

CALIFORNIA COASTAL COMMISSION

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October 24, 2013

Th15d

TO: COMMISSIONERS AND INTERESTED PERSONS

**FROM: SHERILYN SARB, DEPUTY DIRECTOR, SAN DIEGO COAST DISTRICT
DEBORAH LEE, DISTRICT MANAGER, SAN DIEGO COAST DISTRICT
KANANI BROWN, COASTAL PROGRAM ANALYST, SD COAST DISTRICT**

**SUBJECT: STAFF RECOMMENDATION ON CITY OF SAN DIEGO LCP AMENDMENT
NO. SAN-MAJ-1-13A (Affordable Housing Parking Regulations) for Commission
Meeting of November 13-15, 2013**

SYNOPSIS

The subject LCP implementation plan amendment was submitted and filed as complete on April 19, 2013. A one-year time extension was granted on June 12, 2013. As such, the last date for Commission action on this item is June 18, 2014. This report addresses only one part of the complete submittal. The submittal also includes LCP Amendment No. SAN-MAJ-1-13B (Outdated Policy Documents) which is separately scheduled for Commission review at this hearing.

SUMMARY OF AMENDMENT REQUEST

The City of San Diego is requesting an amendment to its Implementation Plan (IP) in order to modify parking requirements for regulated affordable housing units. For purposes of the proposed amendment, “regulated affordable housing” is defined as development where all or a portion of the 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. The proposed amendment would modify parking requirements such that they would be calculated based on parking demand, determined by considering the project’s proximity to transit and its walkability index – a measure of the land use diversity within one-half mile radius of the project. Other factors used to determine the proposed affordable housing parking ratios include the type of affordable housing (family, single room occupancy or SRO, studio/1 bedroom, special needs), number of bedrooms per dwelling unit, and accessory factors such as staff and visitor parking demand. The City’s Municipal Code presently provides a reduction of 0.25 parking spaces per dwelling unit for regulated affordable housing; however, this reduction is applied without regard to the type of affordable housing unit or land use context. Generally, the proposed regulations would provide for parking reductions in affordable housing projects citywide, with minimal reductions in areas of high parking demand (low land use diversity and limited transit) to significant reductions in areas of low parking demand (high land use diversity

and frequent transit opportunities). Due to the complexity of the proposed parking requirements, the City has included a Land Development Manual “Calculating Affordable Housing Parking Requirements” to provide a step-by-step process for determining land use and transit information necessary to calculate affordable housing parking requirements (Exhibit 2).

SUMMARY OF STAFF RECOMMENDATION

The proposed LCP amendment seeks to accommodate affordable housing opportunities by establishing updated parking regulations that would make such housing efforts more viable. While the Coastal Act supports such housing opportunities as a means of enhancing access to the coastal zone for all income groups, the Act also mandates that coastal access, including public parking facilities, be protected. Therefore, the issue presented by this amendment request is the need to assure that public parking reservoirs, particularly street parking, is not usurped should inadequate off-street parking be required for these affordable housing projects.

According to the findings and recommendations of the San Diego Affordable Housing Parking Study, prepared by Wilbur Smith Associates and completed in December 2011, on which the proposed parking regulations are based, the amount of parking being recommended is the accurate amount based on the locational requirements of transit availability and frequency, nearby institutional and retail uses, additional parking provisions for visitors and staff, as well as a requirement for additional spaces if parking spaces are assigned. The study included on-site parking counts at night between 12 AM and 4 AM at several existing projects, as well as analysis of on street parking in the vicinity, and concluded that the amount of parking required by the proposal would not impact on-street parking.

Further, while the proposed affordable housing parking regulations would be implemented citywide, affordable housing developments within the Parking Impact Overlay Zone, inclusive of the City’s historic Beach Impact Area, would continue to be subject to the additional 0.25 parking space per unit increase. Beach Impact Areas are identified areas of high parking demand within the coastal zone (generally three blocks inland of the shoreline) and increased off-street parking requirements will be maintained accordingly. As such, the subject amendment request will not adversely impact public parking supplies or public access to the coast. In addition, the certified land use plans for the City’s beach communities all encourage the use of alternate transit modes and reassessing parking demand based on transit availability while ensuring that adequate public facilities are protected in nearshore areas for beach goers and visitors. As such, the proposed amendment may be found consistent with and adequate to carry out the certified land use plans and the amendment can be approved as submitted.

