

Article 2: General Development Regulations

Division 5: Parking Regulations

(“Parking Regulations” added 12-9-1997 by O-18451 N.S.)

142.0501 Purpose of the Parking Regulations

The purpose of these regulations is to provide a unified set of standards for public and private transportation related improvements throughout the City. The standards are designed to work together to accommodate a multi modal transportation system and encourage transportation mode alternatives to the single occupant automobile. The intent is to provide for a safe and efficient transportation system delivering a high degree of personal mobility; to reduce traffic congestion and improve air quality; to reasonably accommodate the peak parking needs of *development*, balanced by the needs of pedestrians, bicyclists, and transit users, and the preservation and enhancement of community character; and to further the City’s housing and climate goals.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

(Amended 1-16-2024 by O-21758 N.S.; effective 3-16-2024.)

§142.0505 When Parking Regulations Apply

These regulations apply in all base zones and planned districts, with the exception of those areas specifically identified as being exempt from the regulations, whether or not a permit or other approval is required.

Table 142-05A identifies the applicable regulations and the type of permit required by this Division, if any, for the type of *development* shown.

**Table 142-05A
Parking Regulations Applicability**

Type of <i>Development</i> Proposal	Applicable Regulations	Required Permit Type/ Decision Process
<i>Any single dwelling unit residential development</i>	Sections 142.0510, 142.0520, and 142.0560	No permit required by this division
<i>Any multiple dwelling unit residential development</i>	Sections 142.0510, 142.0525, 142.0528, and 142.0560	No permit required by this division
<i>Any multiple dwelling unit residential development</i> that includes housing that meets the criteria stated in Section 142.0527 (Affordable Housing Parking Regulations)	Sections 142.0510, 142.0525, 142.0527, and 142.0560	No permit required by this division
<i>Any multiple dwelling unit residential development</i> that meets the criteria in Section 142.0528 (Transit Priority Area Regulations)	Sections 142.0510, 142.0525, 142.0528, and 142.0560	No permit required by this division
<i>Any nonresidential development</i>	Sections 142.0510, 142.0530, and 142.0560	No permit required by this division
<i>Multiple dwelling unit residential development</i> processed with a Planned Development Permit that meets the location criteria in Section 142.0525(c)	Section 142.0525(c)	No permit required by this division
<i>Condominium conversion</i>	Section 142.0525(a)	No permit required by this division
Off-premises parking for <i>development</i> in <i>Urbanized Communities</i> .	Section 142.0535	No permit required by this division
Commercial uses on small <i>lots</i>	Section 142.0540(a)	No permit required by this division
Nonresidential <i>developments</i> that exceed maximum permitted parking	Section 142.0540(b)	Neighborhood Development Permit /Process Two
Nonresidential <i>developments</i> that vary from minimum parking requirements with a TDM Plan	Section 142.0540(c)	Site Development Permit/Process Three
<i>Shared parking</i> for specified uses	Section 142.0545	No permit required by this division
<i>Shared parking</i> for nonspecified uses	Section 142.0545(b)(7)	Neighborhood Development Permit/ Process Two

(Added 12-9-1997 by O-18451 N.S.; effective 1-8-1998.)
(Amended 10-18-1999 by O-18691 N.S.; effective 1-1-2000.)

(Amended 3-1-2006 by O-19468 N.S.; effective 4-1-2006.)
(Amended 7-5-2006 by O-19506 N.S.; effective 8-4-2006.)
(Amended 4-8-2008 by O-19734 N.S.; effective 5-8-2008.)
(Amended 11-16-2012 by O-20216 N.S.; effective 12-16-2012.)
(Amended 4-5-2016 by O-20634 N.S.; effective 5-5-2016.)
(Amended 3-25-2019 by O-21057 N.S.; effective 4-24-2019.)
(Amended 1-8-2020 by O-21164 N.S.; effective 2-9-2020.)
(Amended 1-16-2024 by O-21758 N.S.; effective 3-16-2024.)

§142.0510 General Parking Regulations

- (a) Use of Required Parking Spaces. Required *off-street parking spaces*, parking areas, and transportation facilities shall be used only for parking operable vehicles of residents, employers, employees, customers, and visitors as appropriate to the allowed uses of the applicable zone.
- (b) Parking Spaces to be Kept Clear. All *off-street parking spaces* and aisles shall be kept clear of any temporary or permanent obstructions.
- (c) Existing Parking Not to be Reduced. Notwithstanding any other provisions of the Land Development Code, existing off-street parking facilities that were provided and maintained on the same *premises* before parking was required and which serve a use now requiring *off-street parking spaces* shall not be reduced in number, dimension, or any other manner below the requirements of this division.
- (d) *Previously Conforming Premises*. Enlargement or change in use, or resumption of a discontinued use, for a *premises* that is *previously conforming* for the reason that it does not provide the number of *off-street parking spaces* required by this Division shall provide parking as follows:
 - (1) When the use is proposed to be enlarged, the additional *off-street parking spaces* required are the number required by this division for the enlargement. Within the beach impact area of the Parking Impact Overlay Zone, additional parking shall be provided at two times the number required for the enlargement but not exceeding the amount required for the entire development.
 - (2) When a change in use is proposed to a use that requires the same or fewer *off-street parking spaces* than the previous use, or for resumption of a discontinued use, no change in parking spaces is required, except as provided in Section 142.0510(d)(4).

- (3) When a change in use is proposed to a use that requires more *off-street parking spaces* than the previous use, parking shall be required as provided in this division for the new use.
- (4) A discontinued use may resume on a *premises* with *previously conforming* parking if:
 - (A) The use is permitted in accordance with the underlying base zone; and
 - (B) The *premises* is not located within the Parking Impact Overlay Zone; or
 - (C) The *premises* is located within the Parking Impact Overlay Zone, but the use has been discontinued for less than 5 years as determined in accordance with Section 142.0510(d)(5).
- (5) Within the Parking Impact Overlay Zone, if the previous use has been discontinued for a period of 2 or more consecutive years, parking shall be required as provided in this Division for the new use, unless a property owner has obtained a Neighborhood Development Permit.
 - (A) Discontinuance of the use for a period of 5 or more consecutive years creates a presumption in favor of abandonment, against which the owner or person asserting *previously conforming* rights may offer evidence.
 - (B) If the *previously conforming* use is discontinued temporarily while repairs, remodeling, or major alterations of the *structure* are under construction, maintenance of an active *construction permit* and continuance of the Business Tax Certificate constitutes conclusive evidence that the use has not been abandoned during the construction.
- (e) Parking in Required Yards. Parking in required *yards* is subject to the following regulations:
 - (1) *Off-street parking spaces* shall not be located in any required front or street side *yard* except as otherwise provided in the particular zone or by Section 142.0510(f).

- (2) No vehicle shall be parked in any required front or street side *yard* except where permitted by a particular zone, or except as provided below:
 - (A) An operable vehicle may be temporarily parked on a legal driveway within a required front or street side yard if the vehicle does not in any way impede access to or from more than one required parking space, including tandem spaces, or encroach upon any public sidewalk. Except as specifically permitted by the applicable zone, the use of a driveway to satisfy *off-street parking space* requirements is not permitted.
 - (B) Unless restricted or prohibited by applicable zone or other regulations, operable vehicles may be parked in parking spaces within side and rear *yards*, subject to all applicable *screening*, surfacing, landscaping, and other requirements of the Land Development Code.
- (f) In RS zones, the required parking may be provided on a driveway or paved surface within the front or street side *yard* on *premises* where required parking was converted to habitable space prior to January 1, 1992, subject to the following requirements:
 - (1) The area complies with the standards for required parking in Section 142.0560 utilizing a maximum of five feet of the undeveloped *public right-of-way*. In no case shall the sidewalk be obstructed or encroached upon by a vehicle parked within the sidewalk area.
 - (2) The area is perpendicular to the *public right-of-way* and between the sidewalk adjacent to the *premises* and the building *setback*.
 - (3) No other on-site alternative placement options are available.
 - (4) The area complies with Section 142.0560(j).
- (g) Parking in Required Front, Side, or Street Side Yards. Within the RS and RX zones, on *lots* with a side *yard* of less than 10 feet, with no access to the rear *yard*, and with no other on-site parking areas located outside of the front or side *yard*, one of the following vehicles may be parked outdoors in the required front, side, or street side *yard* subject to the requirements contained in Section 142.0510(f)(1) and (2): recreational vehicles, travel trailers, trailers, boats, all-terrain vehicles, motorcycles, and similar equipment.

- (1) Vehicles and equipment shall be maintained in an operable condition. An operable, self-propelled vehicle may be parked in the same manner as any other operable vehicle, pursuant to Section 142.0510(e)(2).
- (2) Parked vehicles and equipment shall be placed perpendicular to the front *property line* when the item is located within the required front yard.

(Amended 1-9-2001 by O-18910 N.S.; effective 8-8-2001.)
(Amended 8-4-2011 by O-20081 N.S.; effective 10-6-2011.)
(Amended 2-3-2017 by O-20789 N.S.; effective 3-5-2017.)

[Editors Note: Amendments as adopted by O-20789 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.
Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-20789-SO.pdf]

(Amended 2-1-2021 by O-21288 N.S.; effective 3-3-2021.)
(Amended 7-22-2024 by O-21836 N.S.; effective 10-5-2024.)

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§142.0520 Single Dwelling Unit Residential Uses — Required Parking Ratios

The required number of *off-street parking spaces* for *single dwelling units* and related uses are shown in Table 142-05B.

**Table 142-05B
Minimum Required Parking Spaces for Single Dwelling Units and Related Uses**

Type of Unit and Related Uses	Number of Minimum Required Automobile Parking Spaces	
	<i>Transit Priority Areas</i> ⁽³⁾	<i>Outside of Transit Priority Areas</i>
All <i>single dwelling units</i> , except those with five or more <i>bedrooms</i> in campus impact areas (See Chapter 13, Article 2, Division 8)	0 spaces per <i>dwelling unit</i>	2 spaces per <i>dwelling unit</i> ⁽¹⁾
<i>Single dwelling units</i> with five or more <i>bedrooms</i> in campus impact areas (See Chapter 13, Article 2, Division 8)	0 spaces per <i>dwelling unit</i>	1 space per <i>bedroom</i> (<i>previously conforming parking regulations in Section 142.0510(d) do not apply</i>) ⁽²⁾

Footnotes for Table 142-05B

- ¹ *Single dwelling units* that do not provide a driveway 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, shall provide two additional parking spaces. These parking spaces may be on-street, abutting the subject property, but shall conform to section 142.0525(c)(4).
- ² In campus impact areas, new *single dwelling unit development* with 5 or more *bedrooms* shall provide a minimum of 2 parking spaces in a garage. Where an existing garage is proposed for conversion to habitable area, garage parking shall be replaced with an equivalent number of garage parking spaces on the *premises*.
- ³ The *transit priority area* minimum required automobile parking requirements apply to *development* where all or a portion of the *premises* is located within a *transit priority area* as described in Section 142.0528 and supersedes any other applicable parking ratio.
(Amended 8-1-2007 by O-19650 N.S.; effective 8-31-2007.)
(Amended 1-29-2008 by O-19704 N.S.; effective 2-28-2008.)
(Amended 4-5-2016 by O-20634 N.S.; effective 5-5-2016.)
(Amended 2-3-2017 by O-20789 N.S.; effective 3-5-2017.)

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(Amended 1-8-2020 by O-21164 N.S.; effective 2-9-2020.)

(Amended 1-16-2024 by O-21758 N.S.; effective 3-16-2024.)

(Amended 7-22-2024 by O-21836 N.S.; effective 10-5-2024.)

