

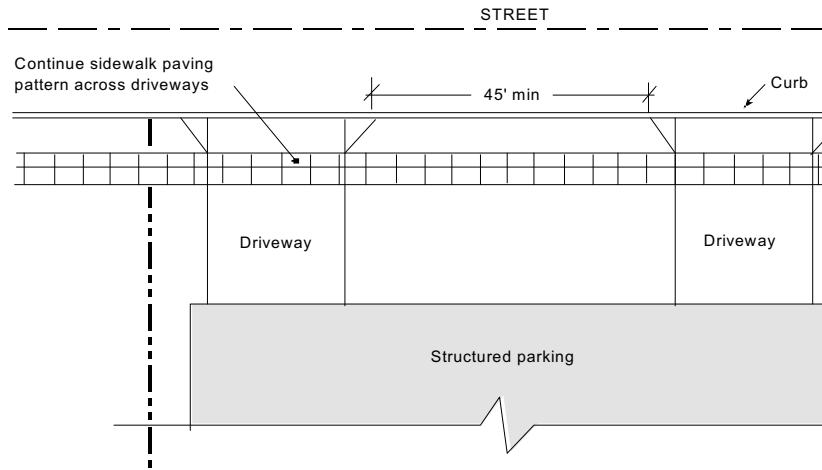
**Table 142-05M**  
**Driveway Width (Lots 50 feet or less in width)**

Use	Minimum Width		Maximum Width (Outside of Beach Impact Area of the Parking Impact Overlay Zone)		Maximum Width Beach Impact Area
	One-Way	Two-Way	One-Way	Two-Way	
Detached <i>Single Dwelling Unit</i>	12 feet		20 feet		12 feet
<i>Dwelling Unit</i> in the RX Zone	12 feet		20 feet		12 feet
<i>Multiple Dwelling Unit</i>					
2 units	12 feet		20 feet		12 feet
3-5 units	14 feet		20 feet		14 feet
6 or more units	14 feet	20 feet	20 feet	25 feet	20 feet
Nonresidential	14 feet	24 feet	20 feet	30 feet	25 feet

- (2) When redevelopment occurs, after the demolition of the primary *structures* on a *premises*, existing driveways shall be modified to comply with this section.
- (3) Driveway openings shall comply with San Diego Regional Standard Drawing G-16 and either Number G-14A and G-14B, Concrete Driveways, or SDG-114, Concrete Driveway Commercial Alternate, except that driveway openings abutting a through travel lane less than 17 feet wide with an existing or anticipated speed limit of 30 miles per hour or greater shall conform to Drawing Number SDG-114, Concrete Driveway Commercial Alternate.
- (4) Driveways that serve as direct access to *off-street parking spaces* and that traverse a sidewalk or curb shall be at least 20 feet long measured from the back of the sidewalk to that portion of the driveway most distant from the sidewalk, as illustrated in Diagram 142-05A in Section 142.0520.
- (5) Driveway entrances crossing a sidewalk shall maintain the scoring pattern and color used in the adjacent sidewalk areas, as illustrated in Diagram 142-05C. Special paving requires the approval of the City Engineer.
- (6) There shall be at least a 45-foot length of full-height curb between driveways serving the same *premises*, as illustrated in Diagram 142-05C.

Diagram 142-05C

Driveway Spacing and Scoring Pattern



- (7) Within the beach impact area of the Parking Impact Overlay Zone, as shown in Chapter 13, Article 2, Division 8, where any new *development* or any redevelopment will increase the *gross floor area* by 50 percent or more on a *premises* abutting an improved *alley*, the required *off-street parking spaces* shall be accessible from the *alley*.
- (8) Maximum Number of Driveways Permitted on a *Premises*.
  - (A) For properties with no access to an *alley*, there shall be at least one driveway opening permitted per *street frontage* with a maximum of one driveway opening for each 100 feet of *street frontage*.
  - (B) For properties with access to an *alley* and at least 150 feet of total *street frontage*, a maximum of one driveway opening for each 150 feet of frontage is permitted.
  - (C) For properties with access to an *alley* and less than 150 feet of total frontage, a driveway is not permitted, except that in the RM-1-1, RM-1-2, and RM-1-3 zones, one driveway may be permitted if the prohibition of a driveway opening would preclude achieving the maximum *density* permitted by the underlying zone.
- (9) Driveway Gradient Regulations
  - (A) Driveways may be up to 5 percent gradient with no transitions.
  - (B) Between the driveway apron and any driveway gradient greater than 5 percent, there shall be a 20-foot-long flat transition not