Staff is therefore recommending that the amendment be approved as submitted by the City. The appropriate resolution and motion may be found on Page 5. The findings for approval of the Implementation Plan Amendment as submitted begin on Page 5.

BACKGROUND

The City's first Implementation Plan (IP) was certified in 1988, and the City assumed permit authority shortly thereafter. The IP consisted of portions of the City's Municipal Code, along with a number of Planned District Ordinances (PDOs) and Council Policies. Late in 1999, the Commission effectively certified the City's Land Development Code (LDC) that includes Chapters 11 through 14 of the municipal code. It replaced the first IP in its entirety and went into effect in the coastal zone on January 1, 2000. The Commission has certified many IP amendments since 2000.

ADDITIONAL INFORMATION

Further information on the City of San Diego LCP Amendment No. 1-13A may be obtained from **Kanani Brown**, Coastal Program Analyst, at (619) 767-2370.

PART I. OVERVIEW

A. LCP HISTORY

The City of San Diego has a long history of involvement with the community planning process; as a result, in 1977, the City requested that the Coastal Commission permit segmentation of its Land Use Plan (LUP) into twelve parts in order to have the LCP process conform, to the maximum extent feasible, with the City's various community plan boundaries. In the intervening years, the City has intermittently submitted all of its LUP segments, which are all presently certified, in whole or in part.

When the Commission approved segmentation of the LUP, it found that the implementation phase of the City's LCP would represent a single unifying element. This was achieved in January 1988, and the City of San Diego assumed permit authority on October 17, 1988 for the majority of its coastal zone. Several isolated areas of deferred certification remained at that time; some of these have been certified since through the LCP amendment process. Other areas of deferred certification remain today and are completing planning at a local level; they will be acted on by the Coastal Commission in the future.

Since effective certification of the City's LCP, there have been numerous major and minor amendments processed. These have included everything from land use revisions in several segments, to the rezoning of single properties, and to modifications of citywide ordinances. In November 1999, the Commission certified the City's Land Development Code (LDC), and associated documents, as the City's IP, replacing the original IP adopted in 1988. The LDC became effective in January, 2000.

B. STANDARD OF REVIEW

Pursuant to Section 30513 of the Coastal Act, the Commission may only reject zoning ordinances or other implementing actions, as well as their amendments, on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. The Commission shall take action by a majority vote of the Commissioners present.

C. PUBLIC PARTICIPATION

Section 30503 of the Coastal Act requires local governments to provide the public with maximum opportunities to participate in the development of the LCP amendment prior to its submittal to the Commission for review. The City has held Planning Commission and City Council meetings with regard to the subject amendment request. All of those local hearings were duly noticed to the public. Notice of the subject amendment has been distributed to all known interested parties.

PART II. LOCAL COASTAL PROGRAM SUBMITTAL - RESOLUTIONS

Following a public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation are provided just prior to each resolution.

- I. **MOTION:** *I move that the Commission reject the Implementation Program Amendment for the City of San Diego as submitted.*

STAFF RECOMMENDATION OF CERTIFICATION AS SUBMITTED:

Staff recommends a **NO** vote. Failure of this motion will result in certification of the Implementation Program Amendment as submitted and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO CERTIFY IMPLEMENTATION PROGRAM AMENDMENT AS SUBMITTED:

The Commission hereby certifies the Implementation Program Amendment for the City of San Diego as submitted and adopts the findings set forth below on grounds that the Implementation Program Amendment conforms with, and is adequate to carry out, the provisions of the certified Land Use Plan, and certification of the Implementation Program Amendment will meet the requirements of the California Environmental Quality Act, because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the Implementation Program Amendment on the environment, or 2) there are no further feasible alternatives or mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the Implementation Program.

