

ORDINANCE NUMBER O- 17533
ADOPTED ON SEP 24 1990

AN ORDINANCE ENACTING THE CENTRE CITY SAN
DIEGO INTERIM DEVELOPMENT AND DESIGN
ORDINANCE.

WHEREAS, on July 5, 1990, the Planning Commission of The City of San Diego held a public hearing to consider a new community plan for Centre City San Diego and an Interim Development and Design Ordinance for Centre City San Diego; and

WHEREAS, the Planning Commission approved and recommended the proposed Preliminary San Diego Centre City Community Plan and Interim Development and Design Ordinance; and

WHEREAS, the City Council finds the Preliminary Centre City San Diego Community Plan and Interim Development and Design Ordinance consistent with the Progress Guide and General Plan of The City of San Diego; and

WHEREAS, the Council of The City of San Diego has considered all maps, exhibits and written documents contained in the file for this Plan on record in The City of San Diego, and has considered the oral presentations given at the public hearing;
NOW, THEREFORE,

BE IT ORDAINED, by the Council of The City of San Diego, as follows:

**THE INTERIM CENTRE CITY SAN DIEGO
DEVELOPMENT AND DESIGN ORDINANCE**

SECTION 1. PURPOSE AND INTENT

The purpose of the Interim Centre City San Diego Development and Design Ordinance is to establish development and design policies and criteria to implement the Preliminary Centre City San Diego Community Plan until such time that a final plan and implementing ordinance are adopted by the City Council. This Ordinance is intended to establish development standards that will:

- A. Reinforce Centre City as the regional center for office, finance, government and cultural events.
- B. Create neighborhoods with a residential emphasis.
- C. Produce distinct mixed-use developments with the amenities and services necessary to support a vibrant urban center.
- D. Maximize access, use and enjoyment of the waterfront.
- E. Encourage gracefully designed buildings with sculptured, articulated building tops to achieve a more interesting and varied skyline.
- F. Provide a pedestrian environment.
- G. Encourage a comprehensive multimodal transportation system with a major emphasis on mass transit.
- H. Meet the transportation demand generated by development in Centre City.
- I. Encourage transit to, from, and within Centre City.
- J. Reduce single occupancy vehicle trips to Centre City.
- K. Limit the amount of on-site parking and reduce the amount of land area devoted exclusively to parking in Centre City.

SECTION 2. BOUNDARIES AND APPLICABLE DISTRICTS

This Ordinance applies to all property located in the Centre City San Diego Community Planning Area designated in C-828 as filed with the Office of the City Clerk.

SECTION 3. ADMINISTRATION AND REQUIRED PERMITS

A. Administration

The City Architect will act as the designee of the City Planning Director and, with the Centre City Development Corporation and the Transportation Demand Management (TDM) Administrator, will administer this Ordinance and ensure compliance with the regulations and procedures of this Ordinance and the Centre City San Diego Preliminary Community Plan.

B. Activities Regulated

No building, structure, or improvement or portion thereof shall be erected, constructed, converted, established, altered or enlarged, nor shall any such building, structure or improvement be used or occupied unless it complies with the requirements of this Ordinance.

C. Permit Required

1. The Department of Building Inspection and/or Sign Code Administration and/or Engineering and Development Department shall not issue any permit for the erection, construction, conversion, establishment, alteration or enlargement of any building or structure in any area of Centre City San Diego identified in this Ordinance until approval of a Centre City Development Permit by the City Architect and the Transportation Demand Management

Administrator has been obtained by the owner or applicant. Excluded are modifications, repairs or other alterations which do not require a building permit and/or any type of permit issued by the City of San Diego.

2. The requirements of this Ordinance will not apply to any project that, prior to July 23, 1990, has been:

a. Reviewed and approved by Centre City Advisory Committee under the provisions of the Centre City Overlay Zone; or

b. Approved by the Redevelopment Agency or the City Council with a Development Agreement or Owner Participation Agreement; or

c. Reviewed and approved by the Planning Director or designated representative in conjunction with the issuance of a Planning Director permit for that project.

3. The provisions of this Ordinance shall apply to any construction, establishment, alteration, enlargement, or change in use that results in an increase in on-site parking, parking demand, or an increase in the gross square footage of a building by greater than 20 percent or 5,000 square feet.

4. The provisions of this Ordinance shall not apply to tenant improvements unless otherwise specified by this Ordinance.

D. Nonconforming Uses

1. Any existing use that does not meet the criteria established by this Plan will be considered a nonconforming use.

2. If the nonconforming use is a permitted use, it may be expanded or enlarged up to 100 percent of the existing gross square footage of the building and is not subject to the residential land use requirements of the Mixed Use/Residential or the Hotel/Residential Districts.

3. If the nonconforming use is a permitted use on a 5,000 square foot lot or less, the nonconforming use may be expanded up to the maximum floor area ratio. All other requirements of the Plan and the Municipal Code apply to the expansion of nonconforming uses in downtown.

4. If the specific nonconforming use is changed or if additional uses are added, the use or structure must conform to the land use requirements as well as to all other requirements of this Plan.

5. Where a use for a Single Room Occupancy Hotel or designated historic site conforms to the Centre City San Diego Preliminary Plan and the regulations of this Ordinance but the structure does not conform, the City Architect may permit repair and rehabilitation of a nonconforming structure without requiring a Centre City Development Permit, subject to the City Architect review and finding that there is no addition of floor area and no expansion of the use or structure. Chapter X, Article 1, Division 3, of the Municipal Code is superseded by the provisions of this paragraph.

E. Historic Sites

1. The City Architect shall review all project proposals that alter a designated or potentially designatable historic site.

2. Any project proposal that substantially alters a designated or potentially designatable site shall be reviewed by the Historical Site Board.

3. The City Architect shall determine if the proposed alteration is substantial and requires Historical Site Board review.

4. Alterations to a designated or potentially designatable historic site which are not substantial may be approved by the City Architect.

F. Demolition Permits

1. No permits shall be issued for the demolition and/or removal of any building or structure unless the application for the permit has been approved by the City Architect. If any structure or building is intentionally demolished or substantially damaged without obtaining a demolition permit, a building permit for that site will not be issued for a period of one year or a previously issued permit may be revoked for the period of one year. If the site was a designated historic site, a permit will not be issued for two years or a previously issued permit may be revoked for a period of two years.

2. The City Architect shall approve such an application for a demolition permit if it is determined that the site in question is not a potentially designatable historic site. The City Architect shall make the determination within ten (10) working days of the receipt of the application in the Office of the City Architect. If the

City Architect does not make the determination within the specified period, the site shall be deemed not to be a potentially designatable historic site. If a potentially designatable historic site is found, the demolition or removal permit application shall not be approved for 90 days or until the Historical Site Board has evaluated and acted on the site's historic significance, whichever occurs first. The provisions of this section shall not apply to the following:

a. Any building or structure found by the City Manager of The City of San Diego to present a hazard to public health or safety and for which an emergency permit for demolition must be issued; or

b. Any permit approved by the City Architect, Centre City Development Corporation Board, Planning Commission, Redevelopment Agency, or City Council as part of a development project submitted, reviewed and approved in accordance with this Ordinance, and provided that such development application includes an environmental document prepared in accordance with the California Environmental Quality Act which describes and addresses the historic/architectural significance of the property. Such report shall be reviewed by the Historical Site Board for the purpose of recommending to the City Architect whether the proposed project should be approved, modified or denied based on the importance of the existing building(s) or structure(s).

G. Redevelopment Project Areas

1. Projects located in the Gaslamp Quarter and Marina Redevelopment Project Areas, shown on Figure No. 1 [Refer to FIG. 1 attached hereto and made a part hereof], are subject to the existing ordinances and redevelopment plans governing those areas. Permit applications for those areas will be reviewed by the City Architect in accordance with the provisions of the applicable ordinances and redevelopment plans.

2. The requirements of this Ordinance do apply to the Columbia and Horton Redevelopment Areas. However, in case of conflict, the requirements of the Redevelopment Area apply. Permit applications for those areas will be reviewed by the City Architect in accordance with the provisions of this Ordinance and applicable redevelopment plans.

H. Other Applicable Planning and Zoning Regulations

1. In evaluating and reviewing the appropriateness of any development for which a permit is required under this section or review is required for projects located in a designated redevelopment area, the City Architect or designated representative shall utilize the provisions of this Ordinance, the Centre City San Diego Preliminary Plan and the following design manuals and/or ordinances and/or planned district ordinances:

- a. Gaslamp Quarter Planned District Ordinance; February, 1990.

b. Gaslamp Quarter Redevelopment Plan, July 26, 1982.

c. Marina Planned District Ordinance and Design Manual; August 1, 1988.

d. Marina Redevelopment Plan, December 29, 1976, as amended.

e. Columbia Redevelopment Plan; December 29, 1976, as amended.

d. Horton Plaza Redevelopment Plan; July 25, 1972.

e. Horton Plaza Urban Design and Development Manual; May 23, 1979.

f. City of San Diego/Port District Memorandum Of Understanding regarding the Central Bayfront Design Guidelines.

g. Centre City Urban Design Program; May, 1983.

h. Centre City Streetscape Design Manual; April, 1988.

i. Barrio Logan Emergency Interim Ordinance; May, 1990.

2. Where not otherwise specified in this Ordinance, the provisions of the San Diego Municipal Code shall apply.

3. The following provisions of the San Diego Municipal Code and the listed ordinance are superseded by the provisions of this Ordinance:

a. Chapter X, Article 1, Division 4, (Zones).

b. Chapter X, Article 1, Division 8, Sections 101.0804, 101.0805, 101.0807, 101.0808, 101.0815, 101.0822 through 101.0830, paragraph A., and 101.0831 through 101.0835 of the Municipal Code shall not apply to this Ordinance. All other provisions of Chapter X, Article 1, Division 8 shall apply.

c. Chapter X, Article 3, Division 16 (Centre City East Planned District).

d. Centre City Emergency Ordinance, No. 0-17354.

4. In case of conflict with any other applicable legislation, except within the San Diego Unified Port District and the Gaslamp Quarter, Marina, Columbia and Horton Redevelopment Project Areas, the regulations of this Ordinance shall apply.

5. The Navy Broadway Complex and other Navy property is located within the boundaries of various areas and districts described in this Ordinance. However, neither the City nor the Centre City Development Corporation exercises any land use planning, regulatory or other authority or jurisdiction over the development or redevelopment of Navy property and this Ordinance shall not apply thereto.

Redevelopment of the Navy Broadway Complex, bounded by Broadway to the north, Pacific Highway to the east, and Harbor Drive to the west and south, shall be in accordance with the Navy's development plan and urban design guidelines as specified in a development agreement with the City and incorporating the Central Bayfront Design Principles adopted

by the Bayfront Complex Coordinating Group on September 22, 1989.

SECTION 4. PROJECT REVIEW PROCEDURES

The preparation, submittal, and review of projects in Centre City shall proceed through the following progression:

- Stage I Preapplication
- Stage II Basic Design
- Stage III Design and Development

A. Preapplication

The preapplication meeting stage is an early assistance phase which precedes the actual preparation of schematic plans by the applicant. During this stage the applicant makes known the project proposal to the Planning Department and the Centre City Development Corporation and is advised of specific redevelopment and planning objectives related to the proposal.

The applicant should submit sketch plans showing the proposed land use mix, intensity, parking and design of the project. The Planning Department and the Centre City Development Corporation will discuss the proposal and advise the applicant of design and development improvements, modifications, and procedural steps.

B. Basic Design

The basic design review stage of the process includes detailed review of the project proposal, and when satisfactorily completed, results in the issuance of a Centre City Development Permit. It is the responsibility of the applicant for a Centre City Development Permit or any other permit which requires review by the City Architect to provide a complete application and pay

all required fees. Incomplete applications may cause delay in the processing of the application.

C. Design and Development

Design and development drawings represent the final plan specifications and other documentation for the proposed project necessary prior to obtaining a building permit. These drawings should illustrate the conditions of approval as stated in the Centre City Development Permit and should be sufficient in detail to obtain a building permit.

SECTION 5. APPLICATION PROCEDURES

A. Application Submittal

A completed Centre City Development Permit Application and the payment of fees (as indicated on the current fee schedule maintained in the City Planning Department) will be submitted to the City Planning Department Intake Section to initiate review of the subject project.

B. Notice of Application

1. A Notice of Application will be mailed to all property owners within a 300' radius of the subject property. Noticing shall be mailed within four weeks after submittal of the application.

2. All project applicants are required to provide a Notice of Application sign that shall be placed on the subject property and erected no later than 7 days after submittal of the application. This sign must conform to the sample sign, FIG. A, and to the following general sign criteria:

- a. Standard size of sign is 4' x 8'.
- b. A 4' x 4' size sign may be used for existing structures requiring improvements. When a 4' x 4' sign is used, the 4' x 8' size sign (Figure A) is to be used as the basis for format and adaptation but would not include a site plan.
- c. When placed at the site, the sign should be supported only by posts, poles, affixed to a building fence, etc.
- d. All signs must be erected in a sound, workmanlike manner, capable of withstanding wind and weather.
- e. Signs must be placed so that they are unobstructed and can be read clearly from the public right-of-way.
- f. When placed at ground level, the sign should be located within the site approximately but no closer than 10'0" from any property line. The top edge of the sign should be approximately 8'0" high.
- g. When secured to the face or outside of a building, the top edge of a sign should not be higher than approximately 16'0" above grade.
- h. The boundaries of the development site as given in the application must be outlined in RED in accordance with the typical sample sign [Refer to FIG. A attached hereto and made a part hereof].

i. The applicant or agent must advise the Office of the City Architect when signs have been erected on site. Project review by the Planning Department will cease unless the required sign has been erected.

j. The signs must remain in place until approval of the application.

SECTION 6. PROJECT REVIEW PROCEDURES

A. Administrative Review

Upon receipt of a complete application, the City Architect will conduct an administrative review. No public hearing is required for this review.

B. Determination and Required Findings of Fact

The City Architect may approve, modify, or deny any application for a Centre City Development Permit. In approving a Permit, the City Architect may impose reasonable conditions to ensure compliance with the regulations specified by this Ordinance. The City Architect shall only approve an application for a Centre City Development Permit upon determining the following findings of fact:

1. The proposed project will fulfill an individual and/or community need and will not adversely affect the General Plan or the Centre City San Diego Preliminary Community Plan.

2. The proposed project is in conformance with the land use, development and design regulations of this Ordinance and the Centre City San Diego Preliminary Community Plan.

3. The proposed project will not be detrimental to the health, safety, and general welfare of persons residing or working in the area and will not adversely affect other property in the vicinity.

C. Exceptions

1. The City Architect may grant deviation to specific property development regulations if all of the following conditions are met:

a. Any exception requested arises from a condition unique to the property in question and that is not ordinarily found in the same zone or district and is not created by an action or actions of the property owner or applicant.

b. The granting of an exception will not adversely affect the rights of adjacent property owners or residents.

c. The strict application of the provisions of the Centre City Development and Design Ordinance and Preliminary Centre City San Diego Community Plan will constitute unnecessary hardship upon the property owner represented in the application.

d. The exception desired will not adversely affect the public health, safety, prosperity, or general welfare.

e. The granting of an exception will not be in conflict with other development and design criteria found in this Ordinance, Preliminary Centre City San Diego Community Plan or the Municipal Code.

2. If all of the above conditions have been met, a maximum deviation of fifteen percent (twenty percent for parcels 10,000 square feet or less) may be permitted to the following criteria of this Ordinance:

a. Section 8, Paragraph F.2.b. (amount of stepback above the building base).

b. Section 8, Paragraph F.2.c. (maximum floor plate).

c. For development infilled on sites or blocks which contain designated historic sites and/or where designated historic sites are rehabilitated and integrated into the proposed new development, the floor area ratio of the designated historic structure may be excluded from the calculation of the total floor area ratio (FAR) of the project.

D. Permit Issuance

If the City Architect approves a Centre City Development Permit, the application will be referred to Building Inspection or the City Engineer for action.

E. Permit Denial

Disapproval of any Centre City Development Permit application requires the City Architect to issue findings, in writing, of nonconformance with the provisions of this Ordinance and the Centre City San Diego Preliminary Community Plan.

F. Appeals

1. Appeals of the City Architect's determination are made to the Planning Commission. Appeals must be submitted in

writing to the Planning Department, Office of the City Architect, within ten calendar days following the decision date of the City Architect.

2. The following sections of this Ordinance are appealable:

a. Section 8, Paragraph F.2.d. regarding the articulation of the upper tower.

b. Section 6, paragraph C, denial of a request for an exception pursuant to the exception criteria.

3. Any project that is appealed requires a Notice of Public Hearing ten days prior to the Planning Commission Hearing. Noticing requirements of Chapter X, Article 1, Division 2, of the Municipal Code apply to this section.

G. Permit Time Limits

Centre City Development Permit approval under this Ordinance will be effective for a period of three years. If a building permit has not been obtained within the three years the Centre City Development Permit is valid, and the project is to proceed, the applicant must reapply for a Centre City Development Permit under legislation that exists at that time.

H. Permit Revocation

The City Architect at any time may revoke a Centre City Development Permit issued under this section for failure to comply with the conditions of approval. Prior to such a revocation, the applicant shall be given a hearing after ten days' notice.

SECTION 7. LAND USE DISTRICTS

Nine land use districts [Refer to FIG. 2 attached hereto and made a part hereof], have been established to define geographic areas that allow specific land use classifications. In addition, specific uses are required on designated streets in Centre City. Permitted land use classifications within each land use district are shown in Table 7.

A. Commercial Office District (CO)

This district is intended to accommodate government, business and professional offices, hotels, judicial facilities, and a variety of support commercial services and residential development.

B. Recreation/Visitor/Marine District (RVM)

This district is expressly designed for application to the waterfront and is intended to accommodate major tourist and local visitor attractions, recreation areas and marine related industry.