[Editors Note: Amendments as adopted by O-21836 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

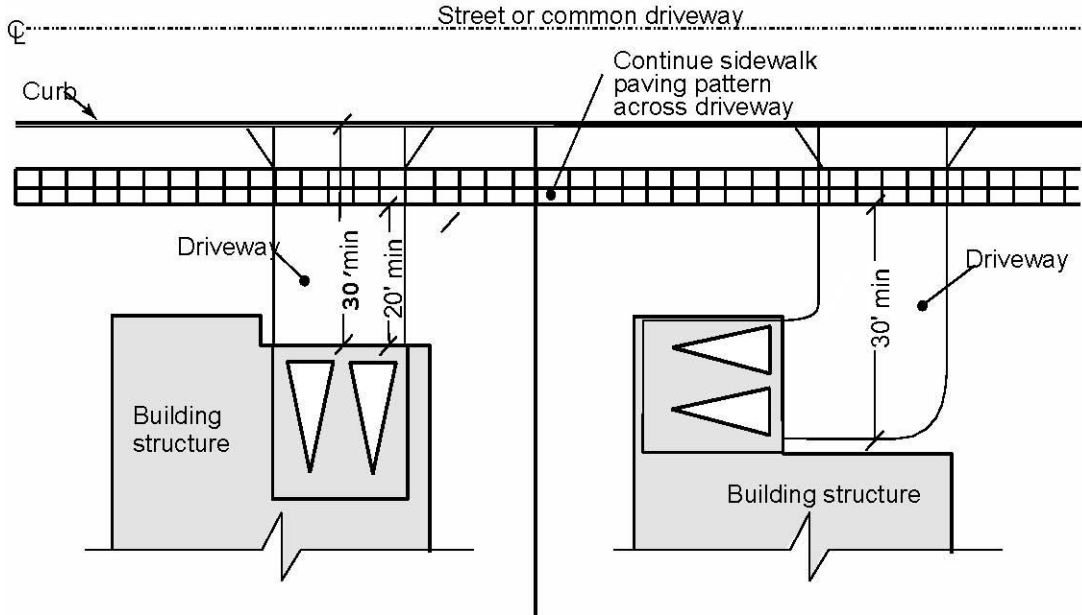
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§142.0521 **Parking Site Design for Single Dwelling Unit Residential Uses**

Parking facilities for *single dwelling unit residential* uses shall be designed in accordance with the following:

- (a) *Single dwelling unit* developments shall meet the minimum parking requirement established by Section 142.0520.
- (b) Paving and *hardscape* for vehicular use shall be minimized in accordance with section 131.0447.
- (c) Development and design of parking areas shall comply with section 142.0560.
- (d) Driveway width (exclusive of driveway apron) shall comply with section 142.0560. The driveway curb cut shall be located a minimum of 3 feet from the side *property line* to accommodate a standard driveway apron.
- (e) Beyond the driveway curb cut opening, the drive aisle width shall be a minimum of 10 feet and a maximum of 25 feet.
- (f) The minimum distance between an *off-street parking space* and a sidewalk or curb opening shall comply with Diagram 142-05A.
- (g) Within the College Area Community Plan area, except in the RS-1-1 zone, notwithstanding Section 142.0510(f), when a required *off-street parking space* is not located in a garage, it shall not be located within 30 feet of the front *property line*.

Diagram 142-05A
Minimum Distance Between an Off-Street Parking Space
and a Sidewalk or Curb Opening



(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 8-1-2007 by O-19650 N.S.; effective 8-31-2007.)
(Amended 2-3-2017 by O-20789 N.S.; effective 3-5-2017.)

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§142.0525 Multiple Dwelling Unit Residential Uses — Required Parking Ratios

- (a) **Minimum Required Parking Spaces.** The required automobile parking spaces, motorcycle parking spaces, and bicycle parking spaces for *development of multiple dwelling units*, whether attached or detached, and related and *accessory uses* are shown in Table 142-05C. Other allowances and requirements, including the requirement for additional common area parking for some projects, are provided in Sections 142.0525(b) through (d).

**Table 142-05C
Minimum Required Parking Spaces for Multiple Dwelling Units and Related Accessory Uses**

<i>Multiple Dwelling Unit Type and Related and Accessory Uses</i>	Automobile Spaces Required Per Dwelling Unit (Unless Otherwise Indicated)				Motorcycle Spaces Required Per Dwelling Unit⁽⁹⁾	Bicycle Spaces Required Per Dwelling Unit⁽⁵⁾
	Basic⁽¹⁾	<i>Transit Area⁽²⁾</i>	<i>Transit Priority Area⁽⁹⁾</i>	Parking Impact⁽⁴⁾		
Studio up to 400 square feet	1.25	1.0	0	1.5	0.05	0.3
1 bedroom or studio over 400 square feet	1.5	1.25	0	1.75	0.1	0.4
2 bedrooms	2.0	1.75	0	2.25	0.1	0.5
3-4 bedrooms	2.25	2.0	0	2.5	0.1	0.6
5+ bedrooms	2.25	2.0	0	(See footnote 6)	0.2	1.0
Affordable Housing dwelling units regulated by Section 142.0527	N/A	N/A	0	0.25 beyond that required in Section 142.0527	(See footnote 3)	(See footnote 3)
Condominium conversion⁽⁸⁾						
1 bedroom or studio over 400 Square feet	1.0	0.75	0	1.25	N/A	N/A
2 bedrooms	1.25	1.0	0	1.5	N/A	N/A
3 + bedrooms	1.5	1.25	0	1.75	N/A	N/A
Rooming house	1.0 per tenant	0.75 per tenant	0	1.75 per tenant	0.05 per tenant	0.30 per tenant
Student Housing	1.0 per tenant ⁽¹⁰⁾	0.75 per tenant ⁽¹⁰⁾	0	1.75 per tenant ⁽¹⁰⁾	N/A	0.5 per bed ⁽¹¹⁾
Residential care facility (6 or fewer persons)	1 per 3 beds or per permit	1 per 4 beds or per permit	0	1 per 3 beds or per permit	N/A	N/A

<i>Multiple Dwelling Unit Type and Related and Accessory Uses</i>	Automobile Spaces Required Per Dwelling Unit (Unless Otherwise Indicated)				Motorcycle Spaces Required Per Dwelling Unit⁽⁹⁾	Bicycle Spaces Required Per Dwelling Unit⁽⁵⁾
	Basic⁽¹⁾	Transit Area⁽²⁾	Transit Priority Area⁽⁹⁾	Parking Impact⁽⁴⁾		
Residential care facility (7 or more persons)	1 per 7 beds and 1 per on-site employee	1 per 7 beds and 1 per on-site employee	0	1 per 7 beds and 1 per on-site employee	N/A	N/A
Small lot subdivision in accordance with Section 143.0365						
Studio up to 400 square feet	1.25	1.0	0	1.5	N/A	N/A
1 bedroom or studio over 400 square feet	1.5	1.25	0	1.75	N/A	N/A
2+ bedrooms	2.0	1.75	0	2.25	N/A	N/A
Transitional Housing Facilities (6 or fewer persons)	1 per on-site employee	0	0	0	N/A	N/A
Transitional Housing Facilities (7 or more persons)	1 per on-site employee	0	0	0	N/A	N/A
Permanent Supportive Housing	1 per on-site employee	0	0	0	N/A	N/A
Continuing Care Retirement Communities						
Dwelling units	1.0	0.75	0	1.25	N/A	N/A
Convalescent and memory care rooms	1.0 per 3 beds	1.0 per 3 beds	0	1.0 per 3 beds	N/A	N/A
Employees	1 per peak shift	0.75 per peak shift	0	1.25 per peak shift	See Section 142.0530(f)	See Section 142.0530(e)
Accessory uses (spaces per square feet⁽⁷⁾)	Retail Sales: 2.5 per 1,000	Retail Sales: 2.5 per 1,000	0	Retail Sales: 2.5 per 1,000	N/A	N/A
	Eating and Drinking Estb.: 5 per 1,000	Eating and Drinking Estb.: 5 per 1,000	0	Eating and Drinking Estb.: 5 per 1,000		

Footnotes for Table 142-05C

- ¹ Basic. The basic parking ratio applies to *development* that does not qualify for a reduced parking requirement (in accordance with the *transit area* or *transit priority area* parking ratio or the *very low income* parking ratio), or for an increased parking requirement in accordance with the Parking Impact Area as described in Chapter 13, Article 2, Division 8 (Parking Impact Overlay Zone). *Development* qualifying for both a reduced parking ratio (*transit area* or *very low income* parking ratio) and an increased parking ratio (Parking Impact Area) shall also use the basic parking ratio.
- ² *Transit Area*. The *transit area* parking ratio applies to *development* where all or a portion of the *premises* is located within a *transit area* as described in Chapter 13, Article 2, Division 10 (Transit Area Overlay Zone) or that is subject to Chapter 13, Article 2, Division 11 (Urban Village Overlay Zone).
- ³ The required motorcycle and bicycle parking spaces are those required for *dwelling unit* type for studios up to 400 square feet through 5+ *bedrooms*.
- ⁴ Parking Impact. The parking impact ratio applies to *development* where all or a portion of the *premises* is located within a designated beach impact area or a campus impact area as described in Chapter 13, Article 2, Division 8 (Parking Impact Overlay Zone), unless otherwise noted, but does not apply to *development* where all or a portion of the *premises* is located within a *transit priority area*.
- ⁵ Bicycle. Bicycle racks are not required for a *dwelling unit* with a garage accessible only by residents of the *dwelling unit*.
- ⁶ 5+ Bedrooms in Parking Impact Areas. Beach impact area: 2.5 spaces per *dwelling unit*. Campus impact area: 1 space per bedroom.
- ⁷ Accessory Uses. Square footage includes *gross floor area* plus *floor* area that is below *grade* and excludes *floor* area devoted to parking.
- ⁸ *Condominium conversion*. Existing parking located in required front yards shall not be counted toward meeting the required minimum number of parking spaces. Where the number of onsite parking spaces as originally approved exceeds the required parking in Table 142-05C, that number of spaces shall be maintained.
- ⁹ The *transit priority area* parking ratio applies to *development* where all or a portion of the *premises* is located within a *transit priority area* as described in Section 142.0528 and supersedes any other applicable parking ratio.
- ¹⁰ Student housing located within a 1-mile radius of the boundary of a *premise* operated as a college or university campus accredited by the Western Association of Schools and Colleges: Senior College and University Commission or the Accrediting Commission for Community and Junior Colleges, may meet the automobile *off-street parking spaces* requirement through a parking agreement between the college or university and the student housing.
- ¹¹ Student housing located outside of a *transit priority area* are not required to provide bicycle parking.

- (b) Eligibility For *Shared Parking*. Up to 25 percent of the parking spaces required by this section may be unassigned and eligible for *shared parking* in accordance with Section 142.0545 except that at least one space shall be assigned to each dwelling unit. Within the beach impact area of the Parking Impact Overlay Zone, off- *premises* parking shall not be permitted for residential uses.

- (c) Common Area Parking Requirement. The common area parking requirement applies to *multiple dwelling unit development* that is being processed in conjunction with a Planned Development Permit and that is located in one of the following communities: Black Mountain Ranch, Carmel Mountain Ranch, Carmel Valley, East Elliott, Fairbanks Ranch Country Club, Miramar Ranch North, Mira Mesa, Otay Mesa, Rancho Bernardo, Rancho Penasquitos, Sabre Springs, Scripps Miramar Ranch, Tierrasanta, and Torrey Highlands, and University. The following standards will be applied by the decision maker to determine the number of common area parking spaces to require as a condition of approval.
 - (1) The number of common area parking spaces that may be required is 20 percent of the total *off-street parking spaces* required. This requirement may, however, be increased or decreased based on consideration by the decision maker of the following:
 - (A) For large developments, generally in excess of 200 dwelling units, the number of common area parking may be decreased to no less than 15 percent of the total *off-street parking spaces* required.
 - (B) In areas where there are few or no on-street parking spaces, where on-street parking spaces are generally occupied, or where on-street parking spaces are not conveniently located, the number of required common area parking spaces may be increased.
 - (C) For any project with characteristics, surroundings, or expected residents that are likely to have an effect on the demand for common area parking, the number of common area parking spaces may be increased or decreased accordingly.
 - (2) All common area parking that is provided off-street must be clearly identified and reserved for visitors.

- (3) All common area parking that is provided off-street is eligible for shared parking in accordance with Section 142.0545.
- (4) The common area parking requirement may be met on-street by parking spaces that meet the following criteria:
 - (A) The parking spaces completely abut the subject property's street frontage.
 - (B) The parking spaces are within a local street that is improved to City standards to accommodate on-street parking.
 - (C) If the parking spaces are existing, most of them are not usually occupied.
 - (D) On-street parking spaces shall be counted according to on-street parking demarcation or parking meters or, if none exists, as one space per 20 feet of full-height curb.
- (d) Minimum Required Parking Without a 20-foot Driveway. Any *multiple dwelling unit* with a garage that does not provide a driveway that is 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 (Section 142.0520), shall provide one additional parking space. This additional parking space may be on-street, abutting the subject property.

*(Added 12-9-1997 by O-18451 N.S.)
(Amended 10-18-1999 by O-18691 N.S.; effective 1-1-2000.)
(Amended 7-5-2006 by O-19506 N.S.; effective 8-4-2006.)
(Amended 4-8-2008 by O-19734 N.S.; effective 5-8-2008.)
(Amended 4-23-2008 by O-19739 N.S.; effective 5-23-2008.)
(Amended 11-13-08 by O-19802 N.S.; effective 12-13-2008.)
(Amended 11-16-2012 by O-20216 N.S.; effective 12-16-2012.)
(Amended 5-5-2015 by O-20483 N.S.; effective 6-4-2015.)
(Amended 4-5-2016 by O-20634 N.S.; effective 5-5-2016.)
(Amended 8-4-2016 by O-20704 N.S.; effective 8-27-2016.)
(Amended 3-22-2018 by O-20917 N.S.; effective 4-21-2018.)
(Amended 3-25-2019 by O-21057 N.S.; effective 4-24-2019.)
(Amended 8-9-2019 by O-21114 N.S.; effective 9-8-2019.)
(Amended 1-8-2020 by O-21164 N.S.; effective 2-9-2020.)
(Amended 4-14-2021 by O-21305 N.S.; effective 5-29-2021.)
(Amended 1-16-2024 by O-21758 N.S.; effective 3-16-2024.)*

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§142.0527 Affordable Housing Parking Regulations

The Affordable Housing Parking Regulations establish the minimum number of on site parking spaces required for affordable housing *dwelling units* that meet the criteria in Section 142.0527(a)(3).

