elsewhere on site.	Stacking area to accommodate 4 vehicles per bay plus 3 parking spaces per bay elsewhere on site	NA

Table 19-2.1: Required Minimum and Maximum Parking			
Use Group:	Automobile		Bicycle
Research, Manufacturing, and Industrial	Min.	Max.	
Research Lab	1 space per 400 sq. ft. of floor area	1 space per 300 sq. ft. of floor area.	1 space for each 50 automobile spaces required
Manufacturing	1 space per 500 sq. ft. of floor area	1 space per 400 sq. ft. of floor area	1 space for each 50 automobile spaces required
Warehousing	1 space per 2,000 sq. ft. of floor area	1 space per 1,500 sq. ft. of floor area	1 space for each 50 automobile spaces required
Self Storage Facility Enclosed – All storage units are contained within a building accessible from a single entry and interior hallways.	5 spaces adjacent to the office/entry plus 1 space per 50 units	7 spaces adjacent to the office/entry plus 1 space per 30 units.	1 space for each 50 automobile spaces required
Self Storage Facility Not Enclosed- All storage units are individually accessible from vehicular drive aisles.	5 spaces adjacent to the office plus drive aisles measuring a minimum of 28 feet between units.	7 space adjacent to the office plus drive aisles measuring a minimum of 28 feet between units.	NA

Table 19-2.1: Required Minimum and Maximum Parking			
Use Group:	Automobile		Bicycle
Mixed Uses	Min.	Max.	
Mixed Uses – any combination of two or more uses located upon the same site, within the same building or space.	Total spaces equal the sum of the requirements for each individual use unless credits and/or alternative parking standards are applied as permitted elsewhere in this chapter.	Total maximum number of spaces equals to the sum of the max. parking limits of the individual uses	1 space for each 50 automobile spaces required

Section 19-3. Loading Spaces.

Non-residential uses permitted by the Zoning Ordinance shall provide permanently maintained off-street loading spaces with adequate access.

1. Each loading space shall measure no less than 10' wide by 25' long and shall have a vertical clearance of at least 14' and a backing space of at least 24 feet.

Buildings of 20,000 square feet or less shall require 1 loading space. Buildings in excess of 20,000 square feet shall require 2 loading spaces.

3. Loading spaces shall not be located any closer than 10' to any existing or proposed rights-of-way, or closer than 20' to any residential use or any property zoned for residential uses.
4. Upon approval of the Zoning Administrator, required loading spaces to serve uses located in more urban densely developed districts such as (but not limited to) Downtown Hampton and Phoebus may be designated and signed as loading spaces during designated hours. Beyond these designated hours, this space may be used for parking, drive aisle, etc. Designated hours for this type of loading space shall specify times of the day that are "off peak" times for the respective use.
5. The Zoning Administrator may waive some or all of the above requirements for loading spaces when evidence warrants special consideration. Waivers may be particularly applicable to redevelopment sites and mixed use higher density nodes or districts identified in the adopted Hampton Comprehensive Plan and any adopted small area plans, redevelopment plans, or master plans where provision of off-street loading spaces may not be practical or desirable. The Zoning Administrator may also approve "shared use" of loading spaces in which more than one use shares a common loading space.

Section 19-4. Maximum Parking.

In order to better utilize land, encourage alternative modes of transportation, and minimize the impact to the environment, maximum parking standards are established herein. A use may not exceed the maximum parking standard as required in Table 19-2.1 unless it meets either of the following conditions described below. The following conditions apply to the parking spaces and associated drive aisles which exceed the maximum number or spaces permitted in Table 19-2.1.

1. If parking is comprised of new surface lot construction, the following low impact features are incorporated into the site design subject to approval of the Director of Planning and the Director of Public Works:
 - a. All stormwater from the parking lot shall be handled within or directly adjacent to the parking lot using a permeable paving system, underground detention, bioretention, or other similar method consistent with the Virginia Stormwater Management Handbook (latest edition).

- b. A minimum of 25% of the surface area of the parking lot must be shaded by tree canopy.
 - c. Alternative approaches which differ from “a” and “b” but meet the same intent, may be approved upon review and approval of both the Planning Director and Public Works Director.
- 2. If parking spaces in excess of maximum number allowed by Table 19-2.1 are accommodated in structured parking, no additional “low impact” features are required.

Section 19-5. Bicycle Parking.

To accommodate the growing diversity of transportation options, encourage alternative modes of transportation, and promote pedestrian activity, bicycle parking is required as specified in Table 19-2.1: Required Minimum and Maximum Parking. Required bicycle parking is in addition to the required automobile parking. Bicycle parking shall be placed in highly visible areas within close proximity to primary building entrances and located such as to not impede pedestrian access and safety.

Section 19-6. Vertically Stacked Parking and Modular Automated Parking Systems (MAPS).

Vertically stacked parking arrangements and modular automated parking systems shall be permitted. Vertically stacked systems which are not automated and which require vehicles and or lifts to access the stacked vehicle storage system shall provide a standard drive aisle between bays. Additional clearances may be required upon review by the appropriate Building Code Official and the Fire Chief.