C. Mixed Use/Residential Emphasis District (MR)

This district is intended to accommodate high density residential with limited nonresidential uses that provide for an active street environment. At least eighty percent (80%) of the total gross floor area of a project must be a residential use. A maximum of twenty percent (20%) gross floor area or full ground floor, whichever is greater, may be used to accommodate nonresidential uses permitted in this district.

D. Mixed Use District (MU)

This district is intended to provide for commercial services that support office, business, professional and personal needs.

E. Commercial Services District (CS)

This district is intended to provide for business, commercial and limited industrial uses that function in support of other downtown uses.

F. Institutional District (IU)

This district is intended to accommodate civic, educational and recreational uses, both public and private.

G. Hotel/Residential District (HR)

This district is intended to accommodate high intensity residential and hotel development. Hotel development is permitted without additional land-use mix restrictions. For all other projects, at least seventy-five percent (75%) of the total gross floor area of a project must be a residential use. A maximum of twenty-five percent (25%) or full ground floor, whichever is greater, may be used to accommodate nonresidential uses permitted within this district.

H. Required Street Level Uses

Along the streets shown in FIG. 3 [Refer to Fig. 3 attached hereto and made a part hereof], at least 70% of the first story street wall frontage shall be devoted to Street Level Uses. For projects located within the Mixed Use/Residential Emphasis or Hotel/Residential District and fronting designated Required Street Level Uses streets, the gross square footage of a project devoted to meeting the required street level use may be excluded from the calculation of the maximum nonresidential land use requirement.

SECTION 8. PROPERTY DEVELOPMENT REGULATIONS

A. Lot Area and Minimum Lot Coverage:

None.

B. Minimum Building Setbacks

1. Front: None, except where specified in paragraphs F, G, and H of this section.

2. Rear, side and interior: None, except the City Architect may require a ten foot (10') setback where a project is adjoining an existing residential project to maintain minimum provisions for light and air.

C. Building Height

1. Within the area located between of Pacific Highway and California Street, Ash Street and Grape Street, the maximum height for structures is 85 feet above grade.

2. Maximum building heights are determined by Sun Access Criteria, as per paragraph J of this section.

3. Throughout the remainder of Centre City, building heights are determined by the Airport Approach Overlay Zone, the Federal Aviation Administration (FAA), and the San Diego Unified Port District.

D. Floor Area Ratios

Floor area ratios are established for each site and determine the intensity of development in Centre City [Refer to FIG. 4 attached hereto and made a part hereof].

E. Floor Area Ratio Incentives

The base floor area ratio may be increased to encourage residential development and emphasize pedestrian uses at the street level.

1. Within the Residential Bonus Area [refer to FIG. 5 attached hereto and made a part hereof], a maximum floor area ratio increase of 2.0 may be permitted for the provision of at least eighty percent (80%) of the gross square footage developed as residential. The gross square footage of the project may be anywhere from one hundred percent (100%) to eighty percent (80%) residential. The remaining twenty percent (20%) of the gross square footage of the project may be any use that is permitted within that land use district.

2. Within the Street Level Development Bonus Area [Refer to FIG. 6 attached hereto and made a part hereof], a maximum floor area ratio bonus of 2.0 may be permitted for the provision of gross square footage within the building base. This area may not be located below the tower floor plate and may not be used as parking. Street level development and street level use requirements of paragraph G of this section must also be met.

3. A maximum floor area ratio increase of 4.0 may be achieved for a development that meets both provisions 1. and 2. of this paragraph.

4. For development infilled on sites or blocks which contain designated historic sites and/or where designated historic sites are rehabilitated and integrated into the proposed new development, the floor area ratio of the designated historic structure may be excluded from the calculation of the total floor area ratio (FAR) of the project.

F. Building Bulk

Different bulk controls are established for structures less than 125 feet tall and for structures 125 feet tall and greater. Bulk controls address the architectural design of specific projects to avoid unarticulated, box-like buildings.

1. Bulk criteria for buildings less than 125 feet tall:

a. Maximum floor plate dimension and upper tower setbacks are not required.

b. The top of the building facade will be visually terminated through the use of cornices, stepped parapets, hip and mansard roofs, stepped terrace, domes and other forms of multifaceted tops [refer to FIG. B attached hereto and made a part hereof].

2. Bulk criteria for buildings 125 feet tall and greater define three different elements of a building: the base, lower tower and upper tower [refer to FIG. C attached hereto and made a part hereof].

a. The building base is the lower portion of the building and defines the street wall. The maximum height of the building base (street wall) is determined by a ratio of 1.0 times the width of the adjacent street right-of-way. The minimum building base (street wall) height is 30 feet.

b. The lower tower is defined as seventy-five percent (75%) of the portion of the building height above the building base (the height shall be measured

from the first horizontal stepback at or above 30 feet). Above the building base, a 25-foot stepback (30 feet within the Waterfront District FIG. 11) [refer to FIG. 11 attached hereto and made a part hereof] is required from the property line to the lower tower. The 25-foot stepback may occur incrementally within the area defined by a 45 degree angle originating from the property line of the opposite side of the street.

c. Maximum floor plate dimensions apply to the lower tower and differ for buildings between 125-350 feet and for those greater than 350 feet in height. Maximum floor plate sizes are shown in the following Table 1.

TABLE 1: MAXIMUM FLOOR PLATES

Building Height:	<u>125-350 feet</u>	<u>+350 feet</u>
Max. Floor Plate:	21,000 sq. ft.	22,000 sq. ft.

d. The upper tower is defined as the remaining twenty-five percent (25%) of the tower height above the building base. To achieve "articulation" of the building form in the upper portions of the tower, the upper tower will be built to achieve a reduction of building mass proportional to the mass of the lower tower [refer to FIG. D attached hereto and made a part hereof].

3. Building tops and roof treatments: Penthouse space, mechanical equipment, heliports, and vertical and decorative roof attachments are permitted above the upper tower that are an integral part of the architectural design. All mechanical equipment, appurtenances and access areas shall be completely architecturally screened and enclosed.

The addition of pylons, chimneys, or obelisk, with a maximum cross-sectional plan area of 100 square feet that meet Federal Aviation Administration (FAA) and building code requirements, will be permitted.

4. Cornices and decorative projections are permitted at any level of the building.

G. Street Level Development Standards

1. Street Wall Height:

a. For all downtown streets, the maximum street wall height is 1.0 times the width of the adjacent public right-of-way; e.g., 80 feet [refer to FIG. E attached hereto and made a part hereof]. The minimum street wall height is 30 feet. Along designated view corridors, the maximum street wall height will be reduced to that specified by the view corridor stepback requirement (paragraph H of this section).

b. The height of the street wall is measured at the midpoint of each parallel street frontage. On sites with slopes greater than five percent (5%), the street frontage shall be divided into increments not to exceed 100 feet in length, and the height at which the

horizontal plane is extended shall be measured at the midpoint of each increment [refer to FIG. F attached hereto and made a part hereof].

2. Street Wall Setback: The street wall will be located up to or within five feet of the street property line. Where sidewalk widening is required, setback standards shall be referenced to the line established by the new sidewalk width. Any exterior public open spaces meeting the criteria of the plaza design guidelines of the Preliminary Centre City San Diego Community Plan may increase the required street wall setback by the amount approved by the City Architect.

3. Street Wall Length: The street wall shall be one hundred percent (100%) of the total linear street frontage. Any exterior public open spaces meeting the standards of the plaza design guidelines of the Preliminary Centre City San Diego Community Plan may reduce the required street wall length by the amount approved by the City Architect.

4. Street Level Activities:

a. Street level activities are required on seventy percent (70%) of the first story street wall facing any public street. Street level activities include public display space, public atriums, pedestrian entrances and interior circulation, and windows with views into any designated street level use [refer to FIG. 3 attached hereto and made a part hereof].

b. For those streets shown on FIG. 3, seventy percent (70%) of the first story street wall shall be devoted to street level uses (Section 7, paragraph H).

5. Street Level Facade: Within the Mixed Use and Mixed Use/Residential Emphasis areas of Harbor View, building facades may be no greater than 100 linear feet in a consistent architectural style and color to vary the architectural rhythm in respect of the historic lot development pattern of the area.

6. Street Level Transparency:

a. Transparency and blank wall area requirements apply to the first story street wall facade between 3 and 12 feet above the sidewalk. Within this area, required entries, windows, and display windows must be transparent, clear or lightly tinted glass with a minimum light transmittance of fifty percent (50%).

b. The maximum total blank wall area is thirty percent (30%) of the first story street wall including garage openings and doors. Any wall area that is not transparent is considered blank wall area. The maximum length of any continuous blank wall is 15 feet; however, the maximum length may be increased to 30 feet if the wall area is enhanced with architectural detailing, ornamentation, or art work.

7. Pedestrian Entrances: For each 100 feet of linear frontage, separate pedestrian entrances will be required. Pedestrian entrances may open onto the sidewalk or mid-block

passages or walkways leading to the public right-of-way. Separate pedestrian entrances will be at least 25 feet apart.

H. Street Level Views

1. Stepbacks are required along those streets shown in Figure 7 [refer to FIG. 7 attached hereto and made a part hereof]. Required stepbacks shall be measured from the property line, above the sidewalk along the designated Centre City view corridors as specified in the following Table 2. Where the public right-of-way or sidewalk is required to be widened, the view corridor shall be taken from the new property line.

2. The ground level right-of-way width along Juniper, Date, A, B, C, E, F, and G Streets and Fifth and Sixth Avenues will be the same average dimension as the existing street right-of-way for each street; e.g., 80 feet.

3. Elevated pedestrian walkways or "skytubes," or gross floor area may not be constructed above, over, or within existing or designated public rights-of-way or view corridors unless compelling reasons exist to ensure safe pedestrian movements and where no feasible alternatives for pedestrian access are available.

TABLE 2: VIEW CORRIDORS

<u>STREET</u>	<u>STEPBACK</u>	<u>STEPBACK ELEVATION</u>
Laurel	15'	30'
Juniper	15'	30'
Hawthorn	15'	30'
Grape	15'	30'
Date	15'	30'

Cedar	15'	Ground Level
Beech	15'	30'
Ash	25'	50'
A	25'	50'
B	25'	50'
C	15'	50'
Broadway *		
West of Kettner	75'	Ground Level
East of Kettner	15'	Ground Level
East of Kettner	10'	90'
E	25'	50'
F	25'	50'
G	25'	50'
Market	25'	50'
Fifth	15'	65'
Sixth	15'	65'
Seventh	15'	65'
Eighth	15'	65'
Ninth	15'	65'
Pacific Highway	15'	50'

* Street Wall and Building Bulk requirements (25' stepback above the building base) apply along the length of Broadway.

I. Building Orientation

Building orientation criteria are established to reduce the impact of taller building elements within the Waterfront District and Sun Access areas.

1. Within the Waterfront District, the maximum north-south plan dimension is 140 feet above the building base. Multiple towers within a block must be separated by a minimum of 40 feet.

2. Within designated Sun Access areas and those blocks located between Pacific Highway and California Street and between Laurel and Ash Streets, the maximum north-south plan dimension is 100 feet above 90 feet.

J. Sun Access Criteria

1. Sun access criteria are established to maintain adequate sunlight and air to sidewalks and residential areas during the winter solstice (December 21) between 10:30 a.m. and 1:30 p.m. View corridor, building bulk and building orientation criteria also apply to sun access areas as well.

2. Sun access criteria apply to the areas designated on FIG. No. 8 [refer to FIG. 8 attached hereto and made a part hereof] and establish a building envelope which applies to the entire block. There are two different envelopes, the Sun Access envelope and the Transition Envelope.

a. The Sun Access Envelope is defined by a 50-foot street wall along all street frontages. Above the 50-foot street wall on the east and west block faces, a 45 degree angle defines the envelope up to their point of intersection (150 feet). On the north and south block faces, above the 50-foot street wall, a 15-foot setback is required. The Sun Access Envelope is shown on FIG. G [refer to FIG. G attached hereto and made a part hereof].

b. The Transition Envelope is defined by the Street Level Development Standards of this Ordinance on the east, west, and south block faces. The north block face is defined in paragraph J.2.a. of this section. Transition heights are permitted by a 34 degree angle, originating from a height of eight feet above the sidewalk from the opposite street wall. The Transition envelope is shown on FIG. G.

c. Within the Transition Areas, the City Architect may approve projects that do not conform to the Transition Envelope but do create shadow beyond the extent of, or greater in cumulative area of that of the Transition Envelope.

K. Vehicular Access

1. The maximum linear feet of curb cut for vehicular access shall be calculated at a ratio of 1.0 linear foot per 500 square feet of site area.

2. No vehicular access curb cut may be closer than 50 feet from the curb line of the closest intersection or closer than 80 feet from the nearest curb cut except for development that contains a residential component, in which case the aforementioned dimensional criteria shall be reduced by one-half.

3. No curb cuts for vehicular access are permitted on the designated streets [refer to FIG. 9 attached hereto and made a part hereof]. A curb cut may be permitted on these streets if it serves a residential development or if the parcel size is at least 15,000 square feet and is bound on all sides by streets on which curb cuts are prohibited.

4. All vehicular access must be provided perpendicular to the public right-of-way. Curb cuts for one-way traffic may be no less than 10 feet or greater than 12 feet in width. Curb cuts for two-way traffic may be no less than 22 feet or greater than 27 feet in width.

L. Parking Structure Design Standards

1. All parking spaces shall be enclosed in a structure. All such parking structures shall be architecturally integrated and encapsulated into the development and shall conform to all other requirements of the Preliminary Centre City San Diego Community Plan and Interim Centre City San Diego Development and Design Ordinance.

2. Two levels of parking must be accommodated below grade prior to accommodating parking above grade with the following exceptions:

a. For parcels of 10,000 square feet or less, below grade parking is not required. All other parking requirements apply.

b. For development infilled on sites or blocks which contain designated historic sites, an exception to below grade parking requirements may be permitted by the City Architect. All other parking requirements apply.

c. For development on sites proven to be significantly impacted by the water table, the provision of below grade parking may constitute unnecessary hardship upon the property owner. However, where parking is permitted above grade, special attention shall be given to its architectural treatment and encapsulation. All other parking requirements apply.

3. A minimum of 50% of the parking located at-grade shall be buffered with residential, retail or other permitted uses.

4. All structural elements, lights, and mechanical equipment must be screened from view.

5. Surface parking may be permitted as a conditional use, not to exceed five years. The City Architect may permit a five-year extension of the Conditional Use Permit. Surface parking is subject to the requirements of the Citywide Landscape Ordinance. As a condition of approval, lighting shall be provided to maintain security and safety within a surface lot. Lighting shall be shielded from surrounding uses.

6. Remote parking facilities shall be permitted as an accessory use to a governmental or civic project, in support of a defined parking district, or within the Remote Parking Areas [refer to FIG. 10 attached hereto and made a part hereof].

7. In addition to the criteria of this Plan, the City Architect may require any additional measures to ensure land use, circulation, and design compatibility with all free-standing, above-grade parking structures within Centre City.

M. Signage

1. The following signage criteria apply to projects (new or renovated) having a cost of \$250,000.00 or more. In addition to the requirements of Chapter X, Article 1, Division II of the Municipal Code, the following provisions apply:

- a. A comprehensive sign program is required.

b. Signs, inflatable displays and banners cannot be placed on the roof of any structure.

c. The sign (or any part of the sign) may not be located more than 65 feet above the sidewalk. This is measured from the street property line closest to the sign.

2. Logos may be used on the upper tower of a building if the following criteria are met:

a. The logo must be designed as an integral part of the exterior of the building.

b. Logos may not be located on any two adjacent facades.

c. The maximum area of the logo is based on building height as described on Table 3.

TABLE 3: LOGO AREA

<u>Logo Area</u>	<u>Building Height</u>
50 sq. ft.	65 - 125 feet
75 sq. ft.	126 - 200 feet
100 sq. ft.	201 + feet

SECTION 9. PLAZA DESIGN GUIDELINES

The City Architect shall refer to the Plaza Design Guidelines of the Preliminary Centre City San Diego Community Plan in the review and approval of any urban open space that is 1,000 square feet or more in area and any urban open space proposed as an exception to required Street Level Development Standards.

SECTION 10. COUNTY ADMINISTRATION CENTER DESIGN ZONE

A. The County Administration Center Design Zone is located within the Waterfront District boundaries between Grape and Ash Streets and between Pacific Highway and California Street, and on one block immediately north and south of the County Administration Center [refer to FIG. 4 attached hereto and made a part hereof].

B. Any development proposal in this zone requires review by the County Chief Administrative Officer as well as the City Architect regarding the design of the proposal prior to the issuance of a Centre City Development Permit.

C. Within the area located between Pacific Highway and California Street, Ash Street and Grape Street the maximum height for the structures is 85 feet above grade.

D. The City Architect shall refer to the Design Guidelines for The Pacific Highway - County Administration Center Design Zone in review and approval of any project within this zone.

SECTION 11. OFF-STREET LOADING REQUIREMENTS

A. Off-street loading facilities shall be required for all developments which exceed a gross floor area of 100,000 square feet.

B. All off-street loading areas shall be screened from view.

C. No off-street parking or loading shall be required for any use occupying space in an existing building or structure that is renovated, converted or adapted for new use.

SECTION 12. OFF-STREET PARKING REQUIREMENTS

A. Calculation of Project Parking Baselines

1. In calculating required Project Parking Baseline rates, a remaining fraction of one-half or more is rounded up to the next whole unit; a remaining fraction of less than one half may be disregarded.

2. Project Parking Baseline rates shall be calculated for each specific use as follows unless otherwise specified on Table 6 [refer to TABLE 6: PARKING REQUIREMENTS attached hereto and made a part hereof]:

a. Residential (spaces per dwelling unit).

b. Commercial/Professional Office, Commercial Retail, Commercial Services (spaces per one thousand gross square feet).

c. Visitor Accommodations (spaces per room).

3. The Project Parking Baseline shall be determined by multiplying the Parking Baseline Rate by the number of dwelling units, gross square feet, or rooms (unless otherwise specified on Table 6).

4. The Project Parking Baseline is the sum of all Parking Baselines for specific uses contained within a proposed project.