- (a) Definitions. For the purposes of Section 142.0527, the following definitions apply:
- (1) Civic Uses means cultural facilities, libraries, museums and art galleries, post offices, public parks, recreation centers, or social service agencies.
 - (2) Family Housing means a *development* where 50 percent or more of the *dwelling units* contain two or more *bedrooms*.
 - (3) Affordable housing *dwelling units* are *dwelling units* within a *multiple dwelling unit development* that meet the following criteria:
 - (A) *Dwelling units* are rental units reserved for a period of at least 30 years for *low income* or *very low income* households in which the tenants do not pay more than 35 percent of gross household income toward gross rent (including utilities). These provisions shall be included in a written agreement with the San Diego Housing Commission; and
 - (B) The *development* falls into at least one of the following categories:
 - (i) Family Housing;
 - (ii) Housing for Senior Citizens, meeting the criteria of “Housing for older persons” as defined in 42 United States Code, Section 3607(b) of the Fair Housing Act Amendments of 1988 and 24 Code of Federal Regulations, section 100.304; or “Senior citizen housing development” as defined in Section 51.3 of the California Civil Code;

- (iii) Housing for *disabled persons*;
 - (iv) SRO *hotel*; or
 - (v) Studio (up to and including 400 square feet) or 1 *bedroom* (greater than 400 square feet), provided the studio or 1 *bedroom* is not within a *development* for Family Housing or Housing for Senior Citizens.
- (b) Parking Demand. The minimum required automobile parking spaces for affordable housing *dwelling units* shall be determined using the following indexes (See the Land Development Manual: Calculating Affordable Housing Parking Requirements for guidance on calculating the Walkability and Transit Indexes.):

(1) Walkability Index

The Walkability Index shall be determined by assigning one point for each of the following criteria, for a maximum Walkability Index of 4 points.

- (A) Retail, theater, or assembly and entertainment uses present within one-half mile of the affordable housing *dwelling units*.
- (B) More than 120 *lots* developed with retail, theater, or assembly and entertainment uses within one-half mile of the affordable housing *dwelling units*.
- (C) Office, nonresidential day care, nursery school, kindergarten through grade 12, hospitals, healthcare uses, or Civic Uses within one-half mile of the affordable housing *dwelling units*.
- (D) More than 50 *lots* developed with office, nonresidential day care, nursery school, kindergarten through grade 12, hospitals, or healthcare uses, or Civic Uses within one-half mile of the affordable housing *dwelling units*.

(2) Transit Index

The Transit Index shall be determined by assigning points for the number of peak hour trips within a defined distance from the affordable housing *dwelling units*. For bus transit, the distance is one-quarter mile from the affordable housing *dwelling units* for each bus transit stop. For fixed rail and bus rapid transit, the distance is one-half mile from the affordable housing *dwelling units* for each fixed stop. Inbound/outbound stops for the same route are calculated as one stop.

- (A) 0-15 peak hour trips/hour (1 point)
 - (B) 16-30 peak hour trips/hour (2 points)
 - (C) 31-45 peak hour trips/hour (3 points), or
 - (D) 46 or greater peak hour trips/hour (4 points)
- (3) Determination of Parking Demand
- (A) The Walkability/Transit Index is the sum of the Walkability Index and the Transit Index divided by two.
 - (B) The Walkability/Transit Index shall determine the parking demand as follows:
 - (i) 0.0 – 1.99: High parking demand
 - (ii) 2.0 – 3.99: Medium parking demand
 - (iii) 4.0: Low parking demand
- (c) Alternative compliance may be used to determine the Walkability Index in accordance with the following:
- (1) A project shall be deemed to have alternatively complied with Section 142.0527(b)(1)(B) when it is demonstrated to the satisfaction of the City Manager that there are more than 120 retail, theater, or assembly and entertainment uses within one-half mile of the affordable housing *dwelling units*.
 - (2) A project shall be deemed to have alternatively complied with Section 142.0527(b)(1)(D) when it is demonstrated to the satisfaction of the City Manager that there are more than 50 office, nonresidential day care, nursery school, kindergarten through grade 12, hospitals, or healthcare uses, or Civic Uses within one-half mile of the affordable housing *dwelling units*.
- (d) Affordable housing *dwelling units* Parking Ratios. Table 142-05D provides the parking ratios required for affordable housing *dwelling units* as defined in Section 142.0527(a)(3).

Legend for Table 142-05D

Symbol in Table 142-05D	Description of Symbol
H	High parking demand
M	Medium parking demand
L	Low parking demand
-	Section 142.0527 does not apply to housing of this type

Table 142-05D
Affordable Housing *Dwelling Units* Parking Ratios

Bedrooms	Family Housing			Housing for Senior Citizens			Studio ⁽¹⁾ or 1 Bedroom ⁽¹⁾			Housing for Disabled Persons			SRO Hotel		
	H	M	L	H	M	L	H	M	L	H	M	L	H	M	L
Studio	0.5	0.2	0.1	0.5	0.3	0.1	0.5	0.2	0.1	0.5	0.2	0.1	0.5	0.3	0.1
1 BR	1.0	0.6	0.33	0.75	0.6	0.15	0.75	0.5	0.1	0.75	0.5	0.1	-	-	-
2BR	1.3	1.1	0.5	1.0	0.85	0.2	-	-	-	-	-	-	-	-	-
3 BR	1.75	1.4	0.75	-	-	-	-	-	-	-	-	-	-	-	-
Accessory															
Visitor ⁽²⁾	0.15			0.15			0.15			0.15			0.15		
Staff ⁽²⁾	0.05			0.05			0.05			0.1			0.05		
Assigned spaces ⁽³⁾	0.1			0.1			0.1			0.1			0.1		

Footnotes for Table 142-05D

- (1) See Section 142.0527(a)(3)(B)(v).
- (2) Visitor and staff parking spaces are calculated by multiplying the ratio by the total number of affordable housing *dwelling units*.
- (3) For assigned parking, the number of additional parking spaces is calculated by multiplying the total parking spaces required for the affordable housing *dwelling units*, visitor, and staff parking by 0.1. For unassigned parking, no additional parking spaces are required.

- (e) Supplemental Regulations.
- (1) Affordable housing *dwelling units* shall not be subject to the parking regulations of the Transit Overlay Zone and shall not be entitled to parking reductions provided for in Section 142.0550 (Parking Assessment District Calculation Exception).
 - (2) The number of accessible parking spaces provided in accordance with Title 24 of the California Code of Regulations (California Building Standards Code) for Housing for Senior Citizens and housing for *disabled persons* shall be the number of spaces required in accordance with the basic parking ratio for multiple *dwelling units* in Table 142-05C.
 - (3) An *applicant* that demonstrates compliance with Section 142.0527 shall receive a determination of *substantial conformance* with respect to the parking requirements specified in Section 142.0527 when such a determination is requested in accordance with Section 126.0112, provided that the *applicant* enters into a *shared parking* agreement with respect to the spaces determined to be surplus as a result of the *substantial conformance* review, pursuant to Section 142.0545.

(“Parking Regulations for Reduced Parking Demand Housing” added 11-16-2012 by O-20216 N.S.; effective 12-16-2012.)

(Retitled to “Affordable Housing Parking Regulations” and amended 4-5-2016 by O-20634 N.S.; effective 5-5-2016.)

(Amended 1-8-2020 by O-21164 N.S.; effective 2-9-2020.)

§142.0528 Transit Priority Area Parking Regulations

The *Transit Priority Area* Regulations establish the parking requirements for *multiple dwelling unit residential development* where all or a portion of the *premises* is located within a *transit priority area*. *Multiple dwelling unit residential development* that involves four or fewer *dwelling units*, or that includes at least 20 percent on-site housing that is affordable to persons with a household income equal to or less than 50 percent of the area median income as determined in accordance with California Health and Safety Code Section 50093 and is subject to an affordability restriction for a minimum of 55 years, or *multiple dwelling unit residential development* where the *off-street parking spaces* are provided in garages that are attached to and directly accessible from the *dwelling unit*, is exempt from the *unbundled parking* requirement in subsection 142.0528(b)(1). Reasonable accommodations to parking requirements shall be granted if necessary to afford people with disabilities equal housing opportunities under state or federal law, in accordance with Section 131.0466. *Multiple dwelling unit residential development* in the Centre City and Gaslamp Planned Districts is exempt from the transportation amenity requirement in subsection 142.0528(c).

(a) Parking Requirements.

- (1) *Off-street parking spaces* are not required.
- (2) Bicycle spaces shall comply with Table 142-05C.
- (3) A passenger drop-off and loading zone shall be provided along the *street frontage*, near the main accessible entrance unless there is an existing compliant passenger drop-off and loading zone within 200 feet from the main accessible entrance of the *development*. The passenger drop-off and loading zone shall comply with the City of San Diego Standard Drawings for Public Works Construction. An accessible route within the boundaries of the *premises* shall be provided, from the accessible main accessible entrance of the *development* to the passenger drop-off and loading zone, in accordance with the California Building Standards Code.
- (4) An on-street accessible parking space shall be provided along the *street frontage*, unless existing compliant on-street parking spaces within the block perimeter are within a ratio of 1 accessible space for every 25 standard spaces. The on-street accessible parking spaces shall comply with the City of San Diego Standard Drawings for Public Works Construction.

An accessible route shall be provided within the boundaries of the *premises*, from the main accessible entrance of the *development* to the designated on-street accessible parking space, in accordance with the California Building Standards Code.

- (b) **Provided Parking.** If one or more *off-street parking spaces* are provided in a *development*, then the following requirements apply:
 - (1) The *off-street parking spaces* shall consist only of *unbundled parking*.
 - (2) The number of accessible *off-street parking spaces* shall be provided in accordance with Title 24 of the California Code of Regulations (California Building Standards Code).
 - (3) The number of off-street electric vehicle charging spaces shall be provided in accordance with Title 24 of the California Code of Regulations (California Building Standards Code).
 - (4) Bicycle spaces shall comply with Table 142-05C.
 - (5) Motorcycle spaces shall comply with Table 142-05C.

- (c) **Transportation Amenities.** All *multiple dwelling unit residential development* where all or a portion of the *premises* is located within a *transit priority area* shall provide transportation amenities based on its Transportation Amenity Score. Transportation amenity, as used herein, means a feature provided by a *development* that reduces vehicle trips by informing, educating, and incentivizing transit use, bicycling, walking, and ridesharing. The types of transportation amenities are listed in Land Development Manual Appendix Q.
 - (1) **Transportation Amenity Score.** The Transportation Amenity Score for the *development* shall be the sum of its Bedroom Ratio Score, Jobs-Housing Score, Environmental Priority Index Score, and Transit Commute Score, in accordance with Section 142.0528(c)(1)(A)-(D) below and Land Development Manual Appendix Q.
 - (A) **Bedroom Ratio Score.** Divide the *development's* total number of *bedrooms* by the *development's* total number of *dwelling units*, and then determine the Bedroom Ratio Score, as follows:
 - (i) Greater than 3: 0 points
 - (ii) 2.5 to 3: 1 point

- (iii) 2 to 2.49: 2 points
 - (iv) 1.75 to 1.99: 3 points
 - (v) 1.5 to 1.74: 4 points
 - (vi) Below 1.5: 5 points
- (B) Jobs-Housing Score. If the *development* is located within one mile from at least 4,500 jobs: 1 point.
- (C) Environmental Priority Index Score. The Environmental Priority Index Score shall be determined by the *development's* CalEnviroScreen Score, as follows:
- (i) 10 or less: 0 points
 - (ii) 10.1 to 25: 1 point
 - (iii) 25.1 to 40: 2 points
 - (iv) 40.1 to 55: 3 points
 - (v) Greater than 55: 4 points
- (D) Transit Commute Score. The Transit Commute Score for the *development* shall be based on the level of existing employment within a 30-minute transit trip of the nearest *major transit stop* to the *development*.
- (i) If the *development* is located within a half-mile of a *major transit stop* that serves greater than 25,000 jobs: 2 points
 - (ii) If the *development* is located within a half-mile of a *major transit stop* that serves 25,000 jobs or less: 1 point
- (2) Transportation Amenity Requirement. The transportation amenity requirement for a *development* shall be determined by the Transportation Amenity Score as follows:
- (A) Transportation Amenity Score of 1-3 points requires transportation amenities worth at least 6 points.

- (B) Transportation Amenity Score of 4-7 points requires transportation amenities worth at least 4 points.
 - (C) Transportation Amenity Score of 8-9 points requires transportation amenities worth at least 2 points.
 - (D) Transportation Amenity Score of 10 points or higher does not require any transportation amenities.
- (3) Notice. A notice describing the provided transportation amenities shall be posted in a prominent and accessible location within a common area of the *development* where it can easily be seen by residents. The notice shall include contact information and a statement that the transportation amenities are required pursuant to the San Diego Municipal Code and to the satisfaction of the Development Services Department. This notice shall be in the form as set forth in Land Development Manual Appendix Q.