Modular Automated Parking Systems (MAPS) are not required to meet the standard parking space or drive aisle dimensions. They are required to meet all other applicable codes and ordinances.

Part II. Dimensional Standards

Section 19-7. Dimensional Standards.

Minimum dimensions for all permitted types of parking stalls and backing/drive aisles shall be as specified in Table 19-7.1: Minimum Dimensional Standards: Parking Stalls and Aisles.

Table 19-7.1: Minimum Dimensional Standards: Parking Stalls and Aisles

Parking Element	Dimensions	Other Requirements	Notes
Standard Parking Space	9'X18'		May be reduced to 9'X17' if the parking space is adjacent to green area that the vehicle may overhang--without encroaching into any pedestrian path, sidewalk, etc.
Compact Parking Space	8'X16'	Must be clearly posted and marked	No more than 33% of the min. required parking may be provided in compact spaces.
Parallel Parking Space	8'X25'		The Zoning Administrator may allow a reduction in width to a min. dimension of 7'X23' upon review of the street classification, traffic counts, and speed of traffic by the Director of Public Works.
Standard Parking Garage Space	8.5'X18'		
Compact Parking Garage Space	8'X16'	Must be clearly posted and marked	No more than 33% of the total spaces in a parking garage may be compact spaces.
Motorcycle Parking Space	4'X8'	Must be posted and marked	Although motorcycle parking is not required, it may be provided voluntarily using this dimensional standard.
Aisle Width: One way aisles: <ul style="list-style-type: none"> 76-90 degree parking 61-75 degree parking 1-60 degree parking Two Way aisles	24' 18' 14' 24'		Note: The Fire Marshall may assess the adequacy of all aisles less than 24 feet in terms of providing sufficient access for Fire and Emergency equipment. The Fire Marshall may require wider drive aisles than those specified – not to exceed 24 feet.

Part III. Parking Credits

Section 19-8. Parking Credits.

Any land use which is eligible for any of the shared parking and parking credits identified in this section may apply these credits in a cumulative fashion. When multiple credits may be applicable, the combination of credits which requires the lowest number of required parking spaces may apply. The application of all parking credits must be approved and documented in writing by the Zoning Administrator. All approved parking credits shall be included as a note upon site plans or other official documents submitted for permitting.

Prior to approving any parking credits, the Zoning Administrator shall consult with all appropriate city departments to insure that the application of parking credits shall protect the health, safety, and welfare of the general public and shall promote harmonious development consistent with the goals and objectives of the adopted Hampton Comprehensive Plan. The Zoning Administrator may decline to apply parking credits when there is evidence that the existing parking conditions upon a site or within a district are such that application of all or some of the eligible parking credits will further contribute toward an existing condition in which parking is already inadequate (based upon requirements of this ordinance), unsafe (as determined by the Police Division, Fire Department, or City Traffic Engineer), and/or is creating negative off-site impacts to adjoining land uses.

1. **Shared Parking.** The Shared Parking model can be used as a basis for predicting the overall parking demand for a particular mix of land uses on a site as an alternative to the application of individual parking requirements specified in Table 19-2.1. This model assumes that every separate use will need the full amount of parking that is called for in the parking requirements table at some point during the day (called the “peak period” for that use). Where different uses need parking at different times of the day, there is an opportunity for these uses to share parking. The total number of parking spaces needed to serve a mix of uses (the parking demand) may be significantly less than the number of spaces that would have to be built if each of the uses had to provide 100% of its own required parking.

Shared parking credits may be applied to a mixed use site as specified in Table 19-8.2: Shared Parking Credit Schedule under the following conditions:

- a. The land contains a mix of two or more land uses and is under single ownership; or
- b. The land contains a mix of two or more land uses and operates under a joint use agreement which permits shared use of parking. This agreement must be in affect and legally binding for a minimum of 20 years.

Table 19-8.2: Shared Parking Credit Schedule

Use	Weekday		Weekend		Night
	Daytime (8am-6pm)	Evening (6pm-midnight)	Daytime (8am-6pm)	Evening (6pm-midnight)	Midnight-8 am
Residential Uses	70%	100%	100%	100%	100%
General Retail	100%	95%	100%	70%	5%
Restaurant: Family or fast food	100%	80%	100%	70%	25%
Restaurant: Fine dining	75%	100%	60%	100%	50%
Restaurant with nightclub	45%	100%	60%	100%	100%
Performing Arts Theater, Arena	5%	100%	100%	100%	5%
Stadium	10%	100%	100%	100%	10%
Movie Theater	60%	100%	60%	100%	50%
Hotel: General	80%	100%	80%	100%	100%
Hotel with Convention/Conference Center	100%	100%	100%	100%	100%
Office	100%	30%	60%	0%	0%
Medical/Dental Office	100%	30%	100%	0%	0%
Meeting Center/Convention Center	100%	100%	100%	50%	10%
Churches	10%	100%	100%	100%	0%
Bank	100%	67%	100%	0%	0%
Health Club	100%	100%	100%	95%	80%
All other uses not listed	100%	100%	100%	100%	100%

Example: Calculating the Shared Parking Credit. In this example, the hypothetical development consists of three different land uses located upon the same parcel. These land uses are as follows: (1) 300 room hotel with no meeting space; (2) 100,000 square feet of general office space; and (3) 100 rental apartments – all 3 bedroom units.