B. Project Parking Baseline

1. All projects shall meet the total required Project Parking Baseline rate through a combination of:

a. Contribution to the Transit and Parking Improvement Fund.

b. On-site transportation demand management measures.

- c. On-site parking spaces.
- d. Off-site parking.
- e. Shared parking.

2. The parking requirements of San Diego Municipal Code, Chapter X, Article 1, Division 5, Section 101.0518, Conditional Use Permit for Living Unit Ordinance (O-17360, adopted October 16, 1989) apply.

3. The parking baseline for studio apartment units is:

- a. 0.90 per studio unit.
- b. 0.70 per studio unit that is rent restricted at monthly rentals affordable to a household earning 65 percent of the median area income or less. Affordable rents (as determined by the San Diego Housing Commission) must be maintained for a minimum period of 30 years.

4. For Living Unit and Single Room Occupancy (SRO) projects, up to 25 percent of the parking baseline may be met through the provision of on-site bicycle storage facilities. Bicycle storage facilities may be substituted for off-street parking at a rate of three storage facilities per one parking space.

C. Shared Parking Standards

1. The Project Parking Baseline may be reduced if the project applicant applies for Shared Parking Standards and the Shared Parking Requirement is lower than the Project Parking Baseline.

2. Project applicants seeking permits for Shared Parking Standards must fulfill the terms of Chapter X, Article 1, Division 8, Section 101.0830, paragraphs B and C, "Shared Parking Standards," of the Municipal Code.

3. Parking Baseline Rates specified in this Ordinance shall supersede Chapter X, Article 1, Division 8, Section 101.0830, paragraph B.4 (Parking Requirements for Shared Parking Permits).

4. Adequate on-site spaces shall be reserved for short-term parking if Shared Parking Standards are sought.

D. Transit and Parking Improvement Fund

1. The Transit and Parking Improvement Fund is an account established and administered by the City to receive and disburse funds to develop and enhance transit services to, from and within the Centre City San Diego Community Planning Area.

2. The Transit and Parking Improvement Fee (TPIF) is an amount of money contributed to the Fund by a project applicant in meeting required and Substitute Parking Commitments of the Project Parking Baseline.

a. A minimum of fifteen percent (15%) of the Project Parking Baseline shall be met through contribution to the Transit and Parking Improvement Fee. Residential and single room occupancy hotel projects are exempt from this requirement.

b. All or part of the Project Parking Baseline may be met through contribution to the Transit and Parking Improvement Fee.

c. The Transit and Parking Improvement Fee shall be determined by calculating the number of Project Parking Baseline spaces to be met through payment of the Fee multiplied by the amount of the Transit and Parking Improvement Fee.

d. The amount of the Transit and Parking Improvement Fee shall be equal to the average cost of building a structured, on-site parking space, as determined by the City Engineer. For the purposes of this Ordinance, the Fee is equal to ten thousand dollars (\$10,000) per space.

3. Payment of Transit and Parking Improvement Fee.

a. The Transit and Parking Improvement Fee and additional on-site parking fee shall be charged at the level in effect when the Building Permit is issued.

b. The Transit and Parking Improvement Fee and additional on-site parking fee shall be paid at issuance of the Certificate of Occupancy.

c. Fees will be valid for not more than two years after the issuance of the Building Permit. After two years, the level of fees will be charged at the current level in effect at that time.

d. The payment of Transit and Parking Improvement Fees are to be credited to any citywide and regional transportation fees applied to downtown. Additional on-site parking fees shall not be credited to any citywide and regional transportation fees.

E. Transportation Demand Management

1. Transportation Demand Management will be a program of specific measures taken or committed to by the project applicant which result in a reduction of single-occupant-vehicle commuting and on-site parking demand.

2. A minimum of fifteen percent (15%) of the Project Parking Baseline of all projects except residential and Single Room Occupancy (SRO) units shall be met through the provision or commitment to Transportation Demand Management measures shown in Table 4. A combination of the measures shown in Table 4, summing to at least 50% of the 100% possible, shall be considered to meet the required 15% reduction of the Project Parking Baseline.

3. The Transportation Demand Management Administrator shall administer this section of the Ordinance.

Table 4: TRANSPORTATION DEMAND MANAGEMENT

<u>Percentage</u>	<u>Measure</u>
16%	Proximity to public transit
16%	Preferential carpool and/or vanpool parking (2 percent of supply)
16%	On-site bicycle lockers (one per 25,000 sq. ft.)
16%	On-site shower and locker facilities (one per 25,000 sq. ft.)
8%	On-site transit amenities (bus shelter with seating and lighting)
8%	Transit pass sale and information area
5%	Carpool/vanpool parking structure by-pass

5%	Commuter and carpool/vanpool waiting area
5%	Membership in a Transportation Demand Management Association
5%	On-site day care facilities

100%

F. Maximum On-Site Parking

1. Maximum On-Site Parking is the maximum amount of the Parking Baseline which can be accommodated on-site.

2. All on-site parking spaces must be dedicated to serving the residents, employees, employers, customers, and/or visitors to the project site unless a shared parking program is approved by the City Architect.

3. The Maximum On-Site Parking is shown in Table No. 6 of this Ordinance.

G. Additional On-Site Parking

1. For Commercial/Professional Office uses additional on-site parking may be provided beyond the maximum on-site parking of paragraph F of this Section.

a. An additional 0.5 spaces per 1000 GSF may be provided on-site with the payment of an additional fee for each space in excess of the 1.0 spaces per 1000 GSF.

b. The additional on-site parking fee shall be phased over a ten-year period, beginning at no additional cost for the first two years and increasing to 150% of the established TPIF fee per space at ten years, as shown in Table 5.

c. Payment of additional on-site parking fees shall be in accordance with paragraph D of this Section.

d. At the end of ten years (1990-2000), no additional on-site parking may be provided in excess of the on-site maximum.

TABLE 5: Transit and Parking Improvement Fee and Additional On-Site Parking Fee Phasing Schedule

YEAR	TPIF FEE PER GSF	PARKING FEE PER SPACE IN EXCESS OF 1.0 SPACE/1000 GSF
1	\$3.75	\$ 0
2	\$3.75	0
3	\$3.75	1,500
4	\$3.75	3,000
5	\$3.75	4,500
6	\$3.75	6,000
7	\$3.75	7,500
8	\$3.75	10,000
9	\$3.75	12,500
10	\$3.75	15,000

H. Substitute Parking Commitments

1. A Substitute Parking Commitment is a legal agreement between the project applicant and the City which specifies the nature and extent of actions taken to accommodate the Project Parking Baseline with means other than the required Transit and Parking Improvement Fee, transportation demand management measures, and on-site parking. The Commitments must be:

a. Measures which are recognized by the City Architect and the Transportation Demand Management Administrator that reasonably reduce the extent of or need for on-site parking.

b. Actions which are reasonably within the control of the applicant or which bind future owners of the proposed project.

2. The Substitute Parking Commitments may include but are not limited to the following:

a. Contribution of a per space fee to the Transit and Parking Improvement Fund, as specified in paragraph D of this Section.

b. Transportation Demand Management Measures to be implemented on-site at the proposed project as specified in paragraph E of this Section.

c. Off-site parking spaces.

d. Inclusion in Parking District as specified in paragraph J of this Section.

e. Demonstration of existing parking available to the project, or a condition unique to the property or project that reduces the project parking baseline.

I. Off-Site Parking Spaces

1. An off-site parking space is any space dedicated to a project by ownership, lease, or other legal agreement that is not on the project parcel. All off-site parking spaces to be credited against the Project Parking Baseline must be:

a. Dedicated to serving the residents, employees, employers, customers, and/or visitors to the project in question for the life of the project development, as specified in Chapter X, Article 1, Division 8, Section 101.0803.

b. Within 1,000 feet of the main project entrance or connected by public transit or privately operated shuttle service, with buses or other vehicles traveling between the parking space and the project development every ten minutes or less during peak period weekday commute hours.

2. Parking spaces used by other off-site uses with different peak hours of parking demand can be considered as off-site parking spaces with approval of the City Architect and Transportation Demand Management Administrator.

3. Off-site parking spaces credited against the Project Parking Baseline must conform to the provisions of Chapter X, Article 1, Division 8, of the Municipal Code.

J. Parking Districts

1. A Parking Assessment District is formed by property owners in a defined area for the purpose of meeting parking needs of the area in one or more off-street parking facilities. Inclusion in a Parking Assessment District can be considered as accommodating part or all of a proposed project's Project Parking Baseline subject to the approval of the City Architect and the provisions of this Section and Chapter X, Article 1, Division 8, Section 101.0809, of the Municipal Code.

2. The development of new off-site parking and the expansion of parking at existing sites devoted to parking shall be subject to the specific development and design guidelines of each Land Use District.

K. Supplemental Residential Parking Requirements

1. Motorcycle and Bicycle Parking shall be provided for all residential projects and will be conveniently located throughout the project.

2. For premises with two or more dwelling units, the number of motorcycle spaces required is 5 percent of the total Parking Baseline.

3. For premises with two or more dwelling units, the number of secure bicycle storage facilities required is 30 percent of the total Parking Baseline.

4. Bicycle storage facilities shall be enclosed with access restricted to authorized persons. If a storage room is used for bicycle parking, provisions shall be made to allow bicycles to be locked to a stationary object inside the room.

L. Project Plan Monitoring

1. Upon issuance of the building permit, the owners of the development shall report to the Planning Department changes in the availability of on-site or off-site parking facilities, or Substitute Parking Commitments. The Transportation Demand Management Administrator, or designated representative, shall determine compliance with this section of the Ordinance.

2. Any indicated changes shall be supported by a supplemental report which documents how the project will comply with the provisions of this Ordinance.

3. The City has the option to levy TIRP fees against the owners of any project who fail to report changes in available parking supply or changes in compliance with other provisions of this Ordinance.

SECTION 13. ALCOHOL BEVERAGE SALE PERMIT

A. Establishments engaged in the sale of alcoholic beverages for off-site consumption are required to obtain an alcohol beverage sale permit from the City Architect.

B. The following conditions of the permit shall apply:

1. No wine or distilled spirits shall be sold in containers of less than 750 milliliters.

2. No malt beverage products shall be sold in less than six-pack quantities per sale.

3. No wine shall be sold with an alcoholic content greater than fifteen percent (15%) by volume.

4. No refrigerated or otherwise chilled alcoholic beverages shall be sold or maintained on the licensed premises.

5. Quarterly gross sales of alcoholic beverages shall not exceed twenty percent (20%) of the quarterly gross sales of the establishment.

6. No alcoholic beverages shall be sold or delivered except between the hours of 10:00 a.m. and 10:00 p.m. of each day of the week.

C. The City Architect may grant, with Police Department comment and review, an Alcoholic Beverage Sale Permit with the following conditions of approval:

1. Allowing the sale of refrigerated or otherwise chilled alcoholic beverages.

2. Allowing the off premises quarterly sales of alcoholic beverages not to exceed fifty percent (50%) of the quarterly gross sales of the establishment.

3. Allowing uses as identified in Section 103.0408.6a(1) relief from Section 103.0408.6c(1) (c) of the Municipal Code.

D. The following conditions of approval for the consumption of alcoholic beverages "on the premises of the sale" shall apply:

1. The sale of alcoholic beverages shall be an accessory or secondary use to the primary use of the property and the intended use must be a permitted use within that district.

2. Liquor, beer and wine sales shall not exceed 50 percent of the total gross sales of the business conducted at that location. Food may be served throughout the premises at any time and entertainment may be permitted throughout the premises.

E. After considering the facts presented in the application, the City Architect may grant such permit if it is concluded at the hearing that all of the criteria set forth above and in Section 103.0403.C of the Municipal Code have been met. In granting the permit, the City Architect may impose reasonable conditions to ensure compliance with the provisions of this section.

F. The City Architect may revoke an Alcohol Beverage Sale Permit if conditions as set forth in the permit are not being met.

SECTION 14. LAND USES CLASSIFICATIONS

Land use classifications describe one or more uses having similar characteristics but do not list every use or activity that may be appropriate within the classification. The City Architect shall determine whether a specific use falls within one or more of the use classifications described. The Planning Commission will make the final determination if significant planning issues are involved. [Refer to TABLE 7: LAND USE CLASSIFICATIONS PERMITTED BY LAND USE DISTRICTS attached hereto and made a part hereof.]

A. RESIDENTIAL

1. Group Residential: Shared living quarters without separate kitchen facilities for each room or unit. This classification includes boarding houses, dormitories and private clubs. It does not include single room occupancy hotels.

2. Live/Work Quarters (Loft): An area comprised of one or more rooms or floors in a building originally designed for industrial or commercial occupancy and new construction that includes cooking space, sanitary facilities and working space for artists, artisans, and similarly situated individuals.

3. Multifamily Residential: Two or more dwelling units on a lot.

4. Senior Citizens Housing: At least one person residing in each unit shall be at least 62 years of age or physically handicapped except for projects of 150 units or more where a resident aged 55 or over is deemed to be a "senior." Senior housing may also include facilities meeting state and federal program standards.

B. COMMERCIAL/PROFESSIONAL OFFICE

1. Professional and Business Offices: Offices of entities or organizations providing professional, executive, management, travel, airline reservation and airline ticketing services, auto rentals with no on-site storage of vehicles. Administrative services include advertising, computer program design, data processing, architectural design, engineering, landscape design, insurance, investment, legal and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use but excludes banks and savings and loan associations.

2. Governmental Offices: Administrative, clerical, or public contact offices of a government agency, including postal facilities, together with incidental storage and maintenance facilities for vehicles.

C. COMMERCIAL RETAIL

1. Food/Grocery Sales: Retail sales of prepared food and food for home preparation. This includes bakeries, candy stores, ice cream stores, and delicatessens, as well as grocery stores and supermarkets.

2. Retail Sales: This classification includes department stores, drug stores, dispensing opticians, clothing stores, fabric stores, resale and pawn shops, pet stores and businesses retailing the following goods: toys, hobby materials, books, guns, cameras, photographic supplies, electronic equipment, compact discs, sporting goods, shoes, office supplies, stationery, medical supplies, bicycles, and new automotive parts and accessories (excluding service and installation).

D. COMMERCIAL SERVICES

1. Ambulance Services: Provision of emergency medical care or transportation, including incidental storage and maintenance of vehicles.

2. Animal Hospitals: Establishments where small animals receive medical and surgical treatment. This classification includes only those facilities that are entirely enclosed, soundproofed, and air-conditioned. Grooming and temporary boarding (up to 30 days) of animals is included if incidental to the hospital use.

3. Artists' Studios: Work space for artists and artisans, including individuals practicing one of the fine arts or performing arts, or skilled in an applied art or craft.

4. Banks, Credit Unions, and Savings and Loan Associations: Financial institutions that provide retail banking services. This classification applies only to those institutions engaged in the on-site circulation of cash.

5. Banquet Facilities, Clubs and Lodges: Commercial, private or nonprofit dining, meeting, recreational, or social facilities used primarily by members and/or guests, including those provided as a secondary use with visitor accommodations.

6. Building Materials and Services: Retailing, wholesaling, or rental of building supplies or equipment. This classification includes lumber yards, tool and equipment sales or rental establishments, and building contractors' yards, but excludes activities classified under Vehicle/Equipment Sales and Services, paragraph F, of this Section.

7. Business and Home Services: Establishments providing appliance repair, office machine repair, building maintenance (janitorial), landscape maintenance, window cleaning, upholstering, graphic design, drafting, blueprinting, typesetting, printing, copying, or photographic services. This classification excludes uses specified in paragraphs B and F of this Section.

8. Catering Services: Preparation and delivery of food and beverages for off-site consumption without provision for on-site pick-up or consumption.

9. Commercial Recreation and Entertainment: Provision for participant or spectator recreation or entertainment. Typical uses include game center, billiard parlor, bowling alley, ice- and roller-skating rink, miniature golf course, tennis/racquetball court, and theatre.

10. Commercial Communications Facilities:

Broadcasting, recording, and other communication services accomplished through electronic or telephonic mechanisms; television or recording studios; telephone switching centers; and telegraph offices.

11. Eating and Drinking Establishments: Businesses

serving or selling prepared food or beverages, including wine or beer with meals, for consumption on or off the premises. This use includes cocktail lounges, bars, and taverns with live entertainment.

12. Laboratories: Establishments providing medical or

dental laboratory services; or establishments that provide photographic, analytical, or testing services.

13. Mortuaries: Provision of services such as

preparing the deceased for burial and conducting funerals. This classification excludes cemeteries, crematoriums, and columbariums.

14. Nurseries, Plant: Establishments primarily engaged

in the sale of plants, where all merchandise other than plants is kept within an enclosed building or a fully screened enclosure and fertilizer of any type is stored and sold in package form only.

15. Personal Improvement Services: Provision of

instructional services or facilities, including photography, fine arts, crafts, dance or music studios, driving schools, business and trade schools, reducing salons, and fitness studios.

16. Personal and Convenience Services: Provision of recurrently needed services of a personal nature. This classification includes barber and beauty shops, tailors, shoe repair shops, dry cleaning agencies (excluding bulk cleaning), photocopying, and self-service laundries.

17. Research and Development Services: Establishments primarily engaged in industrial or scientific research, including limited product testing. This classification includes electron research firms or pharmaceutical research laboratories but excludes manufacturing or medical testing and analysis.

18. Visitor Accommodations:

a. Bed and Breakfast Inns: Establishments offering lodging on a less-than-weekly basis with incidental eating and drinking service (for lodges only) provided from a single kitchen.

b. Hotels and Motels: Establishments offering lodging with or without meals and having kitchens in no more than sixty percent (60%) of the guest units. This classification includes eating, drinking, and banquet service.

c. Single-Room Occupancy: A dwelling unit within a hotel providing sleeping and living facilities in which cooking and sanitary facilities may be provided within the unit or shared. SRO's are considered a commercial use and should follow the appropriate building codes for commercial development.