(“Parking Standards Transit Priority Area Regulations” added 3-25-2019 by O-21057 N.S.; effective 4-24-2019.)

(Amended 1-8-2020 by O-21164 N.S.; effective 2-9-2020.)

(Amended 1-27-2022 by O-21416 N.S.; effective 2-26-2022.)

(Retitled from “Parking Standards Transit Priority Area Regulations” to “Transit Priority Area Parking Regulations” and amended 1-16-2024 by O-21758 N.S.; effective 3-16-2024.)

(Amended 3-4-2024 by O-21771 N.S.; effective 4-12-2024.)

[Editors Note: Amendments as adopted by O-21771 include additional amendments applicable within the Coastal Overlay Zone, including text amendments and title changes.

Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-21771-SO.pdf]

§142.0530 Nonresidential Uses — Parking Ratios

- (a) Retail Sales, Commercial Services, and Mixed-Use Development.

Table 142-05E establishes the ratio of required parking spaces to building *floor* area in the commercial zones, industrial zones, mixed-use zones, and planned districts shown, for retail sales uses and for those commercial service uses that are not covered by Table 142-05F or 142-05G. Table 142-05E also establishes the required parking ratios for mixed-use *development* in a single *structure* that include an allowed use from at least two of the following use categories: (1) retail sales, (2) commercial services, and (3) offices.

**Table 142-05E
Parking Ratios for Retail Sales, Commercial Services, Offices, and Mixed-Use Development**

Zone	Parking Spaces Required per 1,000 Square Feet of <i>Floor</i> Area Unless Otherwise Noted (<i>Floor</i> Area Includes <i>Gross Floor Area</i> plus Below <i>Grade Floor</i> Area and Excludes <i>Floor</i> Area Devoted to Parking)			
	Required Automobile Parking Spaces ⁽¹⁾			
	Minimum Required Outside a <i>Transit Area</i> or <i>Transit Priority Area</i>	Minimum Required Within a <i>Transit Priority Area</i> ⁽⁶⁾	Minimum Required Within a <i>Transit Area</i> ⁽²⁾	Maximum Permitted
Commercial Zones				
CC-1-1 CC-2-1 CC-4-1 CC-5-1	2.5	0	2.1	6.5
CC-1-2 CC-2-2 CC-4-2 CC-5-2	2.5	0	2.1	6.5
CC-1-3 CC-2-3 CC-4-3 CC-5-3	5.0 ⁽³⁾	0	4.3	6.5
CC-2-4 CC-3-4 CC-4-4 CC-5-4	2.5	0	2.1	6.5
CC-3-5	1.0 ⁽⁴⁾	0	1.0 ⁽⁴⁾	5.5
CC-3-	2.5	0	2.1	6.5

Zone	Parking Spaces Required per 1,000 Square Feet of <i>Floor Area</i> Unless Otherwise Noted (<i>Floor Area</i> Includes <i>Gross Floor Area</i> plus Below <i>Grade Floor Area</i> and Excludes <i>Floor Area</i> Devoted to Parking)			
	Required Automobile Parking Spaces ⁽¹⁾			
	Minimum Required Outside a <i>Transit Area</i> or <i>Transit Priority Area</i>	Minimum Required Within a <i>Transit Priority Area</i> ⁽⁶⁾	Minimum Required Within a <i>Transit Area</i> ⁽²⁾	Maximum Permitted
5/Beach impact area ⁽⁵⁾				
CC-4-5	1.0 ⁽⁴⁾	0	1.0 ⁽⁴⁾	5.5
CC-2-5 CC-5-5	1.25	0	1.25	5.5
CC-3-6 CC-4-6 CC-5-6	2.5	0	2.1	6.5
CC-3-7	2.5	0	2.1	6.5
CC-3-8	2.5	0	2.1	6.5
CC-3-9	2.5	0	2.1	6.5
CN-1-1	0	0	0	5.5
CN-1-2	0	0	0	6.5
CN-1-3	0	0	0	6.5
CN-1-4	0	0	0	6.5
CN-1-5	0	0	0	6.5
CN-1-6	0	0	0	6.5
CR-1-1 CR-2-1	5.0 ⁽³⁾	0	4.3	6.5
CO-1-1 CO-1-2 CO-2-1 CO-2-2 CO-3-1 CO-3-2 CO-3-3	5.0	0	4.3	6.5
CV-1-1	5.0	0	4.3	6.5
CV-1-2	2.5	0	2.1	6.5
Industrial Zones				

Zone	Parking Spaces Required per 1,000 Square Feet of <i>Floor Area</i> Unless Otherwise Noted (<i>Floor Area</i> Includes <i>Gross Floor Area</i> plus Below <i>Grade Floor Area</i> and Excludes <i>Floor Area</i> Devoted to Parking)			
	Required Automobile Parking Spaces ⁽¹⁾			
	Minimum Required Outside a <i>Transit Area</i> or <i>Transit Priority Area</i>	Minimum Required Within a <i>Transit Priority Area</i> ⁽⁶⁾	Minimum Required Within a <i>Transit Area</i> ⁽²⁾	Maximum Permitted
IH-1-1 IH-2-1	5.0	4.3	4.3	6.5
IL-1-1 IL-2-1	5.0	4.3	4.3	6.5
IL-3-1	5.0	0	4.3	6.5
IP-1-1 IP-2-1	5.0	0	4.3	6.5
IS-1-1	1.0 ⁽⁴⁾	0	1.0 ⁽⁴⁾	5.5
IBT-1-1	5.0	0	4.3	6.5
Mixed-Use Zones				
RMX-1	1.5	0	1.0	5.5
RMX-2	1.5	0	1.0	5.5
RMX-3	1.5	0	1.0	5.5
EMX-1	1.5	0	1.0	5.5
EMX-2	1.5	0	1.0	5.5
EMX-3	1.5	0	1.0	5.5
Planned Districts				
Carmel Valley	5.0	0	4.3	6.5
Cass Street	2.0	0	2.0	6.5
Central Urbanized	2.5	0	2.1	6.5
La Jolla	1.7	0	1.7	5.5
La Jolla Shores	1.0	0	1.0 ⁽⁴⁾	5.5
Old Town	4.0	0	3.4	6.5

Footnotes for Table 142-05E

- ¹ Parking spaces for carpool vehicles and zero emissions vehicles are required in accordance with Section 142.0530(d). Bicycle parking is required in accordance with Section 142.0530(e).
- ² *Transit Area*. The *transit area* minimum parking ratios apply in the *Transit Area Overlay Zone* (Chapter 13, Article 2, Division 10) and in the *Urban Village Overlay Zone* (Chapter 13, Article 2, Division 11).
- ³ *Uses Located above Ground Floor*. The minimum parking ratio for retail sales and commercial services uses above the ground *floor* is 4.0 spaces per 1,000 square feet of *gross floor area*.
- ⁴ *Alley Access*. For properties with *alley* access, one parking space per 10 linear feet of *alley* frontage may be provided instead of the parking ratio shown in Table 142-05E. Within the beach impact area of the *Parking Impact Overlay Zone*, application of this policy shall not result in a reduction of required on-site parking.
- ⁵ *Beach Impact Area*. For area of applicability, see Chapter 13, Article 2, Division 8 (*Parking Impact Overlay Zone*).
- ⁶ The *transit priority area* parking ratio applies to *development* where all or a portion of the *premises* is located within a *transit priority area* and supersedes any other applicable parking ratio. Vehicle Miles Travelled Reduction Measures are applicable as described in Section 143.1103(b)(1).
 - (b) *Eating and Drinking Establishments*. Table 142-05F establishes the required ratio of parking spaces to building *floor* area in the commercial zones, industrial zones, and planned districts shown, for eating and drinking establishments that are the *primary use* on a *premises*.

**Table 142-05F
Parking Ratios for Eating and Drinking Establishments**

Zone	Parking Spaces Required per 1,000 Square Feet of Eating and Drinking Establishment ⁽¹⁾⁽⁷⁾ <i>Floor Area Unless Otherwise Noted (Floor Area Includes Gross Floor Area plus Below Grade Floor Area and Excludes Floor Area Devoted to Parking)</i>			
	Required Automobile Parking Spaces ⁽²⁾			
	Minimum Required Outside a Transit Area or Transit Priority Area	Minimum Required Within a Transit Priority Area ⁽⁶⁾	Minimum Required Within a Transit Area ⁽³⁾	Maximum Permitted
Commercial Zones				
CC-1-1 CC-2-1 CC-4-1 CC-5-1	2.5	0	2.1	25.0
CC-1-2 CC-2-2 CC-4-2	2.5	0	2.1	25.0
CC-5-2	2.5	0	2.1	25.0
CC-4-2/Coastal Overlay Zone ⁽⁴⁾	5.0	0	4.3	25.0
CC-1-3 CC-2-3 CC-4-3 CC-5-3	15.0	0	12.8	25.0
CC-2-4 CC-3-4 CC-4-4	2.5	0	2.1	25.0
CC-4-4/Coastal Overlay Zone ⁽⁴⁾	5.0	0	4.3	25.0
CC-5-4	2.5	0	2.1	25.0
CC-2-5 CC-3-5	1.0 ⁽⁵⁾	0	1.0 ⁽⁵⁾	20.0
CC-3-5/Coastal Overlay Zone ⁽⁴⁾	5.0	0	4.3	25.0

Zone	Parking Spaces Required per 1,000 Square Feet of Eating and Drinking Establishment ⁽¹⁾⁽⁷⁾ <i>Floor Area Unless Otherwise Noted (Floor Area Includes Gross Floor Area plus Below Grade Floor Area and Excludes Floor Area Devoted to Parking)</i>			
	Required Automobile Parking Spaces ⁽²⁾			
	Minimum Required Outside a Transit Area or Transit Priority Area	Minimum Required Within a Transit Priority Area ⁽⁶⁾	Minimum Required Within a Transit Area ⁽³⁾	Maximum Permitted
CC-4-5	1.0 ⁽⁵⁾	0	1.0 ⁽⁵⁾	20.0
CC-5-5	1.25	0	1.25	20.0
CC-3-6 CC-4-6 CC-5-6	2.5	0	2.1	25.0
CC-3-7	2.5	0	2.1	25.0
CC-3-8	2.5	0	2.1	25.0
CC-3-9	2.5	0	2.1	25.0
CN-1-1	0	0	0	20.0
CN-1-2	0	0	0	25.0
CN-1-3	0	0	0	25.0
CN-1-4	0	0	0	25.0
CN-1-5	0	0	0	25.0
CN-1-6	0	0	0	25.0
CR-1-1 CR-2-1	15.0	0	12.8	25.0
CO-1-1 CO-1-2 CO-2-1 CO-2-2 CO-3-1 CO-3-2 CO-3-3	15.0	0	12.8	25.0
CV-1-1	15.0	0	2.1	25.0
CV-1-2	5.0	0	4.3	25.0
Mixed-Use Zones				
RMX-1	1.5	0	1.0	5.5
RMX-2	1.5	0	1.0	5.5
RMX-3	1.5	0	1.0	5.5

Zone	Parking Spaces Required per 1,000 Square Feet of Eating and Drinking Establishment ⁽¹⁾⁽⁷⁾ <i>Floor Area Unless Otherwise Noted (Floor Area Includes Gross Floor Area plus Below Grade Floor Area and Excludes Floor Area Devoted to Parking)</i>			
	Required Automobile Parking Spaces ⁽²⁾			
	Minimum Required Outside a Transit Area or Transit Priority Area	Minimum Required Within a Transit Priority Area ⁽⁶⁾	Minimum Required Within a Transit Area ⁽³⁾	Maximum Permitted
EMX-1	1.5	0	1.0	5.5
EMX-2	1.5	0	1.0	5.5
EMX-3	1.5	0	1.0	5.5
Industrial Zones				
IH-1-1 IH-2-1	15.0	0	12.8	25.0
IL-1-1 IL-2-1	15.0	0	12.8	25.0
IL-3-1	15.0	0	12.8	25.0
IP-1-1 IP-2-1	15.0	0	12.8	25.0
IS-1-1	1.0 ⁽⁵⁾	0	1.0 ⁽⁵⁾	20.0
IBT-1-1	15.0	0	12.8	25.0
Planned Districts				
Carmel Valley	15.0	0	12.8	25.0
Cass Street	5.0	0	4.3	25.0
Central Urbanized	2.5	0	2.1	6.5
La Jolla	5.0	0	4.3	20.0
La Jolla Shores	1.0	0	1.0 ⁽⁵⁾	20.0
Old Town	4.0	0	3.4	25.0