Step 1: Calculate the minimum parking required using Table 19-2.1

Land Use	Parking Ratios	Min. Required
300 room hotel	1 space per room	300 spaces
100K sq. ft. of office space	1 space per 300 sq. ft.	333 spaces
100 rental apartments	2 spaces per unit plus 1 visitor space for every 5 units	220 spaces
Total:		853 spaces

Step 2: Calculate the minimum parking required using the Shared Parking Credit Schedule – Table 19-8.2 for the various times of day and days of the week.

Land Use	Week Day		Week End		Night
	Daytime	Evening	Daytime	Evening	
300 Room Hotel	80% X 300 = 240	100% X 300 = 300	80% X 300 = 240	100% X 300 = 300	100% X 300 = 300
100K sq. ft. Office Building	100% X 333 = 333	30% X 333 = 100	60% X 333 = 200	0% X 333 = 0	0% X 333 = 0
100 3-Bedroom Apartments	70% X 220 = 154	100% X 220 = 220	100% X 220 = 220	100% X 220 = 220	100% X 220 = 220
Totals:	727	620	660	520	520

Step 3: Find the highest number generated in Step 2; in this example the highest number is 727.

Step 4: Compare the number generated in Step 1 with the highest number generated in Step 2; in this example 853 versus 727, or a difference of 126 spaces.

Step 5: If these two numbers are different, there is the potential to reduce the required minimum parking for the entire project to the lower of the two numbers. Ultimately that choice is the land owner/developer's to make.

2. On-Street Parking and Off-Site Parking. All on-street and off-site parking credits shall only apply to parking that is generally available to the public and not restricted in any way which would limit its ability to meet the parking demands of the intended land use.

- a. On-Street Parking Credit. On-street parking credits may be applied only within those areas identified in the adopted City of Hampton Comprehensive Plan or any adopted small area plans, neighborhood plans, or master plans that identify areas for mixed-use development. In these designated areas, on-street parking within the public rights-of-way immediately adjacent (and on the same side of the street) to the subject site may be counted towards the minimum required parking.
- b. Off-Site Parking Credit. Where parking is available off-site and within 500 feet of any publicly accessible pedestrian entry point to a building, it may be counted towards the minimum required parking under the following conditions:
 - i. The off-site parking is owned or controlled by a public entity and the requested parking credit is approved, in writing, by the appropriate public authority; or
 - ii. The off-site parking is owned or controlled by a private entity with a legally binding agreement to provide the designated number of parking spaces for a period of not less than 20 years. Said agreement shall be submitted to the City Attorney for review and approval prior to the Zoning Administrator permitting these spaces

to count toward satisfying the minimum parking requirements set forth in this section.

- iii. Convenient and safe pedestrian access ways shall be provided from the off-site parking to the primary entrance(s) of the subject use. Off-site parking shall not be approved without the existence of such improvements. Required pedestrian access ways shall be designated on a submitted site plan and shall be approved by the Director of Planning.

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.

4. Mixed Use District – Ground Floor Retail/Commercial Credit

In mixed use districts (as designated in the adopted Hampton Comprehensive Plan, small area plans, neighborhood plans, and master plans), the first 3,000 square feet of pedestrian oriented ground floor commercial retail space shall be exempt from the calculation to determine the minimum required parking. This credit shall be calculated based upon specific information (building size, uses, ownership, etc.) provided to the City of Hampton at the time of site plan review or building permit review.

5. Other Parking Credits

The Zoning Administrator may also grant parking credits based upon request by an applicant. The applicant requesting such consideration shall supply documentation regarding parking data (anticipated parking demand, anticipated peak parking demand times of day, week, and month) relevant to the specific site and proposed uses as well as parking data relevant to the surrounding area. Other relevant data may also be requested of the applicant and/or local, state, and federal agencies. All such information shall be reviewed by the Director of Public Works and the Planning Director and a recommendation forwarded to the Zoning Administrator prior to making a final decision to grant parking credits not specified elsewhere in this chapter. The Zoning Administrator shall consider

granting other parking credits only when the applicant's submitted request and supporting data meets one or more of the following conditions:

- a. Adherence to the applicable parking standards is not necessary and will result in excess parking spaces because the mixture of existing or proposed uses will generate a high proportion of multiple destination vehicle trips; or
- b. Adherence to the applicable parking standards is not necessary and will result in excess parking spaces because there will be a high level of pedestrian, carpool, and/or public transit traffic serving the use; or
- c. Adherence to the applicable parking standards within a historic district designated by the Federal government, Commonwealth of Virginia, or within a locally adopted preservation district will be detrimental to the historic character of the district and thus deviation from the adopted standards furthers the public interest in preserving and maintaining these historic community assets.

Adopted at the regular meeting of the City Council of the City of Hampton, Virginia held on April 8, 2009.

Signed by _____
Molly Joseph Ward, Mayor

Date _____

Attested by _____
Katherine K. Glass
Clerk of the Council

Date _____