E. PUBLIC AND SEMIPUBLIC

1. Colleges and Universities: Public or private educational institutions that offer a course of study leading to a recognized degree, including facilities incidental to training and education in support of the college or university curriculum, students or faculty.

2. Community and Human Care Facilities Limited:

a. Day Care, Adult: Provision of nonmedical care for seven or more adults on a basis of less than 24-hours.

b. Drug Abuse Centers: Facilities offering drop-in services for persons suffering from drug abuse, including treatment and counseling with no provision for on-site residence or confinement.

c. Primary Health Care: Medical services, including clinics, counseling, and referral services to persons afflicted with bodily or mental disease or physical injury without provision for on-site residence or confinement.

d. Emergency Kitchens: Establishments offering food for the "homeless" and others in need.

e. Emergency Shelters: Establishments offering food and shelter programs for "homeless" people and others in need. This classification does not include facilities licensed for residential care, as defined by the State of California, which provide supervision of daily activities.

f. Neighborhood Recovery Centers: Drop-in facilities for persons suffering from problems associated with alcohol abuse with no provisions for on-site residence or confinement.

g. Residential Alcohol Recovery, General: Facilities providing 24-hour care for more than six persons suffering from problems associated with alcohol abuse, who are in need of personal services, supervision, protection, or assistance. These facilities may include an inebriate reception center as well as facilities for treatment, training, research, and administrative services but includes only those facilities licensed by the State of California.

h. Residential Care, General: Twenty-four hour nonmedical care for seven or more persons, including wards of the Juvenile Court, in need of personal services, supervision, protection, or assistance essential to sustaining the activities of daily living. This classification includes only those facilities licensed by the State of California.

3. Cultural Institutions: Nonprofit institutions displaying or preserving objects of interest in one or more of the arts or sciences. This classification includes libraries, museums, and nonprofit art galleries.

4. Hospitals/Clinics: Facilities providing medical, surgical, psychiatric, or emergency medical service to sick or injured persons, primarily on an inpatient basis.

5. Park and Recreation Facilities: Noncommercial parks, playgrounds, gymnasiums, recreation facilities and open spaces.

6. Performing Arts/Theatres: Facilities providing live musical, dance and theatrical performances and film presentations other than those regulated as adult businesses.

7. Religious Assembly: Facilities for religious worship and incidental religious education.

8. Schools, Public or Private: Public or private elementary or secondary schools, or private schools that offer a curriculum comparable to that of the public schools of the State of California, excluding colleges and universities.

9. Transportation Facilities, General: Facilities for loading, unloading, and transferring passengers, baggage, and incidental freight among different modes of transportation. This classification includes bus terminals, shipping terminals and rail transit.

10. Transportation Facilities, Limited: Bus transit stops and trolley stations.

F. VEHICLE/EQUIPMENT SALES AND SERVICES

1. Automobile Rentals: Rental of automotive vehicles, including storage and incidental maintenance but excluding maintenance requiring pneumatic lifts.

2. Automobile Washing and Detailing: Washing, waxing, or cleaning of automobiles or similar light vehicles.

3. Service Stations: Establishments engaged in the retail sale of gas, diesel fuel, lubricants, parts, and accessories. This classification includes incidental maintenance and repair of automobiles and light trucks but excludes body and fender work or repair of heavy trucks or vehicles.

4. Vehicle/Equipment Sales and Rentals: Sale and rental of automobiles, trucks, motorcycles, mobile homes, recreational vehicles, small-scale construction equipment and similar equipment, including storage and incidental maintenance.

5. Vehicle/Equipment Repair, Limited: Repair of automobiles, trucks, motorcycles, mobile homes, or recreational vehicles, including the sale, installation, and servicing of related equipment and parts. This classification includes auto repair shops, wheel and brake shops, and tire sales and installation but excludes vehicle dismantling or salvage, tire retreading or recapping, and body and fender shops.

G. INDUSTRIAL

1. Industry, General: Manufacturing of products, primarily from extracted or raw materials, or bulk storage and handling of such products and materials. This classification includes food processing and packaging, laundry and dry cleaning plants, automobile dismantling within an enclosed building, and stonework and concrete products manufacture but excludes industrial activities;

e.g., acid manufacture, concrete ready-mix plants, explosives manufacture or storage, fertilizer manufacture, glue manufacture, petroleum refining, smelting, stockyards, and activities involving hazardous materials/wastes.

2. Industry, Limited: Manufacture of finished parts or products, primarily from previously prepared materials within an enclosed building. This classification includes processing, fabrication, assembly, treatment, and packaging, but excludes basic industrial processing from raw materials, and food processing.

3. Maintenance and Service Facilities: Facilities providing maintenance and repair services for vehicles and equipment and materials storage yards. This classification includes construction yards, equipment service centers, bus and trolley yards, and similar facilities.

4. Marine Industry: Manufacturing, distributing, and processing of goods and the provision of services related to and supporting defense, research, shipping, fishing, and tourism.

5. Trucking Terminals: Storage and distribution facilities having more than six buses and/or trucks of two tons or greater on the premises at one time.

6. Utilities:

a. Major: Refuse collection facilities and similar facilities of public agencies or public utilities, excluding hazardous wastes from refuse collection facilities.

b. Limited: Electrical substations and utility facilities that are necessary to support legally established uses that involve only minor structures related to electrical distribution lines and transmission lines.

7. Wholesaling, Distribution and Storage:

Establishments primarily engaged in wholesaling, storage, and bulk sales distribution, including open-air handling of materials and equipment but excluding storage of flammable or hazardous materials. Typical uses include wholesale distributors, wholesale showrooms, storage warehouses, and moving and storage firms.

H. **PARKING**

1. Surface Parking: Surface parking lots offering short-term or long-term parking to the public for a fee.

2. Remote Parking: Free standing parking structure(s) constructed off-site or one that is not associated with a specific project.

I. **ACCESSORY USES**

Accessory Uses and Structures: Uses and structures that are incidental and subordinate to the primary use and are customarily found on the same site.

SECTION 15. DEFINITIONS

ADJACENT LOT: A lot that abuts another lot for a distance not less than 25 feet along a side or rear lot line or would so abut for such a distance if not separated by an alley.

ATRIUM: An opening through two (2) or more floor levels (other than enclosed stairways, elevators, hoistways, escalators, plumbing, electrical, air conditioning or other equipment) which is enclosed at the top.

BLANK WALL: Any wall or garage door not enhanced by architectural detailing, artwork, landscaping, windows, doors, or similar features.

BUILDING LINE: The location of an exterior wall of a building nearest to and most nearly parallel to a property line.

BUILDING MATERIALS: All materials visible from the exterior of a development, including materials used for walls, roofs, structure windows, doors, architectural or decorative features applied to the facade and trim.

CENTER CITY DEVELOPMENT PERMIT: A term applied to all permits which are required pursuant to the Interim Centre City San Diego Development and Design Ordinance.

COMMON OPEN SPACE: Those usable spaces commonly accessible to all residents and users of the building.

CONDITIONAL USE: Any use that requires a Conditional Use Permit subject to the regulations set forth in Chapter X, Article 1, Division 5, of the San Diego Municipal Code.

CORNICE: A decorative, projecting member which crowns or finishes the top of a wall.

COURT: An open space unobstructed to the sky, located at or above grade level on a lot, and bounded on two or more sides by walls of a building.

ENCAPSULATE: Complete enclosure of a space or area by a solid material that is compatible and integrated with the material and architectural design of the project from the adjacent or contiguous development or the public right-of-way.

FLOOR AREA: The area included within the surrounding exterior walls of a building or portion thereof, exclusive of vent shafts and courts. Floor areas shall not include areas below grade which are considered basements under the Uniform Building Code. The numeric value obtained for floor area ratios is calculated by dividing the gross square footage of the building or buildings on the premises, including parking at and above grade, by the total area of the premises.

HABITABLE ROOM: Any room except kitchen, hall, bathroom and toilet compartments.

HIGH RISE: A building exceeding 125 feet in height.

HIGH-RISE BUILDING ELEMENTS: High-rise buildings have the following elements: base, tower, and roof. The tower may be subdivided into transition floors, a lower tower, and an upper tower.

LAND USE MIX: A percentage distribution of a building's gross floor area devoted to residential or nonresidential uses.

LIVE/WORK QUARTERS: An area comprised of one (1) or more rooms or floors in a building which includes: (1) cooking space and sanitary facilities, and (2) working space reserved for persons residing therein. Not over thirty-three percent (33%) of each live/work quarters shall be used or arranged for residential purposes such as a sleeping area, kitchen, bathroom, and closet areas.

LIVING UNIT: A living unit is an enclosed space of more than 150 net square feet which is not required to, but may contain a full or partial kitchen and bathroom.

LIVING UNIT PROJECT: A living unit project is a building containing 12 or more living units.

LOGO: An identifying symbol using graphics, color schemes, figures, hieroglyphics, numerals and letters (not including words).

LOW RISE: A building with a maximum height of fifty (50) feet.

MASS AND SCALE: The visual perception of the organization of the gross floor area of the structure compared to adjoining development.

MIDRISE: A building ranging in height from fifty (50) feet to one hundred and twenty-five (125) feet.

MIXED USE DEVELOPMENT: Developments in which two (2) or more land uses are permitted.

OFF-SITE PARKING: Parking in a privately or publicly owned parking lot or structure that is not located on the same lot as the use it serves.

PRIVATE OPEN SPACE: An area connected or immediately adjacent to a dwelling unit. The space can be a balcony, ground or above grade patio or adjoining roof area used exclusively by the occupants of the dwelling unit.

RECREATIONAL FACILITIES: Outdoor facilities ancillary to a residential complex, including swimming pools, saunas, and courts.

REFLECTIVE GLASS: A glazing material which obscures vision and has limited transparent qualities.

RELIGIOUS ASSEMBLY: Facilities for religious worship and incidental religious education.

RESIDENTIAL DENSITY: A measure of housing, expressed in dwelling units per acre (DUPA).

SCHOOLS - PUBLIC & PRIVATE: A building used for the primary purpose of education.

SCREENING: Partial enclosure of a space or area by a solid material that is compatible and integrated with the materials and architectural design of the project from adjacent or contiguous development or public right-of-way.

SKYVIEWS: A horizontal and near-horizontal view of the sky. Often, in San Diego, such views include the Coronado Bay Bridge.

SMALL LOT DEVELOPMENT: A designation applied to a legal lot 10,000 square feet or less.

STEPBACK: A separation between a specified plane or line (such as a property line) and structural or building elements.

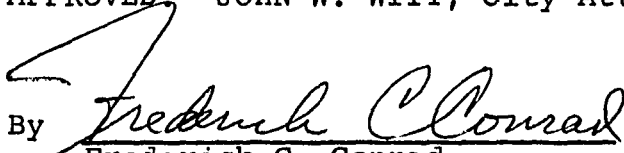
STREET LEVEL USES: Uses that are accessible to the general public, open during established shopping and evening hours, generate walk-in pedestrian clientele and contribute to a high level of pedestrian activity. Uses that generate pedestrian activity include retail shops, restaurants, bars, theaters and the performing arts, commercial recreation and entertainment, personal and convenience services, hotels, banks, travel agencies, airline ticket agencies, child care services, libraries, museums and galleries.

STREETWALL: The facade of buildings or frontage along a property line shared with a public right-of-way.

URBAN OPEN SPACE: Any usable space accessible to the general public which is 1,000 ft. or greater such as plazas, parks, etc.

SECTION 16. This ordinance shall take effect and be in force on the thirtieth day from and after its passage, however the provisions of this ordinance shall not be applicable within the Coastal Zone until the thirtieth day following the date the California Coastal Commission unconditionally certifies this ordinance as a local coastal program amendment. If this ordinance is not certified, or is certified with suggested modifications by the California Coastal Commission, the provisions of this ordinance shall be null and void.

APPROVED: JOHN W. WITT, City Attorney

By 
Frederick C. Conrad
Chief Deputy City Attorney

FCC:lc
07/20/90
08/02/90 REV. 1
08/28/90 COR.COPY
09/06/90 COR.COPY
Or.Dept:Plan.
O-91-9
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TABLE 6: PARKING REQUIREMENTS

LAND USE CLASSIFICATIONS	PARKING BASELINE (Spaces per 1000 GSF)	MAXIMUM ON-SITE PARKING (Spaces per 1000 GSF)	TRANSIT AND PARKING IMPROVEMENT FEE (Estimated cost per square foot)
A. Residential			
Group Residential	.2 per room.	same	none
Live/Work Quarters (Loft)	1.0 per bedroom, up to 2.0 per dwelling unit.	same	none
Living Units	.9 or as per conditional use	same	none
Multifamily Residential	1.0 per bedroom, up to 2.0 per dwelling unit, 0.9 per studio unit.	same	none
Senior Citizen Housing	0.6 per dwelling unit, plus 1 guest space per 10 units.	same	none
B. Commercial/Professional Office			
Professional and Business Office	2.5	1.0, up to 1.5 with additional fee.	\$3.75 per sq. ft.
Governmental Offices	2.5	1.0, up to 1.5 with additional fee.	\$3.75 per sq. ft., or alternative compliance.
C. Commercial Retail			
Food/Grocery Sales	1.0	2.5	\$1.50 per sq. ft.
Retail Sales	1.0	2.5	\$1.50 per sq. ft.
D. Commercial Services			
Ambulance Services	1.0	same	\$1.50 per sq. ft.
Animal Hospitals	1.0	same	\$1.50 per sq. ft.
Artists' Studios	1.0	same	\$1.50 per sq. ft.

LAND USE CLASSIFICATIONS	PARKING BASELINE (Spaces per 1000 GSF)	MAXIMUM ON-SITE PARKING (Spaces per 1000 GSF)	TRANSIT AND PARKING IMPROVEMENT FEE (Estimated cost per square foot)
D. Commercial Services (Continued)			
Banks, Credit Unions, and Savings and Loan Associations	1.0	same	\$1.50 per sq. ft.
Banquet Facilities, Clubs, and Lodges	1 per 150 sq. ft. of seating area.	same	\$1.50 per sq. ft.
Building Materials and Services	1.0 per 1000 sq. ft. of lot area.	same	\$1.50 per sq. ft.
Business and Home Services	1.0	same	\$1.50 per sq. ft.
Catering Services	1.0	same	\$1.50 per sq. ft.
Commercial Recreation and Entertainment	1.0	same	\$1.50 per sq. ft.
Commercial Communication Facilities	1.0	same	\$1.50 per sq. ft.
Eating and Drinking Establishments	1.0	2.5, up to 5.0 for detached use.	\$1.50 per sq. ft.
Laboratories	1.0	same	\$1.50 per sq. ft.
Mortuaries	1.0 per 150 sq. ft. seating area.	same	\$1.50 per sq. ft.
Nurseries, Plant	1.0 per 1000 sq. ft. of sales area.	same	\$1.50 per sq. ft.
Personal Improvement Services	1.0	same	\$1.50 per sq. ft.
Personal and Convenience Services	1.0	same	\$1.50 per sq. ft.
Research and Development Services	1.0	same	\$1.50 per sq. ft.
Visitor Accommodations			
Bed and Breakfast Inns	1.0 per room	.7 per room.	\$1500 per room
Hotels and Motels	1.0 per room	.7 per room.	\$1500 per room
Single Room Occupancy	.2 per room.	same	none

LAND USE CLASSIFICATIONS	PARKING BASELINE (Spaces per 1000 GSF)	MAXIMUM ON-SITE PARKING (Spaces per 1000 GSF)	TRANSIT AND PARKING IMPROVEMENT FEE (Estimated cost per square foot)
E. Public and Semipublic			
Colleges and Universities	.5 per faculty and staff.	.25 per ADA Student, or FTE Student.	15% of Parking Baseline.
Community and Human Care Facilities	1.0	same	\$1.50 per sq. ft.
Cultural Institutions	1.0	same	\$1.50 per sq. ft.
Hospitals/Clinics	1.0	same	\$1.50 per sq. ft.
Park and Recreation Facilities	As specified by condition of approval.	same	same
Performing Arts/Theatres	1 for each 8 seats.	same	\$1.50 per sq. ft.
Religious Assembly	1 per 150 sq. ft. of seating area.	same	\$1.50 per sq. ft.
Schools, Public or Private, Child Care Facilities	.5 per faculty or staff.	As specified by condition of approval.	15% of Parking Baseline.
Transportation Facilities			
Major	As specified by condition of approval.	same	same
Limited		same	same
F. Vehicle/Equipment Sales and Services			
Automobile Rentals	.5	same	\$0.75 per sq. ft.
Automobile Washing and Detailing	.5	same	\$0.75 per sq. ft.
Service Stations	.5 per 1000 sq. ft. of lot area.	same	\$0.75 per sq. ft.
Vehicle/Equipment Sale and Rentals	.5	same	\$0.75 per sq. ft.
Vehicle/Equipment Repair, Limited	.5	same	\$0.75 per sq. ft.

LAND USE CLASSIFICATIONS	PARKING BASELINE (Spaces per 1000 GSF)	MAXIMUM ON-SITE PARKING (Spaces per 1000 GSF)	TRANSIT AND PARKING IMPROVEMENT FEE (Estimated cost per square foot)
G. Industrial			
Industry, Limited	.5	same	\$0.75 per sq. ft.
Maintenance and Service Facilities	.5, plus 1 per commercial vehicle.	same	\$0.75 per sq. ft.
Marine Industry	.5	same	\$0.75 per sq. ft.
Trucking Terminals	.5 per sq. ft. of lot area.	same	\$0.75 per sq. ft.
Utilities			
Major Limited	As specified by condition of approval	same same	same same
Wholesaling, Distribution and Storage	.5	same	\$0.75 per sq. ft.