Footnotes for Table 142-05F

- ¹ Eating and Drinking Establishments. The minimum automobile parking ratios apply to eating and drinking establishments that do not have a common parking area with any other uses. There is no minimum parking requirement or maximum permitted parking for outdoor dining. With *Transit Priority Areas*, minimum required parking can be replaced by a *placemaking* project if a Temporary Use Permit is obtained in accordance with Section 123.0402. Within the CN, CO and CV Zones, the minimum automobile parking required can also be replaced with bicycle parking at a ratio of 2 bicycle parking spaces provided for every required vehicle parking space. Within the Coastal Overlay Zone, outdoor dining areas such as decks, patios, terraces, etc., are considered part of the eating and drinking establishment's *gross floor area* and are included in calculating parking requirements.
- ² Parking spaces for carpool vehicles and zero emissions vehicles are required in accordance with Section 142.0530(d). Bicycle parking is required in accordance with Section 142.0530(e).
- ³ *Transit Area*. The *transit area* minimum parking ratios apply in the *Transit Area* Overlay Zone (Chapter 13, Article 2, Division 10) and in the Urban Village Overlay Zone (Chapter 13, Article 2, Division 11).
- ⁴ Coastal Overlay Zone. For area of applicability, see Chapter 13, Article 2, Division 4.
- ⁵ *Alley Access*. For properties with *alley* access, one parking space per 10 linear feet of *alley* frontage may be provided instead of the parking ratio shown in Table 142-05F. Within the beach impact area of the Parking Impact Overlay Zone, application of this policy shall not result in a reduction of required on-site parking.
- ⁶ The *transit priority area* parking ratio applies to *development* where all or a portion of the *premises* is located within a *transit priority area* and supersedes any other applicable parking ratio. Vehicle Miles Travelled Reduction Measures are applicable as described in Section 143.1103(b)(1).
- ⁷ Within the Beach Impact Area of the Parking Impact Overlay Zone (Chapter 13, Article 2, Division 8), an *applicant* that replaces automobile parking spaces for bicycle parking spaces that would be required by the Parking Regulations (Chapter 14, Article 2, Division 5) shall install micro-mobility charging stations on the *premises* that are available to the public equal to 1 charging station for each automobile space replaced, or 5 charging stations, whichever is less.

- (c) Nonresidential Uses. Table 142-05G establishes the required ratio of parking spaces to building *floor* area for the nonresidential uses shown that are not covered by the parking requirements in Section 142.0530(a) and (b).

**Table 142-05G
Parking Ratios for Specified Non-Residential Uses**

Use	Parking Spaces Required per 1,000 Square Feet of <i>Floor</i> Area Unless Otherwise Noted (<i>Floor</i> Area Includes <i>Gross Floor Area</i> plus below <i>Grade Floor</i> Area, and Excludes <i>Floor</i> Area Devoted to Parking)			
	Required Automobile Parking Spaces ⁽¹⁾			
	Minimum Required Outside a <i>Transit Priority Area</i>	Minimum Required Within a <i>Priority Area</i> ⁽⁸⁾	Minimum Required Within a <i>Transit Area</i> ⁽²⁾	Maximum Permitted
Institutional				
Separately Regulated Uses				
Botanical Gardens and Arboretums	3.3	0	2.8	N/A
Educational facilities:				
Kindergarten through grade 9	2.0 per classroom if no assembly area or 30 per 1,000 square feet assembly area	0	85% of Minimum	N/A
Grade 10 through grade 12	1 per 5 students at maximum occupancy	0	85% of Minimum	N/A
Vocational/trade schools	1 per student at maximum occupancy	0	85% of Minimum	N/A
Exhibit Halls & Convention Facilities	1 per 3 seats; 30.0 if no fixed seats	0	85% of Minimum	N/A
Hospitals	2 per bed	0	85% of Minimum	N/A
Intermediate care facilities and nursing facilities	1 per 3 beds	0	85% of Minimum	N/A
Interpretive Centers	3.3	0	2.8	N/A
Museums	3.3	0	2.8	N/A
Radio & Television Broadcasting	3.3	0	2.9	5.0
Retail Sales: See Table 142-05E				
Commercial Services				

Use	Parking Spaces Required per 1,000 Square Feet of <i>Floor Area</i> Unless Otherwise Noted (<i>Floor Area</i> Includes <i>Gross Floor Area</i> plus below <i>Grade Floor Area</i> , and Excludes <i>Floor Area</i> Devoted to Parking)			
	Required Automobile Parking Spaces ⁽¹⁾			
	Minimum Required Outside a <i>Transit Priority Area</i>	Minimum Required Within a <i>Priority Area</i> ⁽⁸⁾	Minimum Required Within a <i>Transit Area</i> ⁽²⁾	Maximum Permitted
Eating & Drinking Establishments	See Table 142-05F			
Public assembly & entertainment				
Theaters	1-3 screens: 1 per 3 seats 4+ screens: 1 per 3.3 seats Per assembly area if not fixed seats: 50.0	0	85% of Minimum	N/A
Health clubs	5.0 Clubs with Courts: 1 additional space per the maximum number of authorized players (Amateur Athletic Union) per court	0	85% of Minimum	N/A
Swimming pools	Commercial: 1 per 100 sq. ft. of pool surface area Community: 1 per 175 sq. ft. of pool surface area	0	85% of Minimum	N/A
All other assembly and entertainment	1 per 3 seats or 1 per 60 inches of bench or pew seating, whichever is greater; or 30 per 1,000 square feet of assembly area if seating is not fixed	0	85% of Minimum ⁽⁷⁾	N/A
Visitor accommodations	1 per <i>guest room</i> Conference Area: 10.0	0	1 per <i>guest room</i> Conference Area: 10.0	N/A
Separately Regulated Uses				

Use	Parking Spaces Required per 1,000 Square Feet of <i>Floor Area</i> Unless Otherwise Noted (<i>Floor Area</i> Includes <i>Gross Floor Area</i> plus below <i>Grade Floor Area</i> , and Excludes <i>Floor Area</i> Devoted to Parking)			
	Required Automobile Parking Spaces ⁽¹⁾			
	Minimum Required Outside a <i>Transit Priority Area</i>	Minimum Required Within a <i>Priority Area</i> ⁽⁸⁾	Minimum Required Within a <i>Transit Area</i> ⁽²⁾	Maximum Permitted
Child Care Centers	1 per staff	0	85% of Minimum	N/A
Funeral parlors & Mortuaries	1 per 3 seats; 30.0 for assembly area if no fixed seats	0	85% of minimum	N/A
Private clubs, lodges, fraternal organizations (except fraternities and sororities)	1 per <i>guest room</i> , or 2.5, whichever is greater ⁽³⁾	0	85% of Minimum	N/A
Single room occupancy hotels (For <i>SRO Hotels</i> that meet the criteria for affordable housing <i>dwelling units</i> stated in Section 142.0527, see Section 142.0527 for parking requirements)	1 per room	0	0.5 per room	N/A
Veterinary clinics & hospitals	2.5	0	2.1	N/A
Offices⁽⁴⁾				
Business & professional/ Government/ Regional & corporate headquarters (except in IS Zone)	3.3	0	2.9	5.0
Medical, dental, & health practitioners (except in IS Zone)	4.0	0	3.5	6.0
All office uses in the IS Zone	1.0 ⁽⁵⁾	0	1.0 ⁽⁵⁾	5.0
Vehicle & Vehicular Equipment Sales & Service				
Automobile service stations	2 per Station; with Maintenance Facility, 3 per Station Plus 1 per Service Bay Retail Sales: 3.0	0	85% of Minimum	N/A

Use	Parking Spaces Required per 1,000 Square Feet of <i>Floor Area</i> Unless Otherwise Noted (<i>Floor Area</i> Includes <i>Gross Floor Area</i> plus below <i>Grade Floor Area</i> , and Excludes <i>Floor Area</i> Devoted to Parking)			
	Required Automobile Parking Spaces ⁽¹⁾			
	Minimum Required Outside a <i>Transit Priority Area</i>	Minimum Required Within a <i>Priority Area</i> ⁽⁸⁾	Minimum Required Within a <i>Transit Area</i> ⁽²⁾	Maximum Permitted
Vehicle repair & maintenance	5.0	0	4.3	N/A
Vehicle sales & rentals	1 per each 10 display cars	0	85% of Minimum	N/A
Distribution and Storage ⁽⁴⁾				
All distribution and storage uses	1.0 ⁽⁵⁾	0	1.0 ⁽⁵⁾	4.0
Self Storage Facilities	1.0 space/10,000 sq ft plus 3.3 space per 1,000 square foot of accessory office space	0	N/A	N/A
Industrial				
Heavy Manufacturing (except in IS Zone)	1.5 ⁽⁶⁾	0 ⁽⁶⁾	1.5 ⁽⁶⁾	4.0
Light manufacturing (except in IS Zone)	2.5 ⁽⁶⁾	0 ⁽⁶⁾	2.1 ⁽⁶⁾	4.0
Research & development (except in IS Zone)	2.5	0	2.1	4.0
All industrial uses in the IS Zone	1.0 ⁽⁵⁾	0	1.0 ⁽⁵⁾	4.0

Footnotes for Table 142-05G

- 1 Parking spaces for carpool vehicles and zero emissions vehicles are required in accordance with Section 142.0530(d). Bicycle parking is required in accordance with Section 142.0530(e).
- 2 *Transit Area.* The *transit area* minimum parking ratios apply in the *Transit Area Overlay Zone* (Chapter 13, Article 2, Division 10) and in the *Urban Village Overlay Zone* (Chapter 13, Article 2, Division 11).
- 3 In the beach impact area, one parking space per *guest room* or 5.0, whichever is greater.
- 4 Accessory Retail Sales, Commercial Services, and Office Uses. On-site accessory retail sales, commercial services, and office uses that are not open to the public are subject to the same parking ratio as the primary use.

- 5 *Alley Access.* For properties with *alley* access, one parking space per 10 linear feet of *alley* frontage may be provided instead of the parking ratio shown in Table 142-05G. Within the beach impact area of the Parking Impact Overlay Zone, application of this policy shall not result in a reduction of required on-site parking.
- 6 Facilities with a majority of *floor* area dedicated to large equipment, tanks, vessels, and automated machinery, or any similar combination of equipment may provide parking using a minimum ratio of 1.0 parking space per 1,000 square feet of *floor* area instead of the parking ratio shown in Table 142-05G.
- 7 Except as provided in Section 141.0602(a)(2).
- 8 The *transit priority area* parking ratio applies to *development* where all or a portion of the *premises* is located within a *transit priority area* and supersedes any other applicable parking ratio. Vehicle Miles Travelled Reduction Measures are applicable as described in Section 143.1103(b)(1).

(d) Parking Spaces for Carpool/Vanpool Vehicles, Electric Vehicles, and Zero Emissions Vehicles

- (1) Designated parking spaces for carpool/vanpool vehicles (vehicles containing two or more persons), electric vehicles, and zero emissions vehicles (any vehicles certified to zero-emissions standards) shall be provided for non-residential *development* at the ratio indicated in Section 142.0530(d)(1)(B), unless exempt under Section 142.0530(d)(1)(C).
- (A) The required designated parking spaces for carpool vehicles and zero emissions vehicles are to be provided within the overall minimum parking requirement, not in addition to it.
- (B) The required number of designated parking spaces for carpool vehicles and zero emissions vehicles shall be calculated based on the total number of automobile parking spaces required for the *premises* as follows:
- (i) Zero designated parking spaces for carpool vehicles and zero emissions vehicles if there are 0-9 automobile parking spaces on the *premises*.
- (ii) One designated parking space for carpool vehicles and zero emissions vehicles if there are 10-25 automobile parking spaces on the *premises*.