PART III. FINDINGS FOR APPROVAL OF THE CITY OF SAN DIEGO IMPLEMENTATION PLAN AMENDMENT FOR AFFORDABLE HOUSING PARKING REGULATIONS, AS SUBMITTED

A. AMENDMENT DESCRIPTION

The City of San Diego is requesting an amendment to its Implementation Plan (IP) in order to modify parking requirements for regulated affordable housing units. For purposes of the proposed amendment, “regulated affordable housing” is defined as development where all or a portion of the 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. The proposed amendment would modify parking requirements such that they would be calculated based on parking demand, determined by considering the project’s proximity

to transit and its walkability index – a measure of the land use diversity within one-half mile radius of the project. Other factors used to determine the proposed affordable housing parking ratios include the type of affordable housing (family, single room occupancy, studio/1 bedroom, special needs), number of bedrooms per dwelling unit, and accessory factors such as staff and visitor parking demand. The City’s Municipal Code presently provides a reduction of 0.25 parking spaces per dwelling unit for regulated affordable housing; however, this reduction is applied without regard to the type of affordable housing unit or land use context. Generally, the proposed regulations would provide for parking reductions in affordable housing projects citywide, with minimal reductions in areas of high parking demand (low land use diversity and limited transit) to significant reductions in areas of low parking demand (high land use diversity and frequent transit opportunities). Due to the complexity of the proposed parking requirements, the City has included a Land Development Manual “Calculating Affordable Housing Parking Requirements” to provide a step-by-step process for determining land use and transit information necessary to calculate affordable housing parking requirements (Exhibit 2).

B. FINDINGS FOR APPROVAL

The standard of review for LCP implementation submittals or amendments is their consistency with and ability to carry out the provisions of the certified LUP.

1. Purpose and Intent of the Ordinance.

The purpose of the proposed ordinance revisions is to support the development of affordable housing in the City by requiring the appropriate number of parking spaces based on the parking demand for each project on a case-by-case basis. The proposed ordinance amendment would include parking regulations that are calculated using the affordable housing project’s housing type, bedroom count and walkability/transit context, to more accurately determine parking demand and prevent oversupply of parking.

2. Major Provisions of the Ordinance.

The major provision of the proposed ordinance is to add Section 142.0527, entitled “Parking Regulations for Reduced Parking Demand Housing,” within the City’s Land Development Code to allow new, and generally reduced, parking requirements for development that has all or a portion of the dwelling 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) and the development falls into at least one of the following categories: family housing, housing for senior citizens, housing for disabled persons, SRO hotel, or studio (up to and including 400 sq. ft.) or 1 bedroom (greater than 400 sq. ft.). Other components associated with this provision include modifications to existing parking regulations tables to be consistent with proposed parking requirements and a Land Development Manual “Calculating Affordable Housing Parking Requirements” to provide a step-by-step

process for determining land use and transit information necessary to calculate affordable housing parking requirements (Exhibit 2).

3. Adequacy of the Ordinance to Implement the Certified LUP Segments.

The standard of review for LCP implementation submittals or amendments is their consistency with and ability to carry out the provisions of the certified Land Use Plan(s). In the case of the City of San Diego, it has developed community planning areas based on its established neighborhoods and future urbanizing area. Predicated on those community planning areas, the City utilized the geographic segmentation provisions of the LCP regulations and developed its land use plan component covering twelve different communities (i.e., North City, La Jolla, Pacific Beach, Mission Beach, Ocean Beach, Peninsula, Otay-Mesa Nestor, Barrio Logan, Centre City). Each community plan or LCP Land Use Plan contains policies that protect sensitive coastal resources including, but not limited to, public access in that community. The Commission's review of the proposed changes to the Land Development Code must assure that development is approved only when consistent with the certified LUP.

The goals and policies within the certified LUPs identify the need for sufficient public and private parking in order to promote circulation and public access, as well as the convenient use of transportation and public services. Listed below are some general public access and parking goals and policies contained in the certified Land Use Plan segments in the Coastal Overlay Zone for the City of San Diego.

La Jolla Community Plan and Local Coastal Program Land Use Plan

- The City should consider a reduction in parking requirements for commercial projects that develop transit-oriented development standards and/or incorporate transportation demand management programs.
- The City should require parking for all proposed projects that adequately addresses the increased demand on some areas of the Coastal Zone.

Pacific Beach Community Plan and Local Coastal Program Land Use Plan

- New development shall be designed to promote transit, bicycle and pedestrian use.