TABLE 7: LAND USE CLASSIFICATIONS PERMITTED BY LAND USE DISTRICTS

LAND USE CLASSIFICATIONS	LAND USE DISTRICTS						
	Commercial Office	Rec./ Visitor/ Marine	Mixed Use/ Res. Emph.	Mixed Use	Institutional	Commercial Services	Hotel/ Residential
A. Residential							
Group Residential	X	X	X	X	X	X	X
Live/Work Quarters (Loft)	X	X	X	X	X	X	X
Living Units	CU	CU	CU	CU	CU	CU	CU
Multifamily Residential	X	X	X	X	X	X	X
Senior Citizen Housing	CU	CU	CU	CU	CU	CU	CU
B. Commercial Professional Office							
Professional and Business Offices	X	X	X	X	-	X	X
Governmental Offices	X	X	X	X	-	X	X
C. Commercial Retail							
Food/Grocery Sales	X	X	X	X	-	X	X
Retail Sales	X	X	X	X	-	X	X
D. Commercial Services							
Ambulance Services	X	-	-	X	-	X	-
Animal Hospitals	X	-	-	X	-	X	-
Artists' Studios	X	X	X	X	-	X	X
Banks, Credit Unions, and Savings and Loan Associations	X	-	X	X	-	X	X
Banquet Facilities, Clubs, and Lodges	X	X	X	X	-	X	X

*** KEY**

- X: Permitted
- CU: Conditional Use Permit Required
- : NOT Permitted

LAND USE CLASSIFICATIONS	LAND USE DISTRICTS						
	Commercial Rec./ Office	Visitor/ Marine	Res. Emph.	Mixed Use	Mixed Use	Insti- tutional	Commercial Services

D. Commercial Services Continued

Building Materials and Services	X	-	-	X	-	X	-
Business and Home Services	X	-	X	X	-	X	X
Catering Services	X	-	X	X	-	X	X
Commercial Recreation and Entertainment	X	X	X	X	-	X	X
Commercial Communications Facilities	X	-	-	X	-	X	-
Eating and Drinking Establishments	X	X	X	X	-	X	X
With Alcoholic Beverage Service	CU	CU	CU	CU	-	CU	CU
With Live Entertainment	X	X	CU	X	-	X	X
Laboratories	X	-	-	X	-	X	-
Mortuaries	X	-	-	X	-	X	-
Nurseries, Plant	X	-	-	X	-	X	-
Personal Improvement Services	X	-	X	X	-	X	X
Personal and Convenience Services	X	X	X	X	-	X	X
Research and Development Services	X	-	-	X	-	X	-
Visitor Accommodations							
Bed and Breakfast Inns	X	X	X	X	-	X	X
Hotels and Motels	X	X	-	X	-	X	X
Single Room Occupancy	X	X	X	X	-	X	X

*KEY

X: Permitted

CU: Conditional Use Permit Required

-: NOT Permitted

LAND USE CLASSIFICATIONS	LAND USE DISTRICTS						
	Commercial Office	Rec./ Visitor/ Marine	Mixed Use/ Res. Emph.	Mixed Use	Insti- tutional	Commercial Services	Hotel/ Residential

E. Public and Semipublic

Colleges and Universities	X	-	-	X	X	X	-
Community and Human Care Facilities	CU	-	-	CU	-	CU	-
Cultural Institutions	X	X	X	X	X	X	X
Hospitals/Clinics	X	-	-	X	-	X	-
Park and Recreation Facilities	X	X	X	X	X	X	X
Performing Arts/ Theatres	X	X	X	X	X	X	X
Religious Assembly	X	-	X	X	-	X	X
Schools, Public or Private	X	X	X	X	X	X	X
Transportation Facilities, General	X	-	-	X	-	X	-
Transportation Facilities, Limited	X	X	X	X	X	X	X

**F. Vehicle/Equipment
Sales and Services**

Automobile Rentals	X	-	-	X	-	X	-
Automobile Washing and Detailing	CU	-	-	CU	-	CU	-
Service Stations	CU	-	CU	CU	-	CU	CU
Vehicle/Equipment Sales and Rentals	-	-	-	X	-	X	-
Vehicle/Equipment Repair, Limited	-	-	-	CU	-	CU	-

***KEY**

X: Permitted
CU: Conditional Use Permit Required
-: NOT Permitted

LAND USE CLASSIFICATIONS	LAND USE DISTRICTS						
	Commercial Office	Rec./ Visitor/ Marine	Mixed Use/ Res. Emph.	Mixed Use	Insti- tutional	Commercial Services	Hotel/ Residential
G. Industrial							
Industry, Limited	CU	-	-	CU	-	CU	-
Maintenance and Service Facilities	-	X	-	-	-	X	-
Marine Industry	-	X	-	-	-	-	-
Trucking Terminals	-	-	-	-	-	X	-
Utilities							
Major	-	-	-	-	-	X	-
Limited	X	X	X	X	X	X	X
Wholesaling, Distribution and Storage	-	-	-	X	-	X	X
H. Parking							
Surface Parking	CU	CU	CU	CU	CU	CU	CU
Remote Parking	L	-	L	-	L	L	L
I. Accessory Uses							
	X	X	X	X	X	X	X

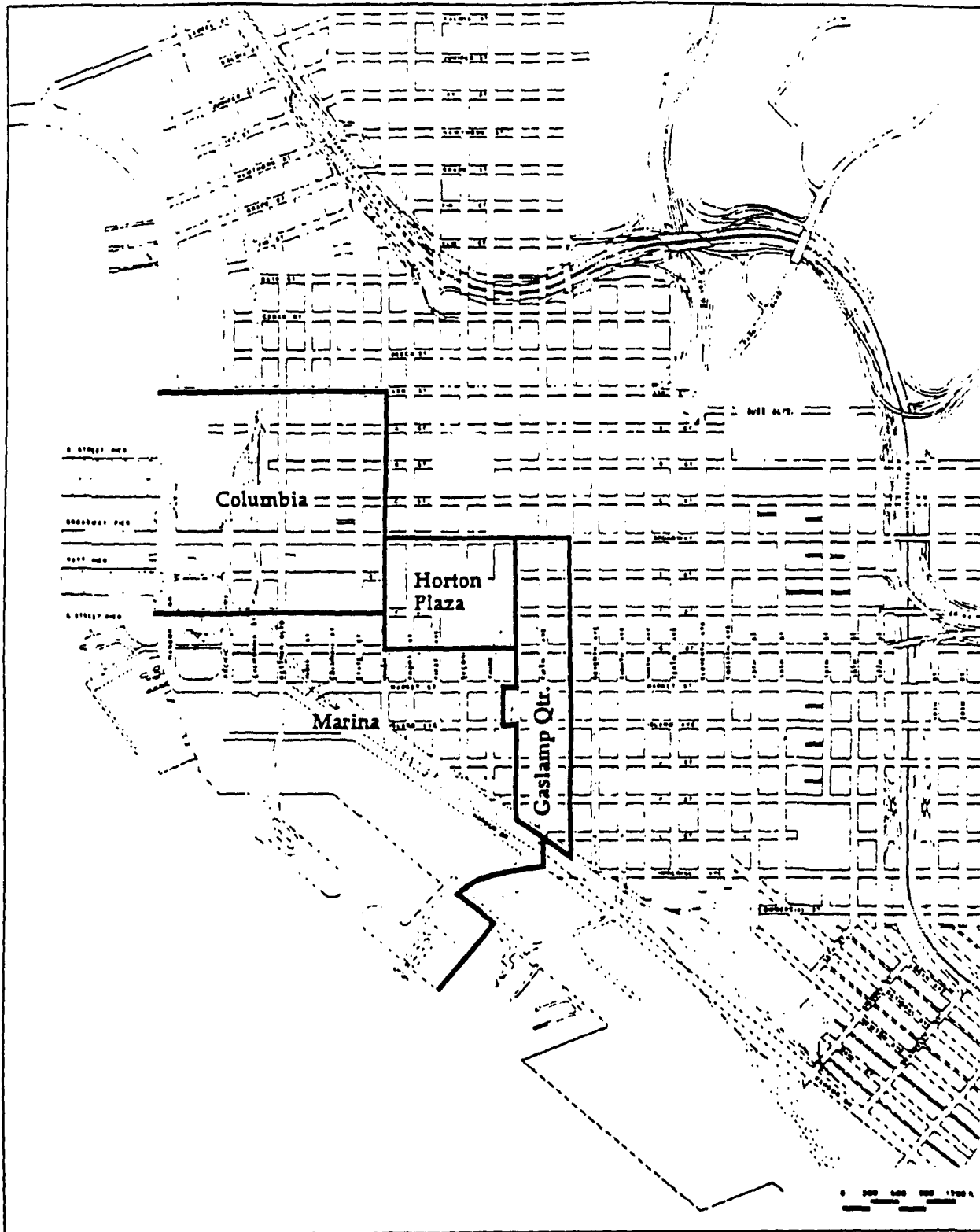
* KEY

X: Permitted

CU: Conditional Use Permit Required

L: Limited

-: NOT Permitted



EXISTING REDEVELOPMENT PROJECT AREAS



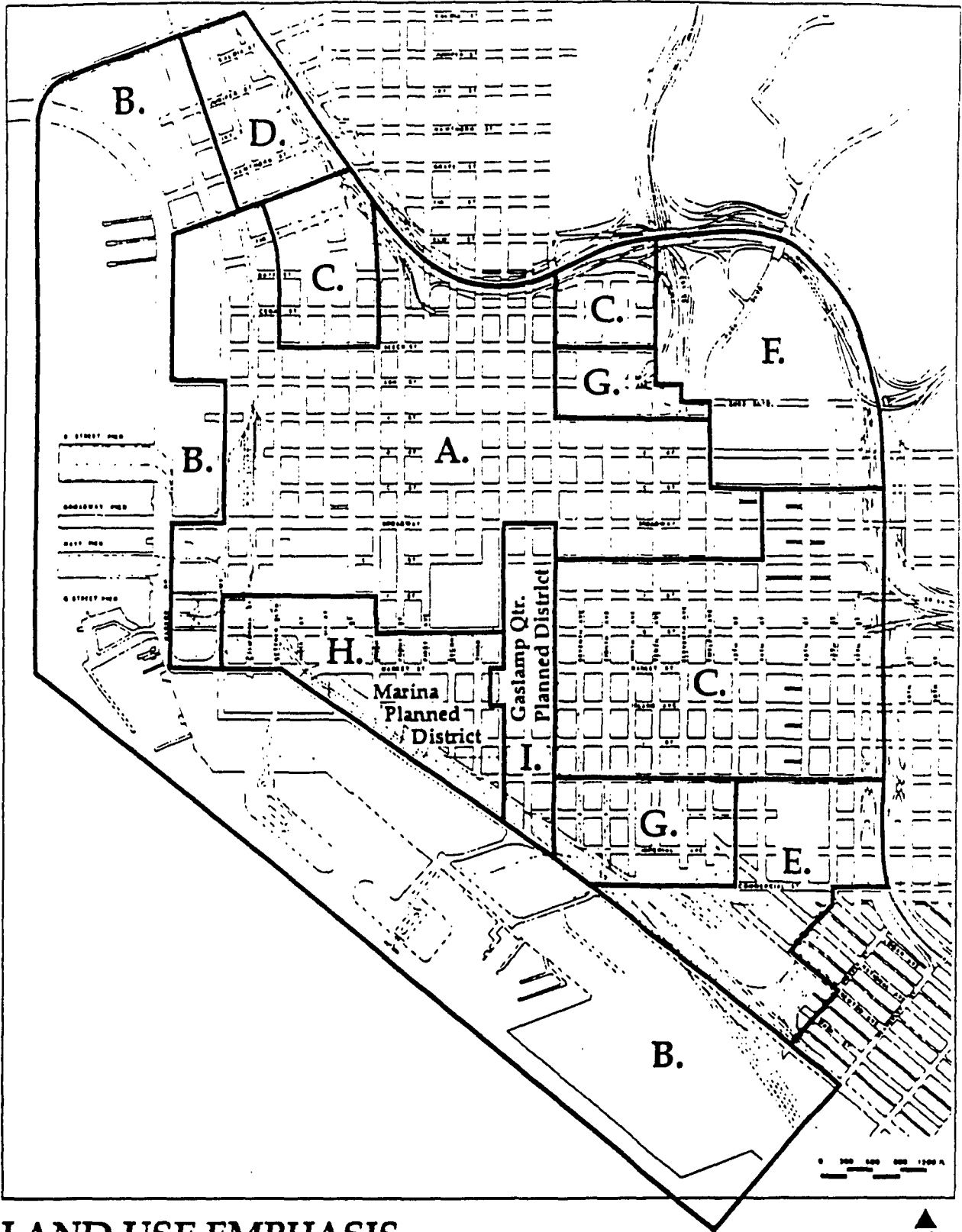
FIG.
1



*The requirements of the Preliminary Plan do not apply to the Gaslamp Quarter or Marina Planned Districts. The Preliminary Plan does apply to the Columbia and Horton Redevelopment Areas. However, in case of conflict, the requirements of the Redevelopment Area apply.

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LAND USE EMPHASIS



- | | |
|--|---|
| A. Commercial/Office District | E. Commercial Services District |
| B. Recreation/Visitor/Marine District | F. Institutional District |
| C. Mixed Use/Residential Emphasis District | G. Hotel/Residential District |
| D. Mixed Use District | H. Marina Planned District (Residential Emphasis) |
| | I. Gaslamp Quarter Planned District |

FIG.
2



The requirements of the Preliminary Plan do not apply to the Gaslamp Quarter or Marina Planned Districts. The Preliminary Plan does apply to the Columbia and Horton Redevelopment Areas. However, in case of conflict, the requirements of the Redevelopment Area apply.

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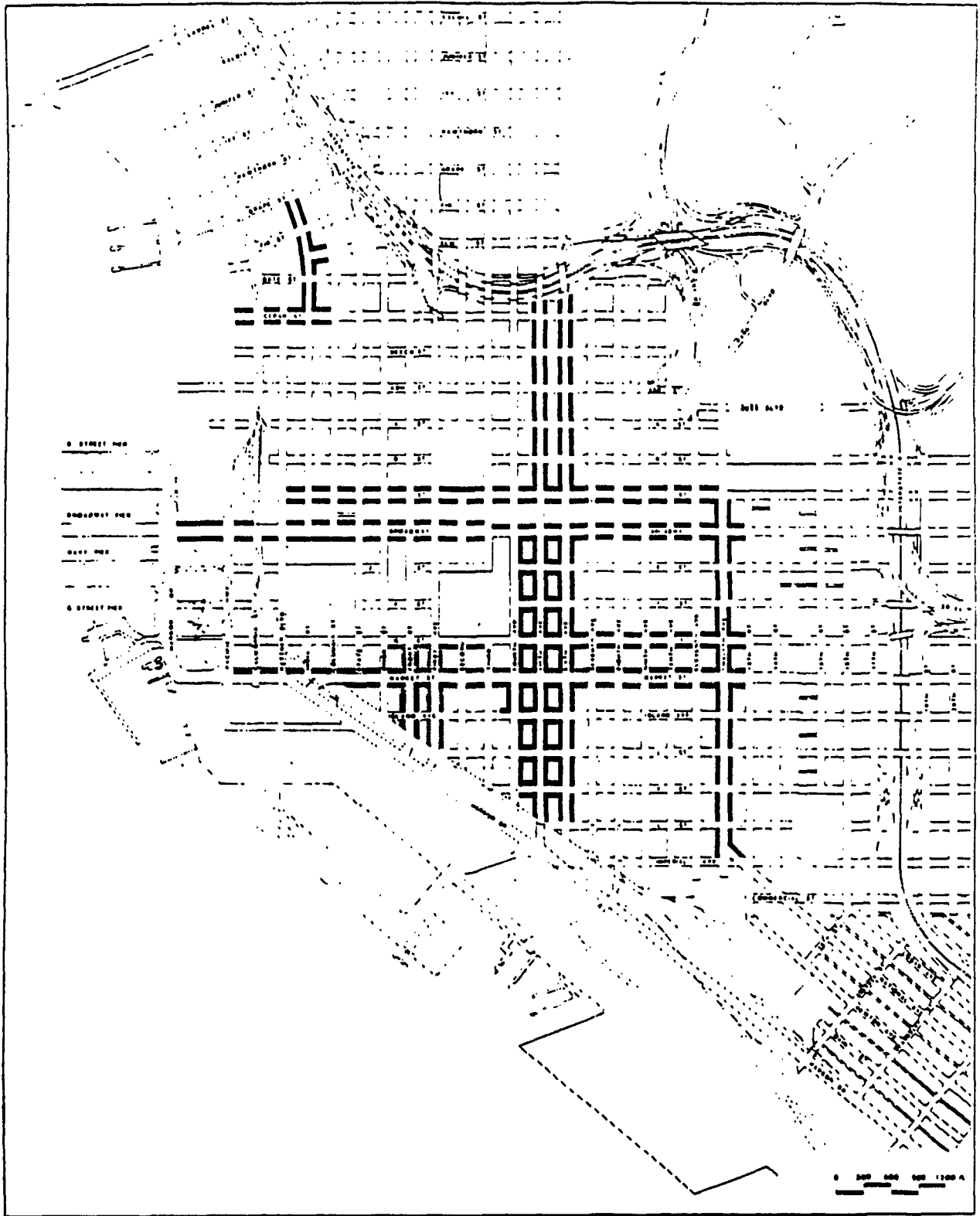
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THE FOLLOWING
DOCUMENT
IS THE
BEST COPY
AVAILABLE
FOR
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CITY OF
SAN DIEGO
CITY CLERK
202 C STREET
San Diego, CA 92101-3860