- (iii) Three designated parking spaces for carpool vehicles and zero emissions vehicles if there are 26-50 automobile parking spaces on the *premises*.
 - (iv) Six designated parking spaces for carpool vehicles and zero emissions vehicles if there are 51-75 automobile parking spaces on the *premises*.
 - (v) Eight designated parking spaces for carpool vehicles and zero emissions vehicles if there are 76-100 automobile parking spaces on the *premises*.
 - (vi) Eleven designated parking spaces for carpool vehicles and zero emissions vehicles if there are 101-150 automobile parking spaces on the *premises*.
 - (vii) Sixteen designated parking spaces for carpool vehicles and zero emissions vehicles if there are 151-200 automobile parking spaces on the *premises*.
 - (viii) Designated parking spaces for carpool vehicles and zero emissions vehicles equal to at least 8% of the total automobile parking spaces on the *premises* if there are 201 or more automobile parking spaces on the *premises*.
- (C) The following are exempt from the requirements of Section 142.0530(d)(1)(B):
- (i) Proposed building additions that are less than 1,000 square feet; and
 - (ii) Improvements valued at less than \$200,000.
- (2) Required designated parking spaces for carpool/vanpool vehicles, electric vehicles, and zero emissions vehicles shall be conveniently located close to building entrances. Each parking space shall include surface identification, painted with the same paint used for defining the parking stall, with the lower edge of the identification aligned with the end of the parking space and visible beneath a parked vehicle. The identification shall include the following characters:

CLEAN AIR/
VANPOOL/EV

- (3) If there is a charge for parking, designated parking spaces for carpool vehicles and zero emissions vehicles shall be offered at a lower rate than the charge for other vehicles.
 - (4) Required designated parking spaces for carpool vehicles and zero emissions vehicles may also be used by low-emitting and fuel-efficient vehicles, if the *applicant* determines that the designated parking spaces are otherwise underutilized.
- (e) Bicycle Parking Spaces and Facilities
- (1) Short-Term Bicycle Parking Spaces
 - (A) Short-term bicycle parking spaces are intended for use by visitors and shall be calculated based on the total number of automobile parking spaces provided for the *premises*. Unless exempt under Section 142.0530(e)(1)(D), short-term bicycle parking spaces are required for non-residential *development*. The minimum number of required short-term bicycle parking spaces shall be two; or 0.1 per 1,000 square feet of building *floor* area, excluding *floor* area devoted to parking; or 5% of the provided automobile parking space minimum, whichever is greater.
 - (B) Short-term bicycle parking spaces shall be convenient and secure and shall consist of permanently-anchored bicycle racks located within 200 feet of a visitor entrance.
 - (C) A credit may be applied towards the short-term bicycle parking space requirement for existing bicycle parking spaces that are located in a permanently-anchored bicycle rack in the *public right-of-way* within 200 feet of a visitor entrance for the *development*.
 - (D) The following are exempt from the short-term bicycle parking space requirements:
 - (i) Proposed building additions that are less than 1,000 square feet; and

- (ii) Improvements valued at less than \$200,000; and
 - (iii) The following uses:
 - Cemeteries, mausoleums, crematories;
 - Maintenance and repair uses;
 - Boarding kennels;
 - Pet grooming services;
 - Veterinary clinics and hospitals;
 - Vehicle and vehicular equipment sales and service uses;
and
 - Industrial uses
- (2) Long-Term Bicycle Parking Spaces and Facilities
- (A) Long-term bicycle parking spaces are intended for use by employees and shall be required for non-residential *development* at a rate of 5% of the provided automobile parking for any *premises* with more than ten full-time employees, unless exempt under Section 142.0530(e)(2)(D). The minimum number of required long-term bicycle parking spaces is one.
 - (B) Long-term bicycle parking spaces shall include the following features:
 - (i) Covered lockable enclosures with permanently-anchored bicycle racks;
 - (ii) Lockable bicycle rooms with permanently-anchored bicycle racks; or
 - (iii) Lockable, permanently-anchored bicycle lockers.
 - (C) Where 10 or more long-term bicycle parking spaces are required, employee shower facilities shall be provided on the *premises*.

- (D) The following are exempt from the long-term bicycle parking space and facilities requirements:
 - (i) Proposed building additions that are less than 1,000 square feet; and
 - (ii) Improvements valued at less than \$200,000.
- (f) Unspecified Uses. For uses not addressed by Tables 142-05E, 142-05F, and 142-05G the required *off-street parking spaces* are the same as that required for similar uses. The City Manager shall determine if uses are similar.
- (g) Motorcycle Parking. Motorcycle parking shall be provided at a ratio of 2 percent of the number of automobile parking spaces provided or two spaces, whichever is greater.
- (h) Rideshare Information. All nonresidential uses with more than 100,000 square feet of *gross floor* area are required to provide a kiosk or bulletin board that displays information on transit use, carpooling, and other forms of ridesharing.

(Amended 6-12-2001 by O-18948 N.S.; effective 12-12-2001.)
(Amended 3-1-2006 by O-19467 N.S.; effective 8-10-2006.)
(Amended 8-4-2011 by O-20081 N.S.; effective 10-6-2011.)
(Amended 11-16-2012 by O-20216 N.S.; effective 12-16-2012.)
(Amended 6-18-2013 by O-20261 N.S.; effective 7-19-2013.)
(Amended 4-11-2014 by O-20361 N.S.; effective 5-18-2014.)
(Amended 5-5-2015 by O-20481 N.S.; effective 6-4-2015.)
(Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)
(Amended 4-5-2016 by O-20634 N.S.; effective 5-5-2016.)
(Amended 5-5-2017 by O-20823 N.S.; effective 6-4-2017.)
(Amended 3-22-2018 by O-20917 N.S.; effective 4-21-2018.)
(Amended 10-10-2018 by O-20991 N.S.; effective 11-9-2018.)

[Editors Note: Amendments as adopted by O-20991 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies O-20991 N.S. as a Local Coastal Program

Amendment. Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-20991-SO.pdf]

(Amended 9-12-2019 by O-21118 N.S.; effective 10-12-2019.)
(Amended 1-8-2020 by O-21161 N.S.; effective 2-9-2020.)
(Amended 2-1-2021 by O-21288 N.S.; effective 3-3-2021.)

(Amended 12-17-2021 by O-21401 N.S.; effective 1-16-2022.)

[Editors Note: Amendments as adopted by O-21401 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-21401-SO.pdf]

(Amended 1-16-2024 by O-21758 N.S.; effective 3-16-2024.)

(Amended 3-4-2024 by O-21770 N.S.; effective 4-12-2024.)

§142.0531 Transit Priority Area Regulations for Non-Residential Uses

- (a) Table 142-05E establishes the ratio of required parking spaces to building *floor* area within a *transit priority area* in the commercial zones, industrial zones, mixed-use zones, and planned districts shown.
- (b) Table 142-05F establishes the required ratio of parking spaces to building *floor* area in the commercial zones, industrial zones, and planned districts shown, for eating and drinking establishments that are the *primary use* on a *premises*.
- (c) Where no *off-street parking spaces* are provided on a *premises* in a *transit priority area*:
 - (1) The non-residential *development* shall provide a passenger drop-off and loading zone within 200 feet from the *development's* main accessible entrance. The passenger drop-off and loading zone shall comply with The City of San Diego Standard Drawings Public Works Construction. In addition, the non-residential *development* shall also provide an accessible route within the boundaries of the site, from the accessible main entrance of the non-residential *development* to the drop-off and passenger loading zone, pursuant to the California Building Standards Code.

- (2) The non-residential *development* shall provide an on-street accessible space along the *street frontage*, unless existing accessible on-street parking spaces within the block perimeter are within a ratio of 1 accessible space for every 25 standard spaces. The accessible on-street parking spaces shall comply with the City of San Diego Standard Drawings for Public Works Construction. In addition, the non-residential *development* shall provide an accessible route within the boundaries of the site, from the main accessible entrance of the non-residential *development* to the designated accessible on-street parking space, pursuant to the California Building Standards Code.
- (3) Where the *premises* is located in whole or in part within the Beach Impact Area of the Parking Overlay Zone, the non-residential *development* shall provide additional VMT Reduction Measures required by section 143.1103 as follows:
 - (A) *Development* in Mobility Zone 2 shall include VMT Reduction Measures totaling at least 7 points.
 - (B) *Development* in Mobility Zone 3 shall include VMT Reduction Measures totaling at least 11 points.
- (d) Where *off-street parking spaces* are provided on a *premises* in a *transit priority area*, a *premises* with 11 to 25 *off-street parking spaces* must provide at least 2 accessible *off-street parking spaces*. A *premises* with greater than 25 *off-street parking spaces* shall be subject to the requirements in the California Building Standards Code.

(“*Parking Standards Transit Priority Area Regulations for Non-Residential Uses*” added 12-17-2021 by O-21401 N.S.; effective 1-16-2022.)

[Editors Note: Amendments as adopted by O-21401 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-21401-SO.pdf]

(Retitled from “*Parking Standards Transit Priority Area Regulations for Non-Residential Uses*” to “*Transit Priority Area Regulations for Non-Residential Uses*” and amended 1-16-2024 by O-21758 N.S.; effective 3-16-2024.)
(Amended 1-21-2026 by O-22031 N.S.; effective 3-11-2026.)

§142.0535 Off-Premises Parking Regulations in Urbanized Communities

Required *off-street parking spaces* for uses in *Urbanized Communities* may be located *off-premises*, subject to the following regulations.

- (a) Residential Uses. Some portion of the off-premises parking shall be within a 25-foot horizontal distance of the *premises* on which the use requiring *off-street parking spaces* is located, and in the Coastal Overlay Zone, the site of the off-premises parking shall be identified with appropriate signs. Within the beach impact area of the Parking Impact Overlay Zone, off-premises parking shall not be permitted for residential uses.
- (b) Nonresidential Uses. Some portion of the off-premises parking shall be within a non-residential zone and within a 600-foot horizontal distance of the *premises* on which the use requiring *off-street parking spaces* is located, and in the Coastal Overlay Zone, the site of the off-premises parking and the site of the use shall be identified with appropriate signs within the Coastal Overlay Zone.
- (c) Control of Parking Spaces. The off-premises parking, which shall be identified with appropriate directional signs for *development* in the Coastal Overlay Zone, shall be owned or controlled by the owner of the use requiring the *off-street parking spaces*.

When off-premises parking is to be provided, the owner or lessee of record of the *premises* shall furnish evidence that is satisfactory to the City Manager that they own or have a sufficient interest in the property to provide the minimum *off-street parking spaces* required by the Land Development Code. Whether *off-street parking spaces* are to be provided on property that is owned by the *applicant* or another owner, the *applicant* shall provide to the County Recorder for recordation, covenants that have been executed by the owners of the property on which the off-premises parking is proposed and the owners of the use requiring the off-street parking spaces.

The covenant shall be for the benefit of the City, in a form approved by the City Attorney, to the effect that the owners will continue to maintain the parking spaces as long as the use it serves exists. The covenant shall also recite that the title to, and right to, use the *lots* upon which the parking is to be provided will be subservient to the title to the *premises* where the *primary use* it serves is situated and shall warrant that the *lots* are not and will not be made subject to any other covenant or contract for use without prior written consent of the City.

If the owners of the use should thereafter provide parking equal in area within the same distance and under the same conditions as the ownership upon another *lot* than the *premises* made subservient in a previous covenant, the City will, upon written application accompanied by the filing of a similar covenant, release the original subservient *premises* from the previous covenant. The owners shall furnish at their own expense title reports or other evidence the City may require to insure compliance with the provisions of this section.

- (d) Off-Premises *Parking Spaces* Not to be Reduced. Off-premises *parking spaces* provided in accordance with this section shall be maintained as long as the *structure* or use for which they are provided exists unless an equivalent substitute number of spaces is provided and thereafter maintained in compliance with the Land Development Code. In no event shall parking facilities that are provided or maintained for a *structure* or use be considered as providing any of the required space for any other *structure* or use.

(Added 12-9-1997 by O-18451 N.S.)

(Amended 10-18-1999 by O-18691 N.S.; effective 1-1-2000.)

(Amended 4-8-2008 by O-19734 N.S; effective 5-8-2008.)

§142.0540 Exceptions to Parking Regulations for Nonresidential Uses

- (a) Commercial Uses on Small Lots. Outside the beach impact area of the Parking Impact Overlay Zone, for *lots* that are 15,000 square feet or less, that existed before January 1, 2000, the parking requirements set forth in Table 142-05H may be applied to all commercial uses identified in Tables 142-05E, 142-05F, and 142-05G at the option of the *applicant* as an alternative to the requirements set forth in Section 142.0530. The type of access listed in Table 142-05H determines the minimum number of required *off-street parking spaces*.

Table 142-05H
Alternative Parking Requirement for
Commercial Uses on Small Lots

Type of Access	Minimum Number of Parking Spaces
With <i>Alley</i> Access ⁽¹⁾	1 space per 10 feet of <i>alley</i> frontage, minus one space
Without <i>Alley</i> Access	none required

Footnote to Table 142-05H

- 1 The City Engineer will determine whether a *lot* has adequate *alley* access according to accepted engineering practices.
 - (b) Exceeding Maximum Permitted Parking. Development proposals may exceed the maximum permitted automobile parking requirement shown in Tables 142-05E, 142-05F, and 142-05G with the approval of a Neighborhood Development Permit, subject to the following:
 - (1) The *applicant* must show that the proposed parking spaces are required to meet anticipated parking demand, will not encourage additional automobile trips, and will not result in adverse site design impacts; and
 - (2) The number of automobile parking spaces provided shall not be greater than 125 percent of the maximum that would otherwise be permitted.
 - (c) Varying From Minimum Parking Requirements. Development proposals may, at the applicant’s option, vary from the minimum parking requirements of this division with the approval of a Transportation Demand Management (TDM) Plan and Site Development Permit decided in accordance with Process Three, subject to the following requirements.
 - (1) The TDM Plan shall be designed to reduce peak period automobile use with such techniques as carpooling, vanpooling, transit, bicycling, walking, telecommuting, compressed work weeks, or flextime.
 - (2) To compensate for a reduction in parking, the TDM Plan shall specify only those measures that would not otherwise be required by this division.