Peninsula Community Plan and Local Coastal Program Land Use Plan

- Establish adequate parking facilities throughout the community to accommodate existing and projected demand, with consideration given to improving and increasing usage of public transportation.

- Parking requirements may be further reduced for projects which participate in a shuttle bus system or which encourage the use of public transportation or other alternative transportation modes, and also for projects which can prove that they have a reduced dependency on the automobile.

The proposed changes to the method of calculating parking spaces for regulated affordable housing are based on the results of the San Diego Affordable Housing Parking Study prepared by Wilbur Smith Associates and completed in December 2011. The study evaluated and gathered data on existing affordable housing developments throughout the City. The key objectives were to evaluate parking demand at local affordable housing developments, identify how parking demand is affected by neighborhood and project characteristics and develop recommendations for parking requirements for future affordable housing units. The study included a comprehensive data collection effort of existing local affordable housing project sites, analyzing parking demand, reviewing best practices in similar cities, and soliciting input from focus groups. Data from household surveys and field observations were statistically analyzed using qualitative and quantitative methods to examine parking demand and the factors that affect it. These factors included income levels, household age, transit accessibility, land use context, and housing type. The data analysis revealed the following key findings:

- Parking demand for affordable projects is about ½ of typical rental units in San Diego; almost half of the units surveyed had no vehicle.
- Parking demand varies with type of affordable housing (i.e., family housing versus SRO); higher demand is also associated with larger unit size and higher income.
- Parking demand is less in areas with numerous walkable destinations and greater access to transit.
- In all of the projects studied, the amount of peak overnight parking used was less than the amount supplied.

The proposed parking model (see Lookup Table below) was created based upon the data and findings of a statistical analysis. Parking requirements for affordable housing are calculated based on the type and unit size of affordable housing, and its context in terms of transit availability and walkability. The project context is expressed as suburban (high parking demand), urban (medium parking demand), or core (low parking demand) based on surrounding land uses (commercial and civic uses and densities) and transit (existence of service, type of service and peak service frequencies). The model also includes provision for visitor and staff parking at 0.15 spaces per unit and 0.05 spaces per unit, respectively, and a base vacancy factor of 10 percent. The combination of these factors provides 20 to 30 percent more parking spaces than required for the residents.

Lookup Table Illustrating Affordable Housing Parking Requirements

Type of project		A. Total units	B. Studio Low/Med /High	C. 1 BR Low/Med /High	D. 2 BR Low/Med /High	E. 3 BR Low/Med /High	F. Subtotal for units (sum B3 - E3)	G. Visitor parking (G2*A1)	H. Staff parking (H2*A1)	I. Subtotal w/ staff + visitor (F3+G3+H3)	J. Total requirement with vacancy factor adjustment (I3*J2) Vacancy adj./no vacancy adj.
Family Housing	1. Units										
	2. Rate		N/A	1.0/0.6/ 0.33	1.3/1.1/ 0.5	1.75/1.4/ 0.75		0.15	0.05		1.1/1.0
	3. Spaces										
Living Unit/ SRO	1. Units										
	2. Rate		0.5/0.3/0.1	N/A	N/A	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Senior Housing	1. Units										
	2. Rate		0.5/0.3/ 0.1	0.75/0.6/ 0.15	1.0/0.85/ 0.2	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Studio – 1 bed-room	1. Units										
	2. Rate		0.5/0.2/ 0.1	0.75/0.5/ 0.1	N/A	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Special Needs	1. Units										
	2. Rate		0.5/0.2/ 0.1	0.75/0.5/ 0.1	N/A	N/A		0.15	0.10		1.1/1.0
	3. Spaces										

Tables 1 and 2 from the study (refer to Exhibit 1) show eleven projects selected to illustrate the implications of the proposed parking requirements, of which six were surveyed as part of the project and five were identified as candidate sites. In Table 2, Column D shows the number of spaces if the code reductions for “very low income” or “transit area overlay zone” are applied, Column C shows the requirements under the City’s density bonus provisions (which start with a lower base rate and offer additional transit area and very low income reductions), Column F shows spaces required applying the proposed parking model, Column G shows the actual spaces supplied at each site, and Column H shows the actual peak overnight occupancy measured at each site (where available). The table demonstrates that actual peak overnight use, as measured by field counts, is usually somewhat less than both the proposed model and the amount provided based on the existing code.