STREET LEVEL USES

— Required Locations for Street Level Uses

— Preferred Locations for Street Level Uses



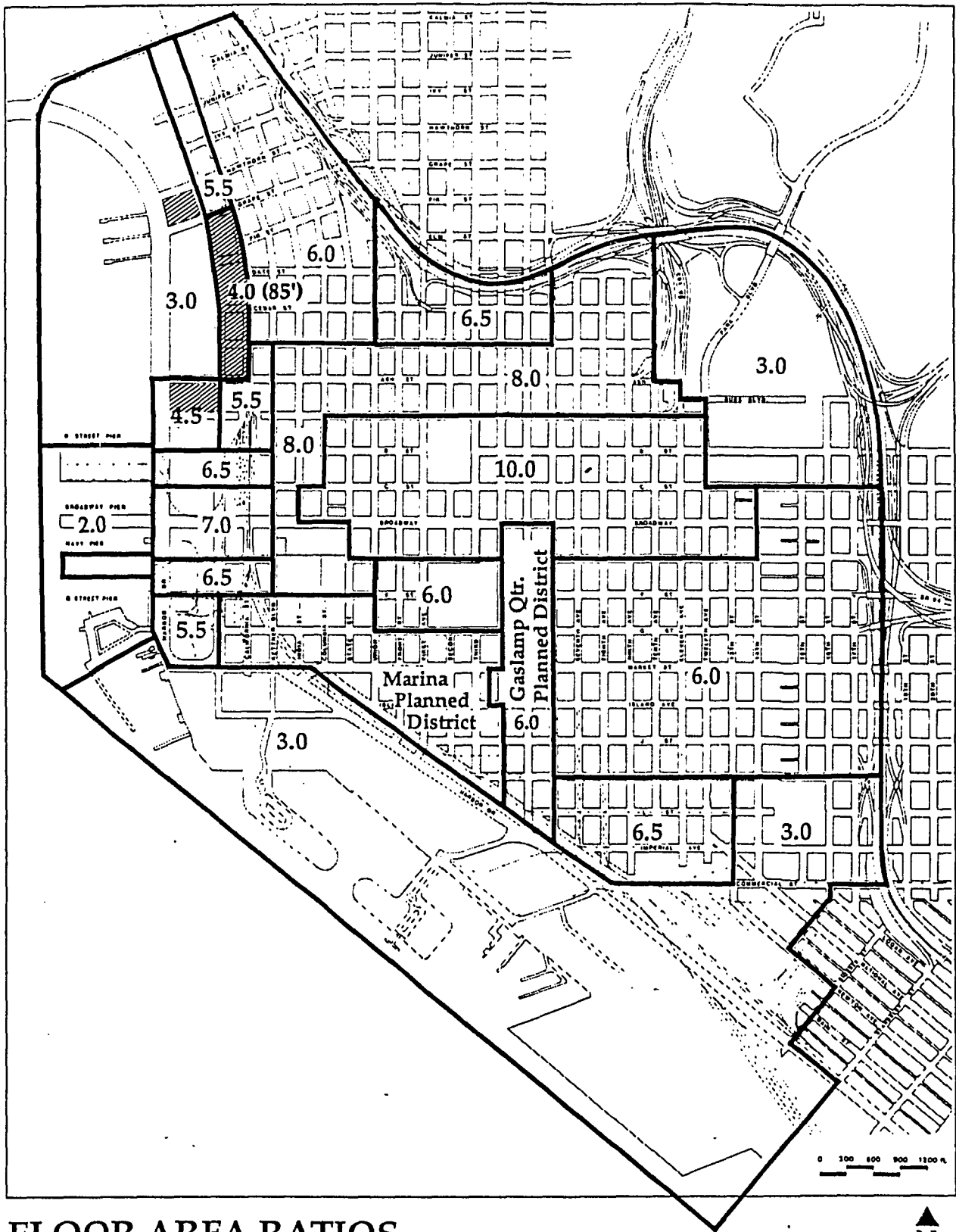
FIG.
3



The requirements of the Preliminary Plan do not apply to the Gaslamp Quarter or Marina Planned Districts. The Preliminary Plan does apply to the Columbia and Horton Redevelopment Area. However, in case of conflict, the requirements of the Redevelopment Area apply.

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FLOOR AREA RATIOS

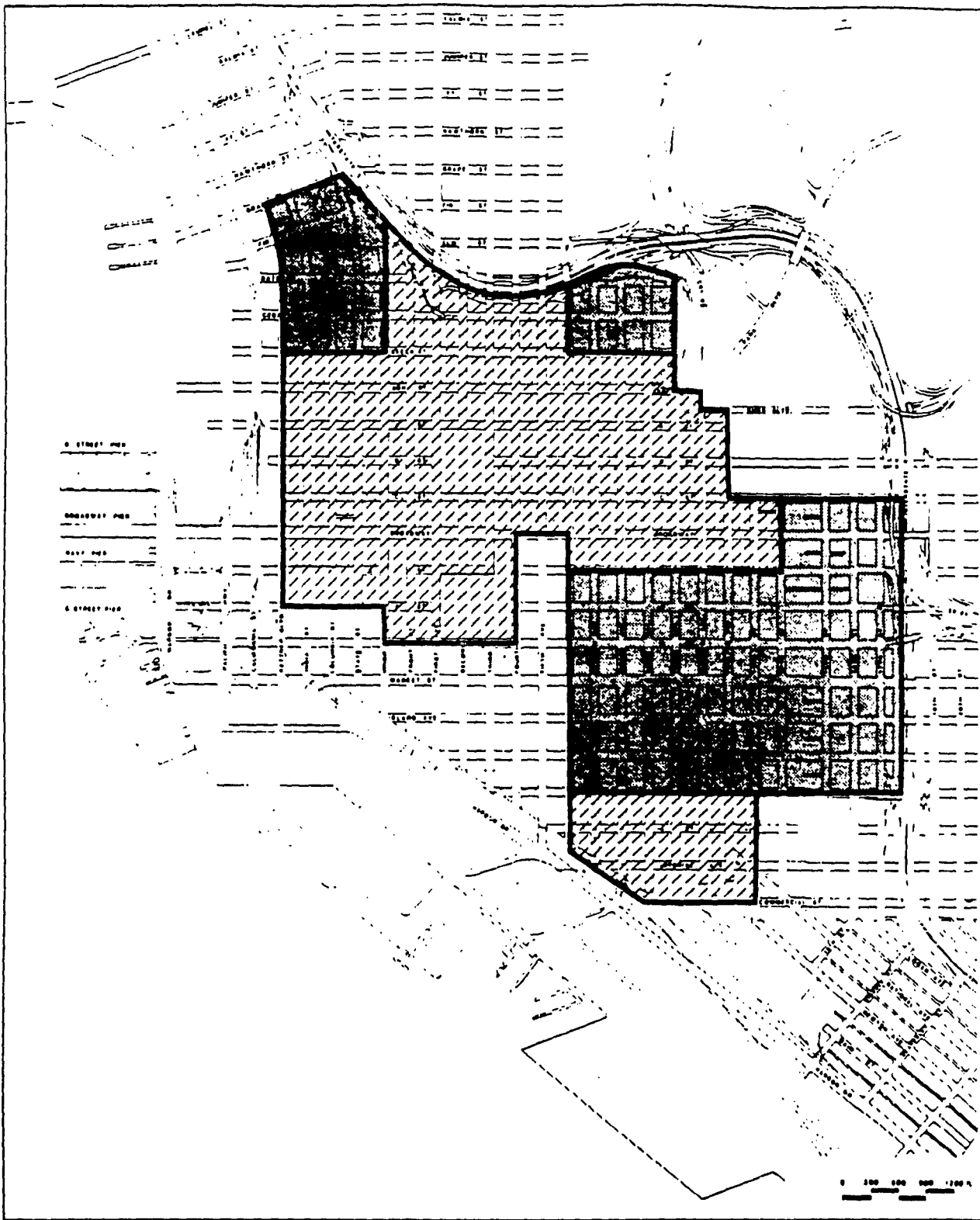


Base Floor Area Ratios

 County Administration Center Design Zone

*The requirements of the Preliminary Plan do not apply to the Gaslamp Quarter or Marina Planned Districts. The Preliminary Plan does apply to the Columbia and Horton Redevelopment Areas. However, in case of conflict, the requirements of the Redevelopment Area apply.





HOUSING





-  Mixed Use/Residential Emphasis Areas (Minimum 80% residential project required)
-  Residential Bonus Area
(80% residential project may achieve an additional 2.0 Floor Area Ratio)

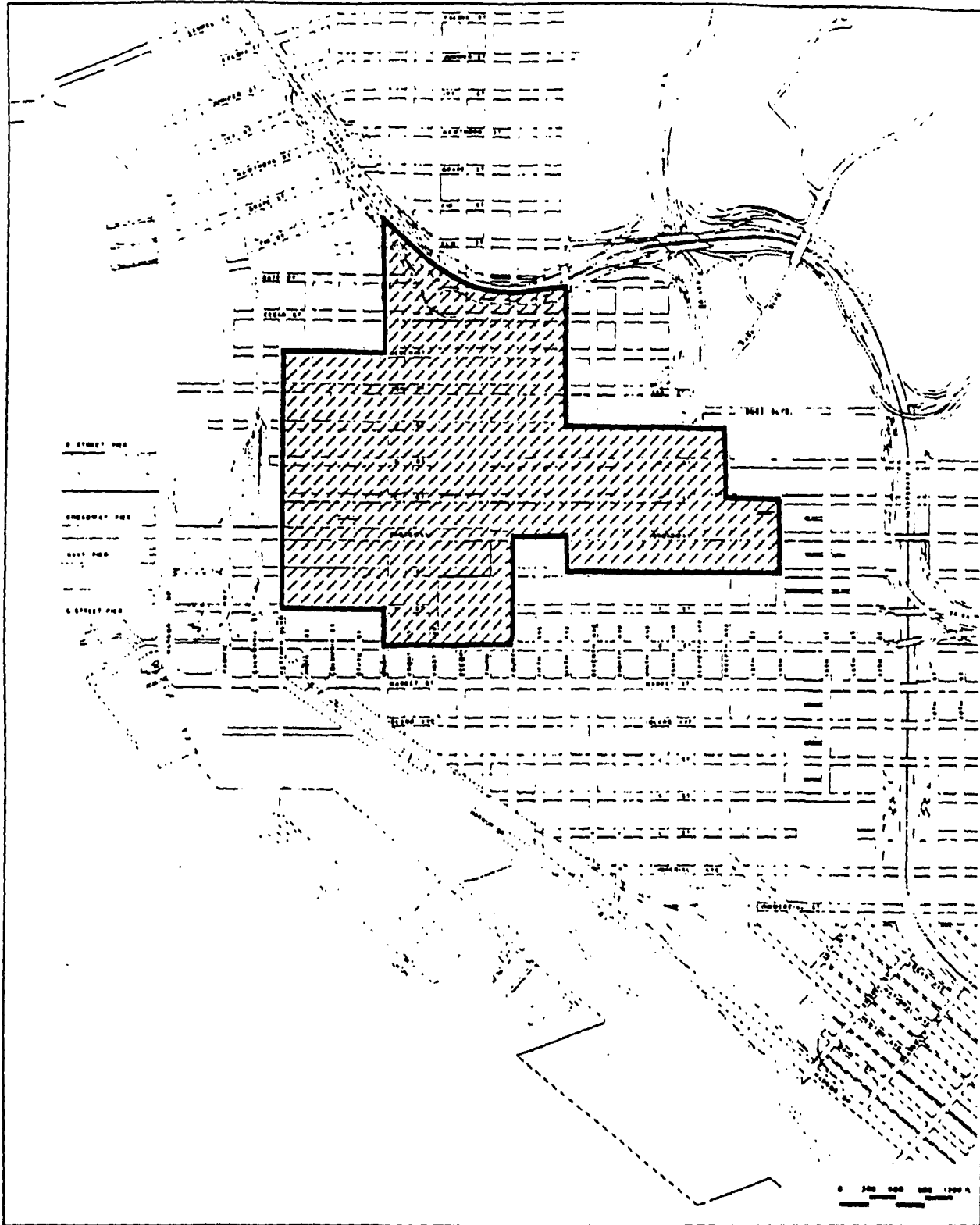
FIG.
5



*The requirements of the Preliminary Plan do not apply to the Gaslamp Quarter or Marina Planned Districts. The Preliminary Plan does apply to the Columbia and Horton Redevelopment Areas. However, in case of conflict, the requirements of the Redevelopment Area apply.

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STREET LEVEL DEVELOPMENT BONUS AREA




 Street Level Development Bonus Area (additional 2.0 Floor Area Ratio may be achieved)

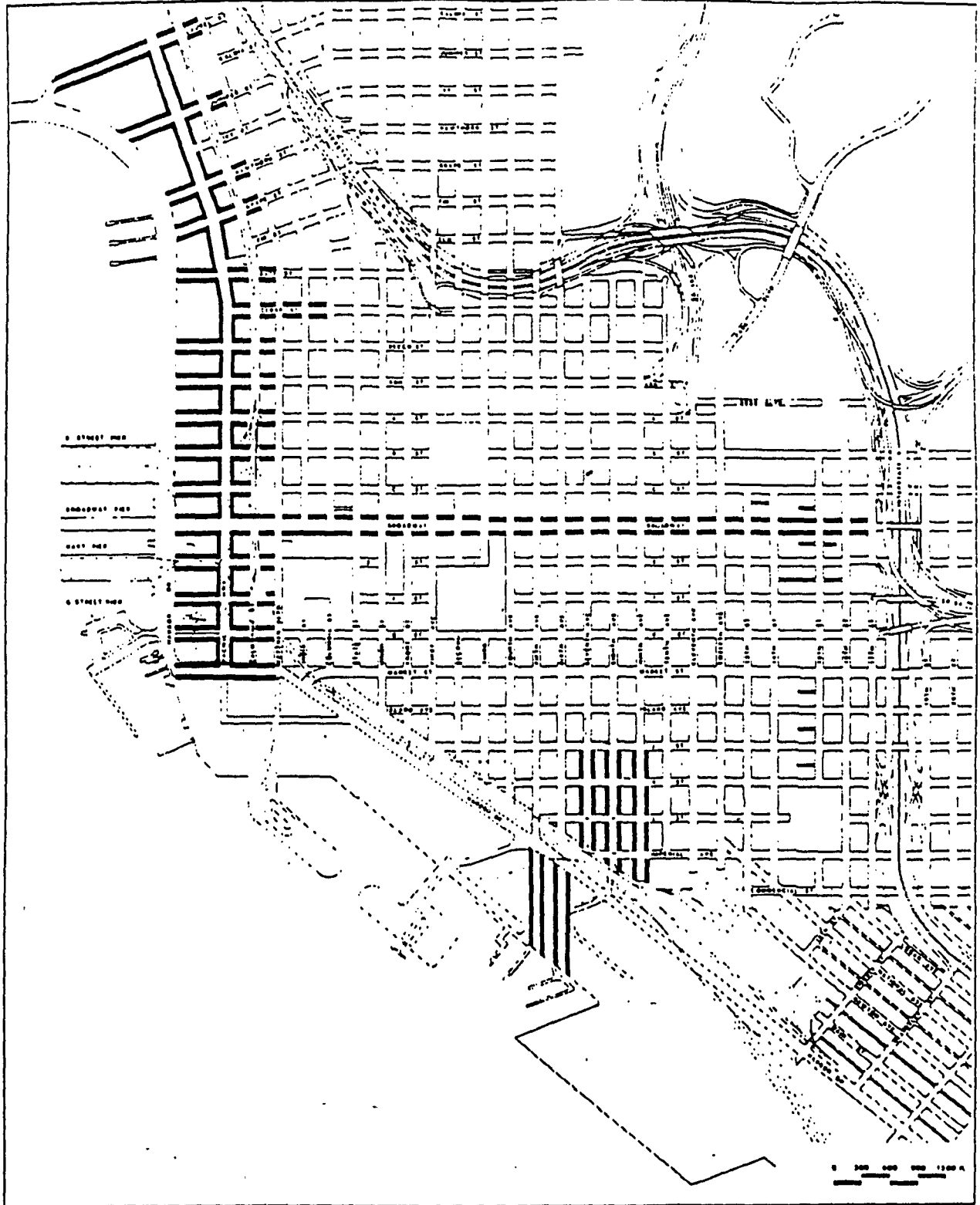
FIG.
6



*The requirements of the Preliminary Plan do not apply to the Gaslamp Quarter or Marina Planned Districts. The Preliminary Plan does apply to the Columbia and Horton Redevelopment Areas. However, in case of conflict, the requirements of the Redevelopment Area apply.