- (3) In no case shall the number of automobile parking spaces provided be less than 85 percent of the minimum that would otherwise be required.
- (4) The *applicant* shall show that the TDM Plan adequately mitigates the proposed reductions in automobile parking.
- (5) The owner shall set aside land for a parking facility or allow for future construction or expansion of a structured parking facility that is sufficient to provide additional parking spaces equal in number to the number reduced.
- (6) In the event of noncompliance with the TDM Plan, the City Manager shall require the owner to construct additional parking spaces equal in number to the spaces originally reduced.

(Added 12-9-1997 by O-18451 N.S.)

(Amended 10-18-1999 by O-18691 N.S.; effective 1-1-2000.)

(Amended 11-16-2012 by O-20216 N.S.; effective 12-16-2012.)

(Amended 6-18-2013 by O-20261 N.S.; effective 7-19-2013.)

(Amended 1-8-2020 by O-21164 N.S.; effective 2-9-2020.)

§142.0545 Shared Parking Requirements

- (a) Approval Criteria. In all zones except single unit residential zones, *shared parking* may be approved through a Building Permit subject to the following requirements.
 - (1) *Shared parking* requests shall be for two or more different land uses located adjacent or near to one another, subject to the standards in this section.
 - (2) All *shared parking* facilities shall be located within a 1200-foot horizontal distance of the uses served.
 - (3) Parties involved in the shared use of a parking facility shall provide an agreement for the shared use in a form that is acceptable to the City Attorney.
 - (4) *Shared parking* facilities shall provide *signs* on the *premises* indicating the availability of the facility for patrons of the participating uses.
 - (5) Modifications to the *structure* in which the uses are located or changes in tenant occupancy require review by the City Manager for compliance with this section.

(b) Shared Parking Formula. *Shared parking* is based upon the variations in the number of parking spaces needed (parking demand) over the course of the day for each of the proposed uses. The hour in which the highest number of parking spaces is needed (peak parking demand) for the proposed *development*, based upon the standards in this section, determines the minimum number of required *off-street parking spaces* for the proposed *development*.

(1) The *shared parking* formula is as follows:

- A, B, C = proposed uses to share parking spaces
- PA = parking demand in the peak hour for Use A
- PB = parking demand in the peak hour for Use B
- PC = parking demand in the peak hour for Use C
- HA% = the percentage of peak parking demand for Use A in Hour H
- HB% = the percentage of peak parking demand for Use B in Hour H
- HC% = the percentage of peak parking demand for Use C in Hour H
- P(A, B, C) = peak parking demand for Uses A, B and C combined

Formula:

$$P(A, B, C) = (PA \times HA\%) + (PB \times HB\%) + (PC \times HC\%), \text{ where H = that hour of the day (H) that maximizes } P(A, B, C)$$

(2) Table 142-05I contains the peak parking demand for selected uses, expressed as a ratio of parking spaces to *floor* area.

(3) Table 142-05J contains the percentage of peak parking demand that selected uses generate for each hour of the day (hourly accumulation curve), in some cases separated into weekdays and Saturdays. The period during which a use is expected to generate its peak parking demand is indicated as 100 percent, and the period during which no parking demand is expected is indicated with “-”.

- (4) The parking demand that a use generates in a particular hour of the day is determined by multiplying the peak parking demand for the use by the percentage of peak parking demand the use generates in that hour.
 - (5) The parking demand of the proposed *development* in a particular hour of the day is determined by adding together the parking demand for each use in that hour.
 - (6) The minimum number of required *off-street parking spaces* for the proposed *development* is the highest hourly parking demand.
 - (7) The *applicant* may request approval of *shared parking* based on the latest Urban Land Institute Parking Study or equivalent study as an alternative to the parking demand rates provided in Tables 142-05I and 142-05J if the *applicant* provides evidence to the satisfaction of the City Engineer that the alternative parking demand rates more accurately represent the parking demand and peak parking demand for the *development*.
- (c) Single Use Parking Ratios. *Shared parking* is subject to the parking ratios in Table 142-05I.

**Table 142-05J
Representative Hourly Accumulation by Percentage of Peak Hour**

Hour of Day	Office (Except Medical Office)		Medical Office		Retail Sales		Eating & Drinking establishment.		Cinema	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
6 a.m.	5%	-	5%	-	-	-	15%	20%	-	-
7 a.m.	15	30%	20	20%	10%	5%	55%	35%	-	-
8 a.m.	55	50	65	40	30	30	80	55	-	-
9 a.m.	90	80	90	80	50	50	65	70	-	-
10 a.m.	100	90	100	95	70	75	25	30	5%	-
11 a.m.	100	100	100	100	80	90	65	40	5	-
Noon	90	100	80	100	100	95	100	60	30	30%
1 p.m.	85	85	65	95	95	100	80	65	70	70
2 p.m.	90	75	80	85	85	100	55	60	70	70
3 p.m.	90	70	80	95	80	90	35	60	70	70
4 p.m.	85	65	80	50	75	85	30	50	70	70
5 p.m.	55	40	50	45	80	75	45	65	70	70
6 p.m.	25	35	15	45	80	65	65	85	80	80
7 p.m.	15	25	10	40	75	60	55	100	100	90
8 p.m.	5	20	5	5	60	55	55	100	100	100
9 p.m.	5	-	5	-	45	45	45	85	100	100
10 p.m.	5	-	5	-	30	35	35	75	100	100
11 p.m.	-	-	-	-	15	15	15	30	80	80
Midnight	-	-	-	-	-	-	5	25	70	70

Hour of Day	Visitor Accommodations					
	<i>Guest Room</i>		Eating & Drinking Establishment		Conference Room	Exhibit Hall and Convention Facility
	Weekday	Saturday	Weekday	Saturday	Daily	Daily
6 a.m.	100%	90%	15%	20%	-	-
7 a.m.	95	80	55	35	--	-
8 a.m.	85	75	80	55	50%	50%
9 a.m.	85	70	65	70	100	100
10 a.m.	80	60	25	30	100	100
11 a.m.	75	55	65	40	100	100
Noon	70	50	100	60	100	100
1 p.m.	70	50	80	65	100	100
2 p.m.	70	50	55	60	100	100
3 p.m.	60	50	40	60	100	100
4 p.m.	65	50	30	50	100	100
5 p.m.	60	60	45	65	100	100
6 p.m.	65	65	65	85	100	100
7 p.m.	75	70	55	100	100	100
8 p.m.	85	70	55	100	100	100
9 p.m.	90	75	45	85	100	100
10p.m.	90	85	35	75	50	50
11p.m.	100	95	15	30	-	-
Midnight	100	100	10	25	-	-

Hour of Day	Residential	
	Weekday	Saturday
6 a.m.	100%	100%
7 a.m.	80	100
8 a.m.	60	95
9 a.m.	50	85
10 a.m.	40	80
11 a.m.	40	75
Noon	40	70
1 p.m.	35	65
2 p.m.	40	65
3 p.m.	45	65
4 p.m.	45	65
5 p.m.	50	65
6 p.m.	65	70
7 p.m.	70	75
8 p.m.	75	80
9 p.m.	85	80
10 p.m.	90	85
11 p.m.	95	90
Midnight	100	95

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 3-1-2006 by O-19467 N.S.; effective 8-10-2006.)
(Amended 11-16-2012 by O-20216 N.S.; effective 12-16-2012.)
(Amended 6-18-2013 by O-20261 N.S.; effective 7-19-2013.)
(Amended 4-5-2016 by O-20634 N.S.; effective 5-5-2016.)
(Amended 3-22-2018 by O-20917 N.S.; effective 4-21-2018.)
(Amended 12-17-2021 by O-21401 N.S.; effective 1-16-2022.)

[Editors Note: Amendments as adopted by O-21401 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-21401-SO.pdf]

§142.0550 Parking Assessment District Calculation Exception

- (a) Exemption From Minimum Required Parking Spaces. Property within a parking assessment district formed pursuant to any parking district ordinance adopted by the City Council may reduce the number of parking spaces provided from the minimum automobile space requirements in Tables 142-05C, 142-05E, 142-05F, and 142-05G in accordance with the application of the following formula:

(Assessment against the subject property) / (Total assessment against all property in the parking district) x (parking spaces provided in the district facility) x 1.25 = parking spaces reduced.

The remainder of the *off-street parking spaces* required by Tables 142-05C, 142-05E, 142-05F, and 142-05G shall be provided on the *premises* or as otherwise provided in the applicable zone.

- (b) Property Within More than One Parking Assessment District. Property located in more than one parking assessment district is entitled to the exemption provided in Section 142.0550(a) for each parking assessment district.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

(Amended 11-16-2012 by O-20216 N.S.; effective 12-16-2012.)

§142.0555 Tandem Parking Regulations

- (a) Tandem Parking for Residential Uses. Tandem parking shall be counted as two parking spaces toward the off-street parking required by this Division subject to the following requirements:
 - (1) Within the beach impact area of the Parking Impact Area Overlay Zone, access to the tandem parking space shall be provided from an abutting *alley*.
 - (2) The tandem parking spaces shall be assigned to the same dwelling unit. The owner of the *premises* or the owner's assigned representative shall enforce the use restrictions.
- (b) Tandem Parking for Commercial Uses. Tandem parking shall be counted as two parking spaces toward the off-street parking required by this Division and only allowed for the following purposes:

- (1) Assigned employee parking spaces; and
- (2) Valet parking

(Added 12-9-1997 by O-18451 N.S.; amended 10-18-1999 by O-18691 N.S.; effective 1-1-2000.)

(Amended 1-8-2020 by O-21164 N.S.; effective 2-9-2020.)

(Amended 4-14-2021 by O-21305 N.S.; effective 5-29-2021.)

§142.0556 Mechanical Automobile Lifts

Mechanical automobile lifts may be incorporated into *developments* to meet required parking in any area where tandem parking is permitted as identified in Section 142.0555, or where the mechanical automobile lift design allows for access to a specific car on demand. Parking spaces within the lift may be counted towards the required parking requirement. The mechanical automobile lift shall be fully enclosed in a *structure*.

(Amended 11-13-08 by O-19802 N.S.; effective 12-13-2008.)

§142.0560 Development and Design Regulations for Parking Facilities

- (a) General Regulations for Parking Areas
 - (1) In computing the required number of *off-street parking spaces* and bicycle spaces, a remaining fraction of one-half or more parking space is deemed a whole parking space; a remaining fraction of less than one-half is disregarded.
 - (2) For mixed uses on the same *premises*, the required parking spaces shall be either of the following:
 - (A) The sum of the requirements for each individual use computed separately; or
 - (B) In compliance with Section 142.0545 *shared parking* requirements.

- (3) Where five or more required spaces are provided on a *premises*, each space shall be clearly delineated with paint or other more durable material contrasting in color with the surface to which it is applied.
 - (4) Parking areas with fewer than 5 spaces are not required to be delineated. The number of spaces in undelineated parking areas shall be determined by dividing the square footage of the usable parking area by 350.
- (b) Minimum Dimensions for *Off-street Parking Spaces*. The minimum dimensions for single and tandem spaces for specific types of parking spaces are shown in Table 142-05K , except as provided in Section 142.0560(e) for certain pre-existing parking facilities. Compact spaces are not permitted.

**Table 142-05K
Minimum Off-Street Parking Space Dimensions**

Type of Space	Required Single Space Dimensions	Required Tandem Space Dimensions
Parking space unobstructed: Retail sales uses and eating and drinking establishments All other uses	8'-3" wide x 18' long 8' wide x 18' long	All uses 8' wide x 36' long
Parking space abuts a wall, column, or other immovable obstacle	One side abutting obstacle: 9' wide x 18' long Two sides abutting obstacle: 9½' wide x 18' long	One side abutting obstacle: 9' wide x 36' long Two sides abutting obstacle: 9½' wide x 36' long
Garage door behind space	Add 1 foot to the required parking space length	Add 1 foot to the required parking space length
Garage door between front and rear space	N/A	Add 5 feet to the required parking space length
Parking Space parallel to aisle (interior space)	8' wide x 21' long	N/A

- (c) Minimum Dimensions for Automobile Parking Aisles. The minimum dimensions for automobile parking aisles at permitted angles for one-way and two-way circulation are shown in Table 142-05L and illustrated in Diagram 142-05B, except as provided in Section 142.0560(e) for certain pre-existing parking facilities.

**Table 142-05L
Aisle Dimensions**

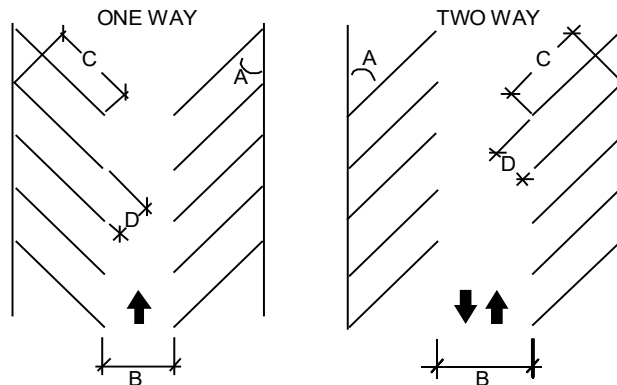
Angle Between Parking Space and Aisle	Minimum Required Aisle Width (feet)	
	One Way	Two Way
90° (perpendicular)	24 ¹	24 ¹
75°	23	24
60°	18	22
45°	12	20
0° (parallel)	12	20

Footnote for Table 142-05L

- ¹ For narrow lots 100 feet or less in width, the minimum drive aisle may be reduced to 22 feet.