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VIEW CORRIDOR STEPBACKS



— View Corridor Stepbacks

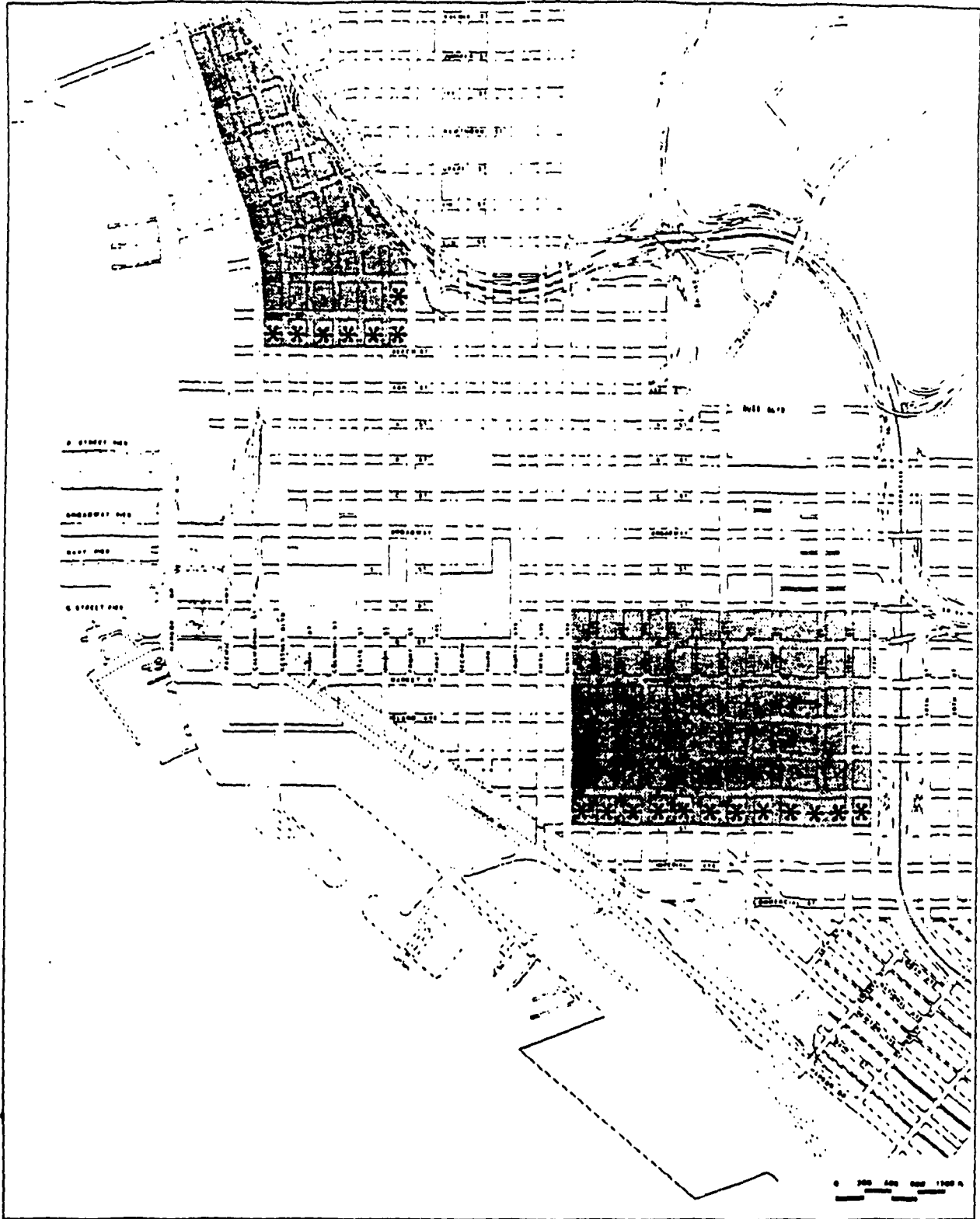
FIG.
7



The requirements of the Preliminary Plan do not apply to the Gaslamp Quarter or Marina Planned Districts. The Preliminary Plan does apply to the Columbia and Horton Redevelopment Areas. However, in case of conflict, the requirements of the Redevelopment Area apply.

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SUN ACCESS CRITERIA



 Sun Access Envelope

* Transition Envelope

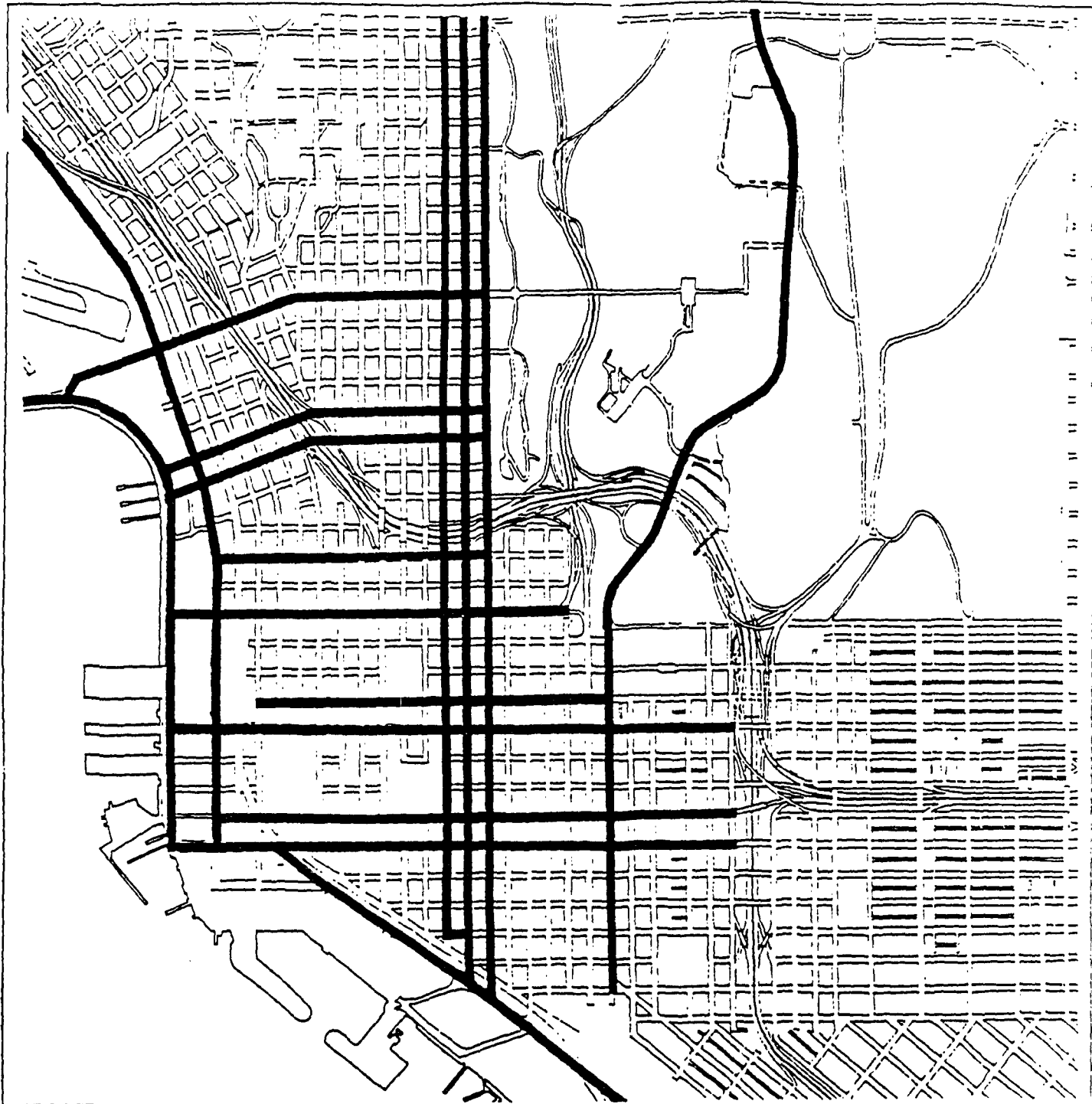
FIG.
8



The requirements of the Preliminary Plan do not apply to the Gaslamp Quarter or Marina Planned Districts. The Preliminary Plan does apply to the Columbia and Horton Redevelopment Areas. However, in case of conflict, the requirements of the Redevelopment Area apply.

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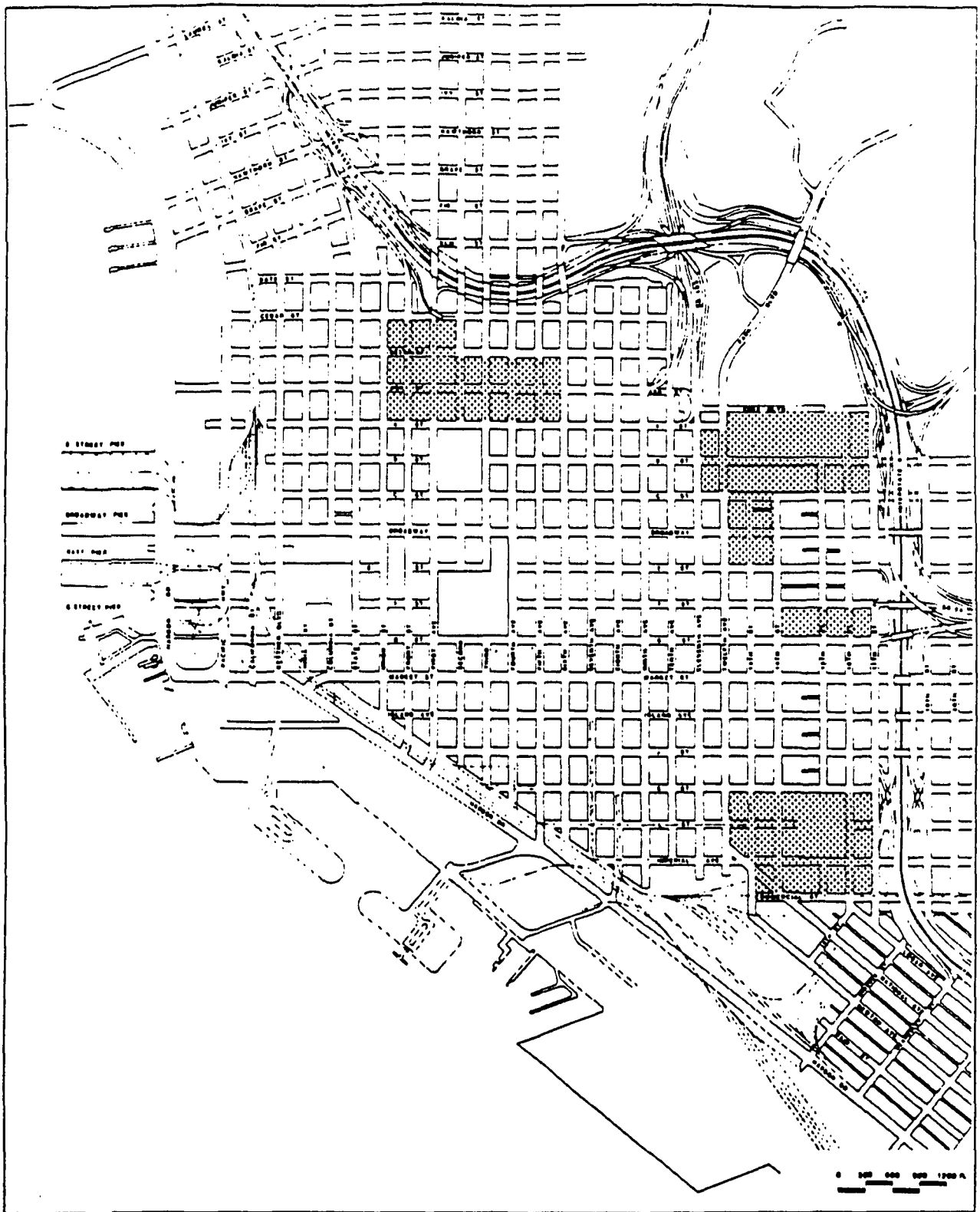


VEHICULAR ACCESS



FIG.
9





REMOTE PARKING AREAS



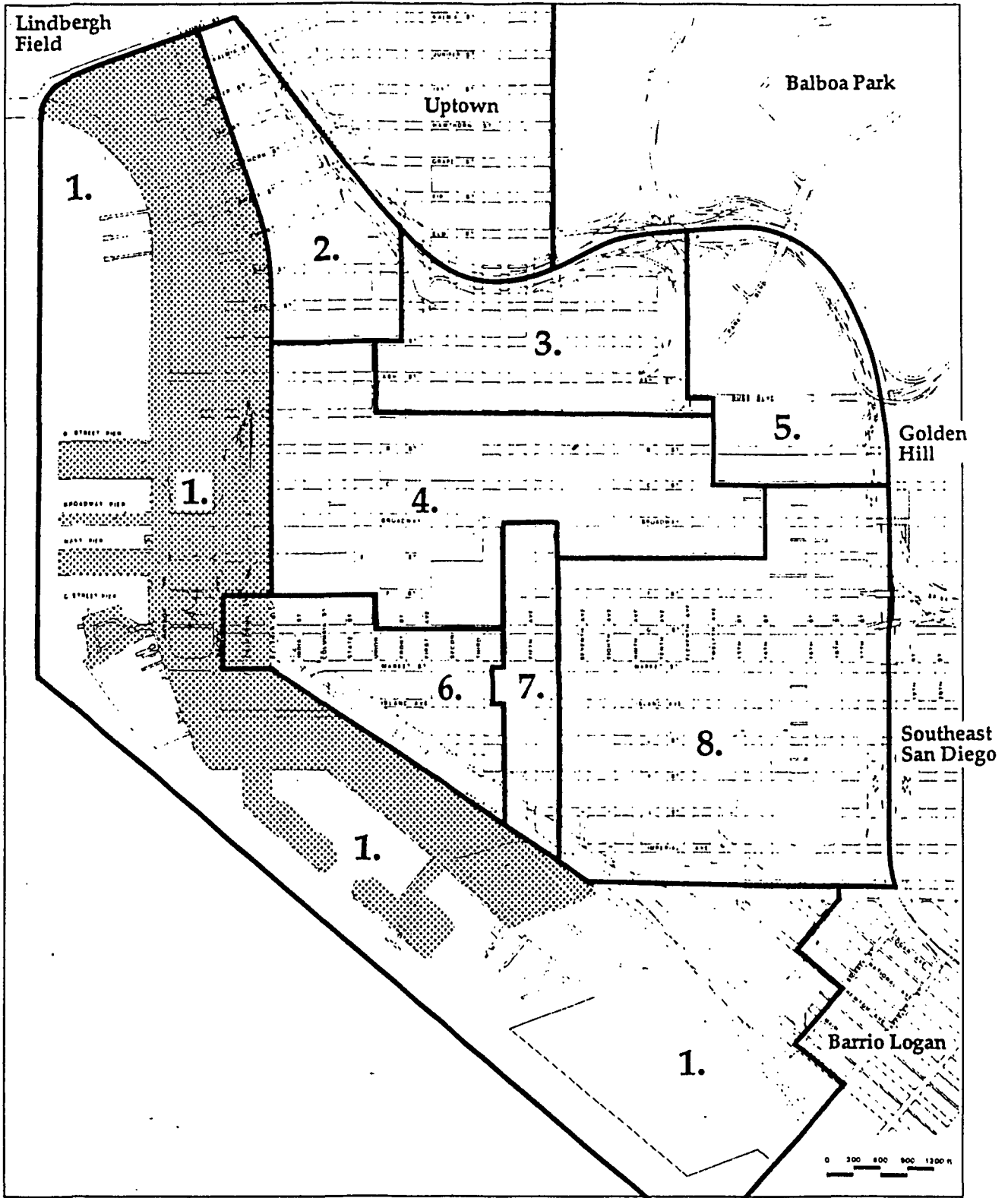
FIG.
10



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DOWNTOWN DISTRICTS

- | | | |
|-------------------------------|-----------------|-----------------------------------|
| 1. Waterfront | 4. Central Core | 6. Marina |
| 2. Harbor View (Little Italy) | 5. City College | 7. Gaslamp Quarter |
| 3. Cortez Hill | | 8. Centre City East/Arts District |


 Central Bayfront Study Area

FIG.
11



*The requirements of the Preliminary Plan do not apply to the Gaslamp Quarter or Marina Planned Districts. The Preliminary Plan does apply to the Columbia and Horton Redevelopment Areas. However, in case of conflict, the requirements of the Redevelopment Area apply.

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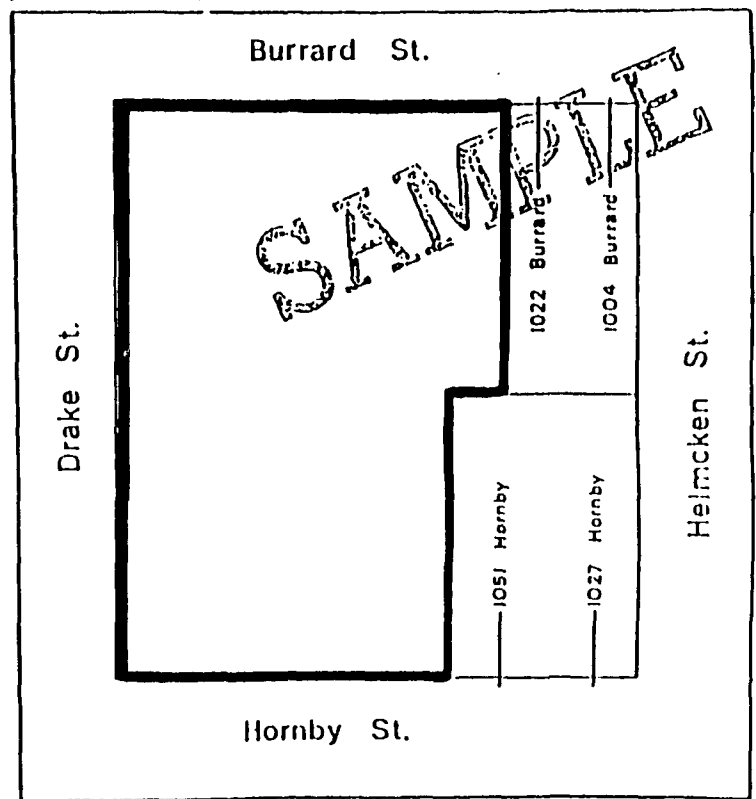
DEVELOPMENT PERMIT APPLICATION

2345 DRAKE STREET

The A.B.C. Development Corp. Ltd.
has applied to the City of San Diego
for permission to DEVELOP this site
with a 35 story Building Complex
containing

- 100 hotel rooms
- 336 rental apartments
- 20,000 sq. ft. offices
- 8200 sq. ft. retail shops etc.
- 195 underground parking spaces