Diagram 142-05B

Minimum Dimensions for Automobile Parking Spaces and Aisles



- A. Angle between parking space and aisle
- B. Aisle width
- C. Space length: 18'
- D. Space width: 8'3" retail sales and restaurant uses.
(all other uses 8')

- (1) For other angles between 45 and 90 degrees, use the aisle width for the next larger angle in Table 142-05L.
 - (2) Parking spaces that are not parallel to the aisle (0 degrees between the parking space and aisle) shall be at an angle of at least 45 degrees to the aisle, except as otherwise approved by the City Manager according to accepted engineering practices.
- (d) Vehicular Circulation within Parking Facilities
- (1) Each parking space shall open directly on an aisle or driveway of such width and design as to provide safe and efficient means of vehicular access to the parking space. All required parking facilities shall have convenient and direct access to a public *street* or *alley*.
 - (2) Vehicular circulation from one aisle to another on the same *premises* shall not require the use of a public *street*.
 - (3) Aisles that do not provide through circulation shall provide a turnaround area at the end of the aisle that is clearly marked to prohibit parking and that has a minimum area equivalent to a parking space.
- (e) Minimum Parking and Aisle Dimensions for Pre-existing Parking Facilities. Required *off-street parking spaces* approved before January 1, 2000 need not be restriped to comply with this section when enlargement or a change in use is undertaken if the spaces required for both the existing use and enlargement comply with the following standards:
- (1) The parking stall dimensions for 90-degree parking are 8 feet, 6 inches wide by 20 feet long with 21-foot aisles; or
 - (2) A maximum of 60 percent of the total number of spaces may be 7 feet, 6 inches wide by 15 feet long with 18-foot aisles..
- (f) Minimum Dimensions for Motorcycle Parking Facilities. Motorcycle spaces shall be at least 3 feet wide and 8 feet long.
- (g) Minimum Bicycle Facilities. Bicycle racks, bicycle lockers, and shower facilities required by this division shall comply with the following.
- (1) A bicycle rack is not required for bicycle parking spaces required for a dwelling unit with a garage that is for use only by the occupants of the dwelling unit.

- (2) Bicycle racks used to provide required bicycle parking spaces shall allow the locking of both wheels and the frame without the use of chains or cables.
 - (3) Bicycle lockers may be substituted by enclosed, locked, limited-access areas with racks.
 - (4) Bicycle racks and lockers shall be located in convenient, visible, well-lit areas that are not accessible by motor vehicles or within a pedestrian path. They may be located within the *public right-of-way* only upon approval of the City Manager, according to accepted engineering practices.
 - (5) Shower facilities shall include lockers and shall be free-of-charge to bicycle commuters.
- (h) Surface Parking Design Regulations
- (1) All parking spaces, parking areas, loading areas, and driveways shall be surfaced with asphaltic concrete at least 2 inches in depth or its equivalent as determined by the City Manager according to accepted engineering practices, except that vehicles and equipment permitted to be stored in accordance with Chapter 14, Article 2, Division 11 (Outdoor Storage, Display, and Activity Regulations), may be placed on a permeable surface. Surfacing shall be placed on a suitable compacted and prepared base.
 - (2) Any artificial lighting of parking areas shall be shaded so as not to fall on adjacent properties.
 - (3) All surface parking facilities (including aisles and driveways) in a *multiple dwelling unit*, commercial, or industrial zone containing five or more parking spaces shall be bounded by walls, *solid fences*, buildings, landscaping, or a combination of these whenever the parking area abuts residentially zoned property along the side or rear *property lines* of the *premises* on which the parking area is located. All walls, buildings, and landscaping shall be in compliance with applicable *setback* and *fence* requirements.
 - (4) On any *premises* containing five or more parking spaces, all parking spaces within 10 feet of the boundaries of abutting properties shall be equipped with curbs or permanently anchored wheel stops not less substantial than a 6-inch by 6-inch timber. Wheel stops shall be at least 6 feet in length and located to provide a vehicle overhang of not more than 3 feet.

- (5) The length of a parking space may overhang a raised curb or wheel stop and a required landscape area by a maximum of 3 feet, provided that the height of the curb does not exceed 6 inches and the area of overhang is not part of a required pedestrian path.
- (6) The maximum gradient in any direction within a surface parking facility shall be 6 percent, except that where unusual or special circumstances warrant, the City Manager may approve steeper gradients according to accepted engineering practices.
- (i) Queue Requirements for Drive-Up Service. Queue space for a minimum of five cars shall be provided for each drive-up service window or position. The queue space for each car shall be 10 feet wide and 20 feet long. Required queue spaces shall not obstruct access to parking aisles or parking spaces. See Section 141.0607(b) for additional queue requirements that apply to eating and drinking establishments with drive-up or drive-through service.
- (j) Driveway and Access Regulations
 - (1) Driveway width shall be determined based on the size of the lot, type of use proposed, and location inside or outside of the Parking Impact Overlay Zone. Refer to Tables 142-05M and 142-05N for the applicable minimum and maximum driveway widths.

**Table 142-05M
Driveway Width (Lots greater than 50 feet in width)**

Use	Minimum Width		Maximum Width (Outside of Parking Impact Overlay Zone)		Maximum Width Parking Impact Area
	One-Way	Two-Way	One-Way	Two-Way	Two-Way
Detached <i>Single Dwelling Unit</i>	12 feet		25 feet		12 feet
<i>Dwelling Unit</i> in the RX Zone	12 feet		20 feet		12 feet
<i>Multiple Dwelling Unit</i>	14 feet	20 feet	20 feet	25 feet	20 feet
Nonresidential ⁽¹⁾	14 feet	24 feet	20 feet	30 feet	25 feet

Footnote for Table 142-05M
¹ See Section 142.0560(j)(11).

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

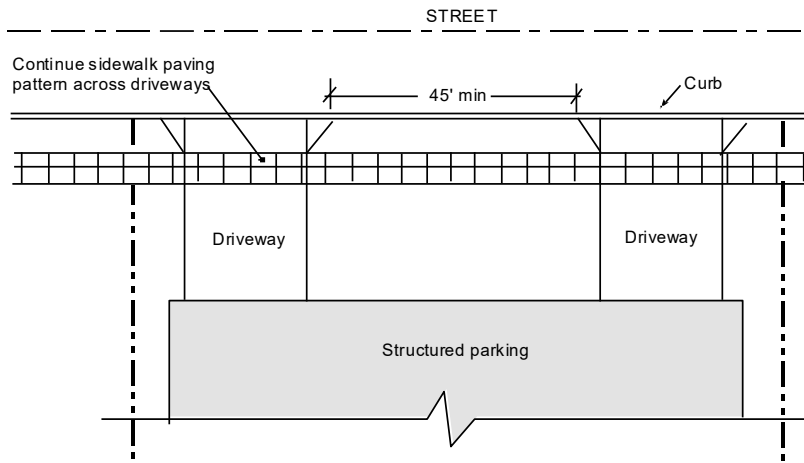
Use	Minimum Width		Maximum Width (Outside of Parking Impact Overlay Zone)		Maximum Width Parking Impact Area
	One-Way	Two-Way	One-Way	Two-Way	Two-Way
Detached <i>Single Dwelling Unit</i>	12 feet		20 feet		12 feet
<i>Dwelling Unit</i> in the RX Zone	12 feet		20 feet		12 feet
<i>Multiple Dwelling Unit</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	20 feet	20 feet	30 feet	20 feet

- (2) Existing driveways shall be modified to comply with this section when redevelopment occurs after demolition of the primary *structure* on a *premises*, or when otherwise required by the Land Development Code.
- (3) Driveway openings shall comply with San Diego Regional Standard Drawing SDG-164 and either Number SDG-159 and SDG-160, Concrete Driveways, or SDG-163, 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-163, 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

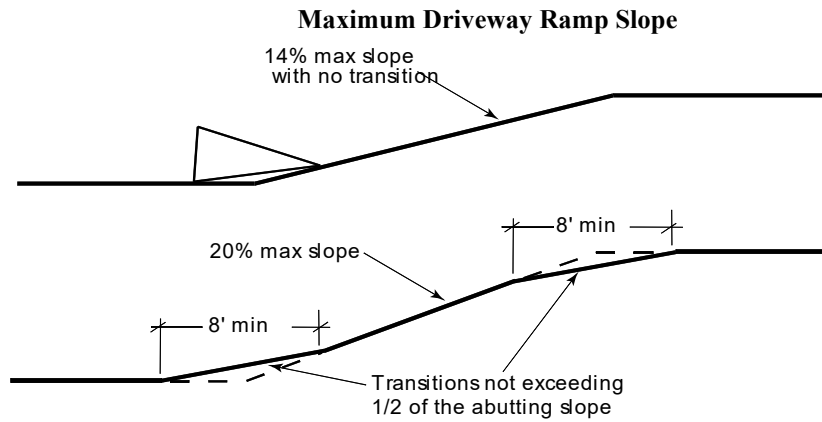
Driveway Spacing and Scoring Pattern



- (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) 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 *lot*. An additional driveway opening may be permitted subject to approval by the City Engineer for a *lot* with at least 100 feet of total *street frontage*. For corner lots, the length of the *street frontage* may be combined for the purpose of this calculation.

- (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 *street frontage* may be permitted subject to approval by the City Engineer. For corner lots, the length of the *street frontage* may be combined for the purpose of this calculation.
 - (C) For properties with access to an *alley* and less than 150 feet of total *street 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 exceeding a 5 percent gradient. A shorter transition may be approved by the City Manager according to accepted engineering practices.
 - (C) For driveway ramps with a gradient greater than 14 percent up to the maximum permitted gradient of 20 percent, there shall be transitions for the first and last 8 feet of the ramp. The transitions shall not exceed one-half of the abutting slope of the driveway ramp, as illustrated in Diagram 142-05D.

Diagram 142-05D



- (10) All driveways shall lead to a legal, off-street parking area or loading area on the same *premises* or to legal parking on neighboring property, if permitted by variance, recorded map easement, or other approved mechanism.
- (11) On *premises* located within industrial zones, industrial uses with 10 or more loading docks meeting the requirements in Section 142.1030, may exceed the maximum permitted driveway width on a *lot* that is greater than 50 feet in width, as shown in Table 142-05M, for freight-carrying vehicles providing access to the *lot* from the *street*, if all the following requirements are met:
 - (A) The *applicant* shall submit a turning template diagram demonstrating that the driveway width meets the turning radius for the anticipated freight-carrying vehicle size. The driveway width shall be the minimum required width as demonstrated by the turning template diagram to the satisfaction of the City Engineer;
 - (B) The *applicant* shall demonstrate to the satisfaction of the City Engineer that the driveway width will not result in adverse impacts to site design, street curb utilization, and pedestrian and bicycle circulation; and
 - (C) All other driveways on the *premises* shall comply with the applicable minimum and maximum driveway widths shown in Table 142-05M.

- (k) Parking *Structure* Design Regulations. Parking *structures* are subject to the following design regulations:
- (1) The perimeter of each parking *structure floor* above *street* level shall have an opaque *screen* or other *screening* mechanism to shield automobiles from public view. The *screen* shall be at least 3½ feet high measured from the finished *floor* elevation.
 - (2) An architectural treatment, such as a finished fascia, shall be provided to shield any unfinished structural elements (including electrical elements, exposed metal beams, and fireproofing material) or mechanical appurtenances from a viewing position at *grade* from the opposite side of the *street*.
 - (3) Lights visible from the exterior of the *structure* shall comply with Section 142.0740.
 - (4) The top *floor* of parking *structures* that are open to the sky are subject to the vehicular use area requirements of the Landscape Regulations (Chapter 14, Article 2, Division 4).
 - (5) The maximum gradient in any direction within a parking *structure* is 6 percent, except that where unusual or special circumstances warrant, the City Manager may approve steeper gradients according to accepted engineering practices.

(Amended 1-9-2001 by O-18910 N.S.; effective 8-8-2001.)
(Amended 11-28-2005 by O-19444 N.S.; effective 2-9-2006.)
(Amended 3-1-2006 by O-19467 N.S.; effective 8-10-2006.)
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(Amended 8-4-2011 by O-20081 N.S.; effective 10-6-2011.)
(Amended 11-16-2012 by O-20216 N.S.; effective 12-16-2012.)
(Amended 5-5-2015 by O-20481 N.S.; effective 6-4-2015.)
(Amended 4-5-2016 by O-20634 N.S.; effective 5-5-2016.)
(Amended 3-7-2023 by O-21618 N.S.; effective 5-6-2023.)
(Amended 7-22-2024 by O-21836 N.S.; effective 10-5-2024.)

[Editors Note: Amendments as adopted by O-21836 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-21836-SO.pdf]