FURTHER INFORMATION - CALL **533-4500**
Office Of The City Architect



0-17533

FIG. A

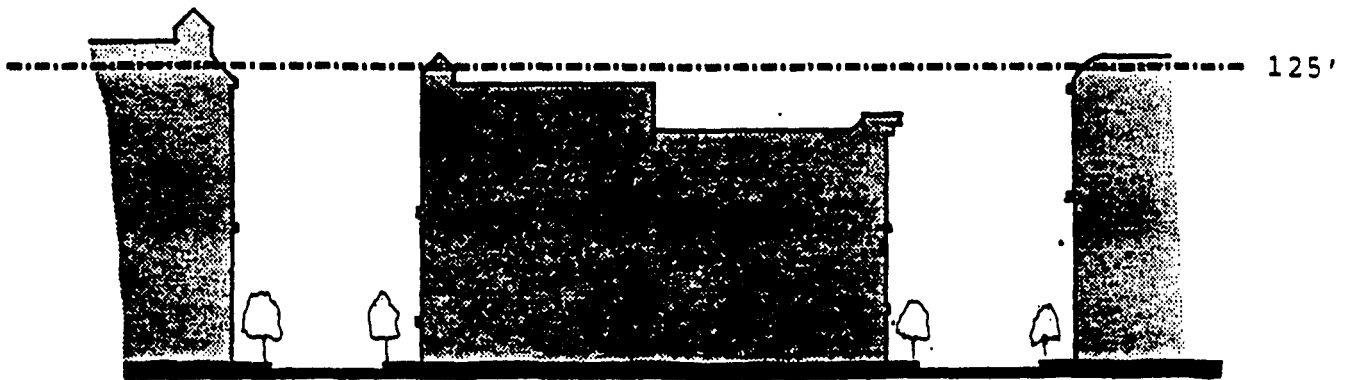


FIG. B

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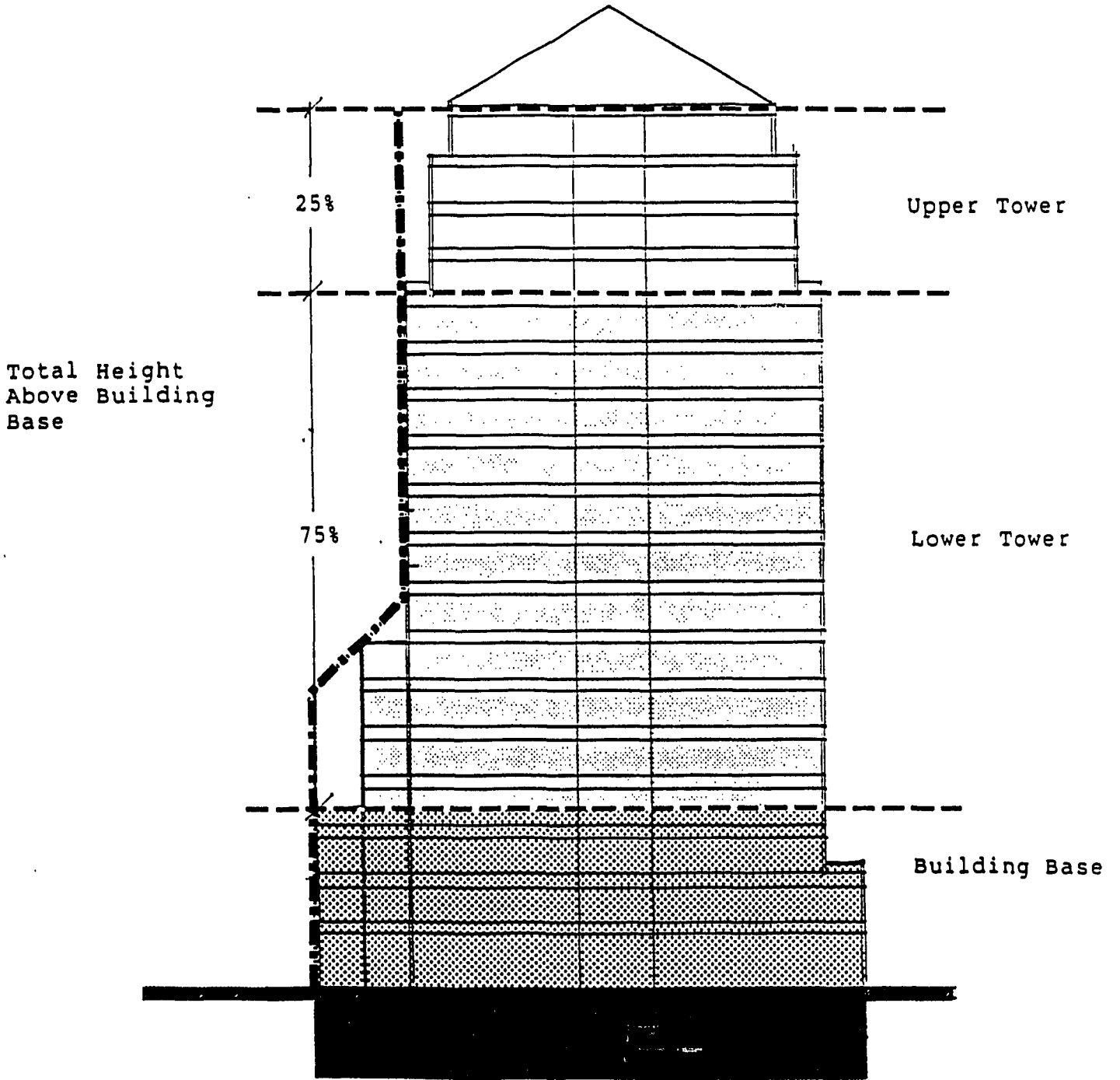
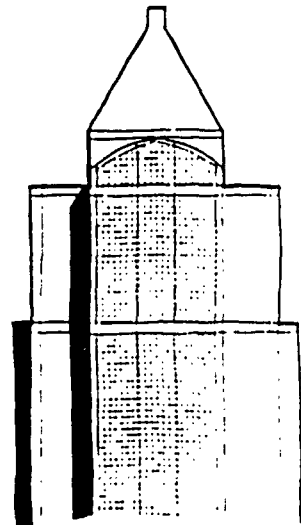
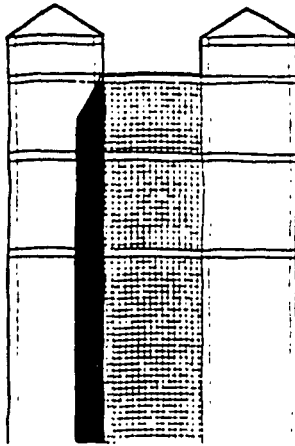
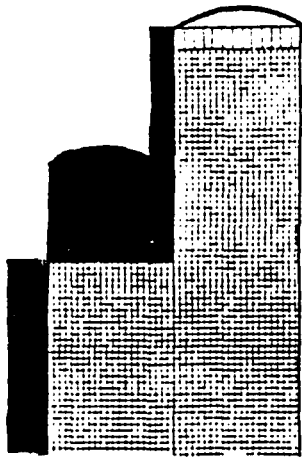
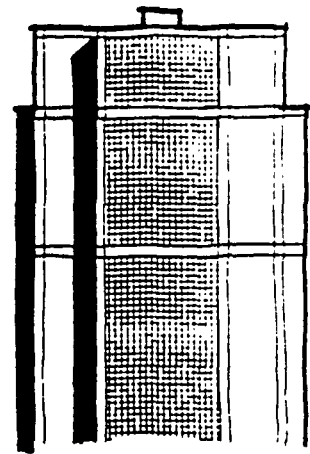
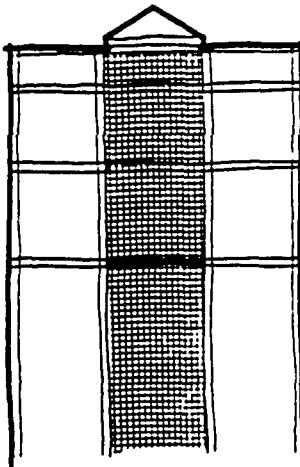
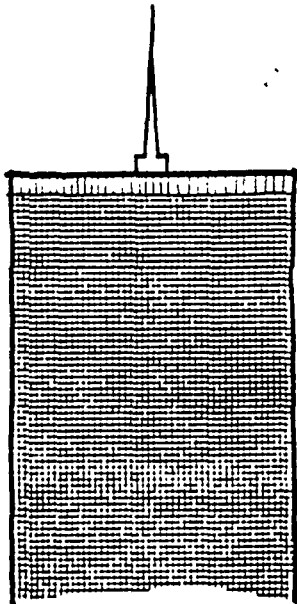


FIG. C

THIS



NOT THIS



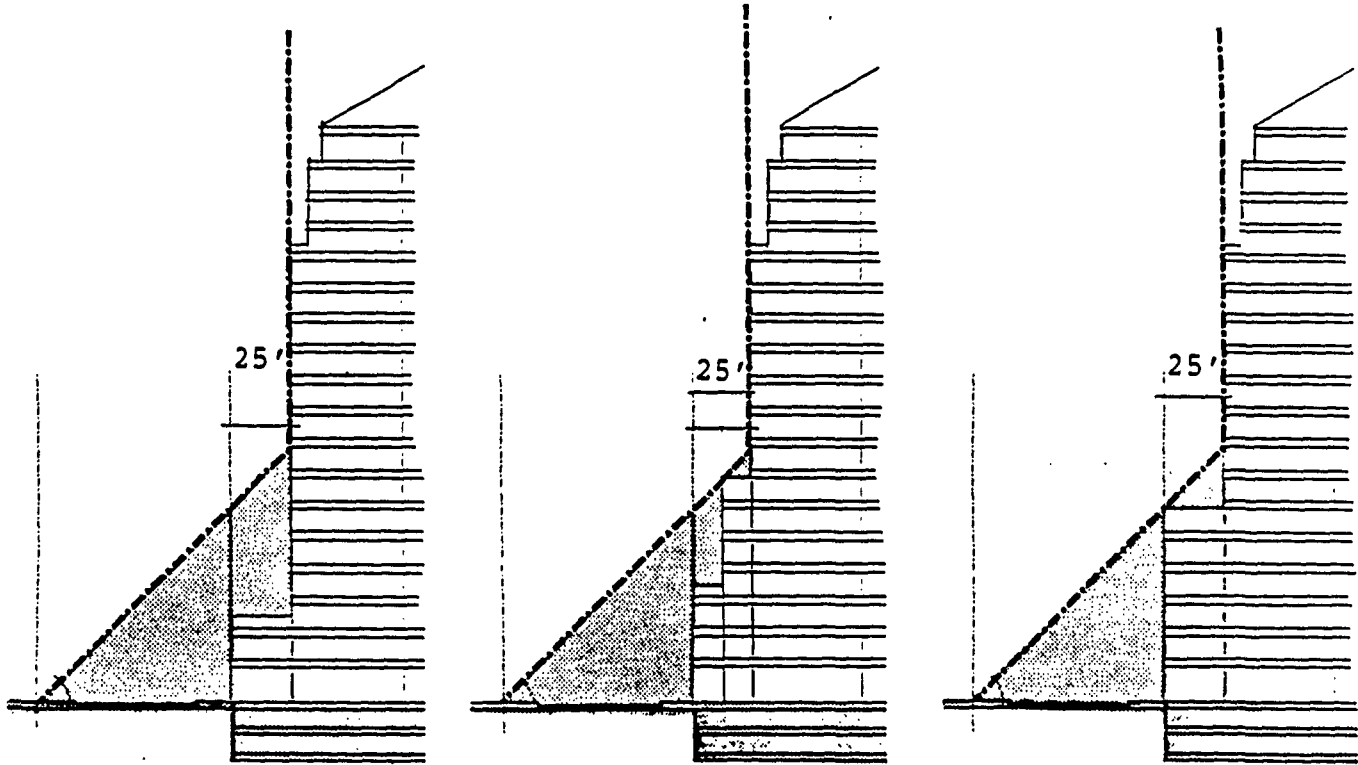
UPPER TOWER ARTICULATION

FIG
D



Minimum Street
Wall Height

Maximum Street
Wall Height



STREET LEVEL DEVELOPMENT



FIG.
E



Measurement of
Street Wall
Height

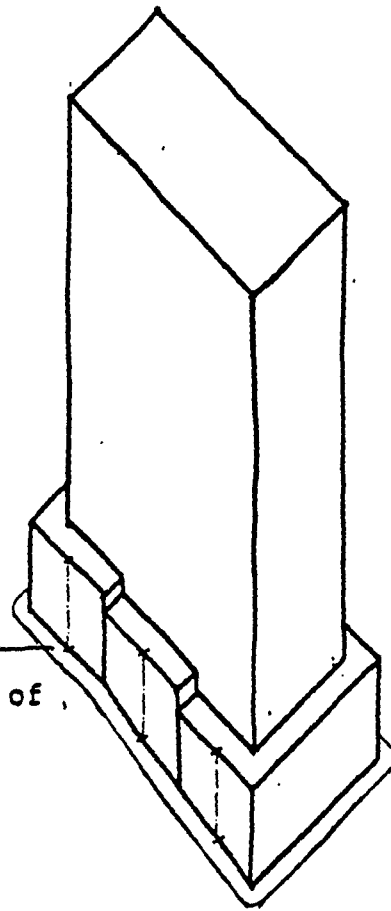
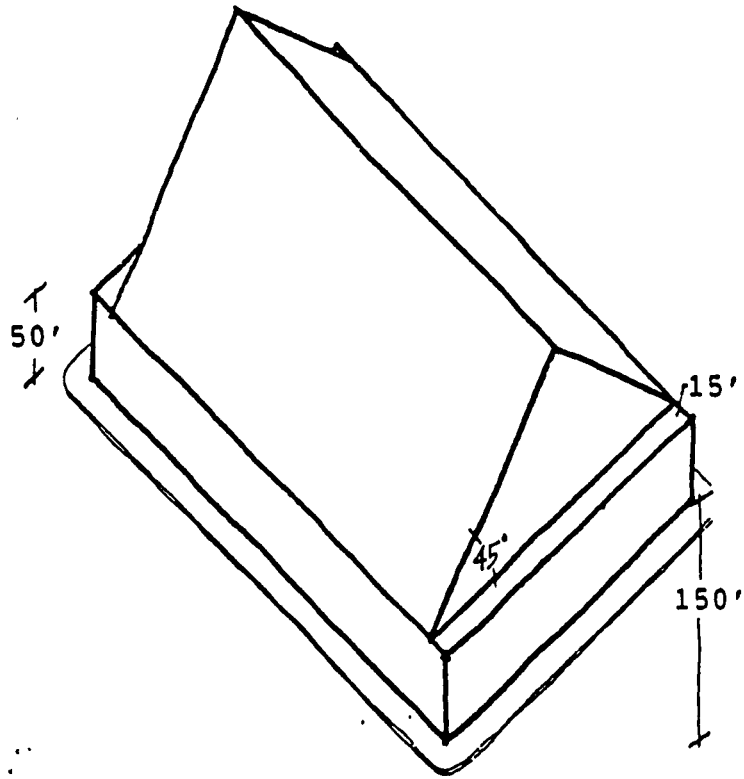


FIG. F



Transition Envelope

Sun Access Envelope

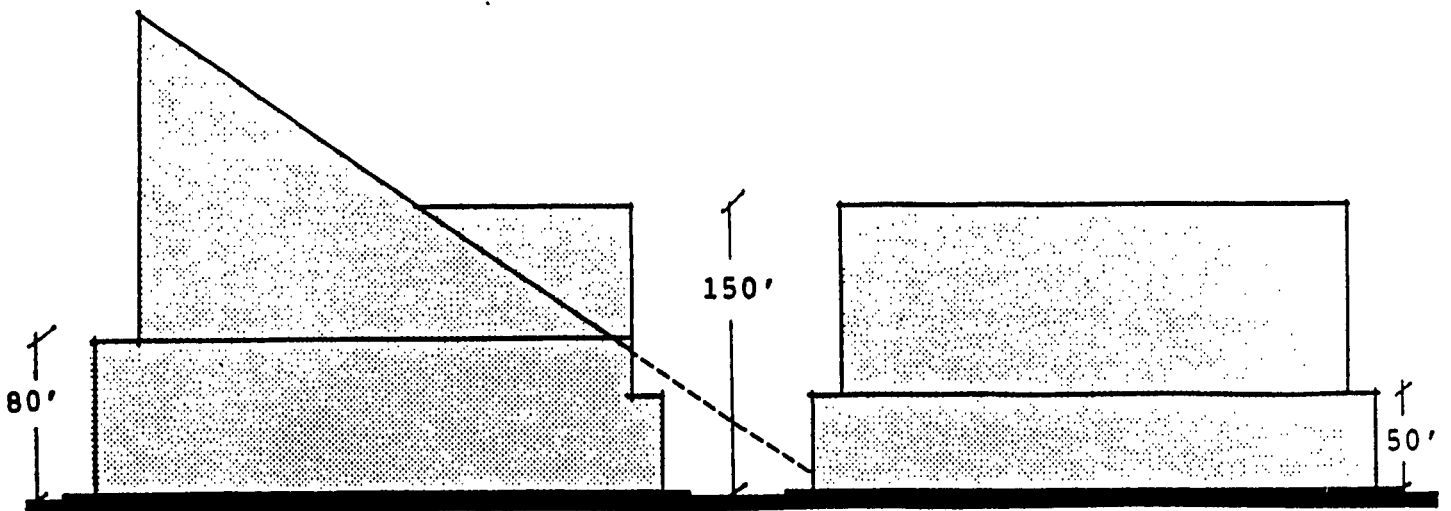


FIG. G

Passed and adopted by the Council of The City of San Diego on.....
by the following vote: **SEP 24 1990**

Council Members	Yeas	Nays	Not Present	Ineligible
Abbe Wolfsheimer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ron Roberts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
John Hartley	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Wes Pratt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Linda Bernhardt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. Bruce Henderson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Judy McCarty	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bob Filner	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Maureen O'Connor	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

MAUREEN O'CONNOR
Mayor of The City of San Diego, California.

(Seal)

CHARLES G. ABDELNOUR
City Clerk of The City of San Diego, California.

By *Maureen G. Pincione*, Deputy.

I HEREBY CERTIFY that the foregoing ordinance was not finally passed until twelve calendar days had elapsed between the day of its introduction and the day of its final passage, to wit, on

^{Re-}
SEP 10 1990

SEP 24 1990

....., and on

~~I FURTHER CERTIFY that said ordinance was read in full prior to its final passage.~~

I FURTHER CERTIFY that the reading of said ordinance in full was dispensed with by a vote of not less than a majority of the members elected to the Council, and that there was available for the consideration of each member of the Council and the public prior to the day of its passage a written or printed copy of said ordinance.

CHARLES G. ABDELNOUR
City Clerk of The City of San Diego, California.

(Seal)

By *Maureen G. Pincione*, Deputy.

Office of the City Clerk, San Diego, California

Ordinance
Number

0-17533

Adopted.....

SEP 24 1990

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SAN DIEGO, CA

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1008

1008

1008

1008