According to the findings and recommendations of the San Diego Affordable Housing Parking Study, on which the proposed parking regulations are based, the amount of parking being recommended based on the locational requirements of transit availability and frequency, and nearby institutional and retail uses, is the accurate amount required on site. Additional parking requirements for visitors and staff, as well as a requirement for additional spaces if parking spaces are assigned, are also mandated. The study included parking counts of 34 sample sites and surrounding areas for occupancy between the hours of 12 AM and 4 AM, as well as analysis of surrounding land use and transportation characteristics, and concluded that the amount of parking required by the proposal would not impact on street parking.

The development of new affordable housing projects within the City's Coastal Zone Overlay (i.e. the coastal zone) requires a coastal development permit which is a discretionary permit. In addition, while the proposed affordable housing parking regulations would be implemented citywide, affordable housing units within the Parking Impact Overlay Zone, inclusive of the City's Beach Impact Area, would continue to be subject to the additional 0.25 parking space per unit increase. The beach impact areas are identified areas of high parking demand within the coastal zone and increased off-street parking requirements will be maintained accordingly. As such, the subject amendment request will not adversely impact public parking reservoirs or public access to the coast.

The subject amendment to the City's LCP is consistent with and adequate to carry out the goals and policies of the certified LUPs for the City's coastal communities. As discussed above, the proposed parking model takes into account the project location's proximity to transit and reduces parking requirements for those projects that are easily accessible via transit or alternative transportation modes. This is consistent with the provisions within the City's certified LUPs that encourage the use of alternative transit modes and reassessment of parking demand based on transit availability. The proposed parking regulations would also be consistent with the policies pertaining to the provision of adequate public parking facilities in nearshore areas for beach goers and visitors, since the City's Beach Impact Area will still be subject to an additional 0.25 parking space per unit increase. Therefore, the subject amendment to the City's LCP is consistent with, and adequate to carry out, the certified LUPs. As such, the Commission finds the amendment request can be approved.

PART IV. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 21080.9 of the California Environmental Quality Act (CEQA) exempts local governments from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. The Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP.

Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP, as amended, does conform with CEQA provisions. The City prepared a Negative Declaration which concluded that the proposed affordable housing parking regulations do not have the potential to significantly impact environmental factors. Given the nature of the subject amendment, the Commission concurs with the City's declaration and finds that no adverse impacts to coastal resources are anticipated.

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Table 1. Projects Selected to Illustrate Proposed Requirements

Type	Project	Number of Units	Bedroom Mix	Walkability/transit index classification	City GIS land use characterization	Surveyed?
Studio	Via Harvey Mandel	90	85 studio/ 5 1-bedroom	Urban	Downtown	Yes
Family (large)	Beyer Courtyard	60	30 2-bdrm., 30 3-bdrm.	Suburban	Pre-World War II (pre-1945)	Yes
	Windwood Village	92	12 1-bdrm., 48 2-bdrm., 32 3-bdrm.	Suburban	Master Planned Suburban (1970 – Present)	Yes
	Seabreeze Farms	38	21 2-bdrm., 17 3-bdrm.	Suburban	Master Planned Suburban (1970 – Present)	No
	Gateway Family	42	17 2-bdrm., 25 3-bdrm.	Urban	Pre-World War II (pre-1945)	No
Family (small)	Regency Center	100	1 studio, 68 1-bdrm., 31 2-bdrm.	Suburban	Pre-World War II (pre-1945)	No
SRO	Island Inn	197	197 studio	Urban	Downtown	Yes
	Studio 15	275	273 studio, 2 other	Urban	Downtown	No
Senior	Renaissance Seniors	96	87 1-bdrm., 9 2-bdrm.	Urban	Pre-World War II (pre-1945)	Yes
	San Diego Apartments	16	2 studio, 14 1-bdrm.	Urban	Pre-World War II (pre-1945)	No
	Horton House	153	49 studio, 102 1-bdrm., 2-2bdrm.	Core	Downtown	Yes

Table 2. Comparison of Spaces Required Under Different Standards

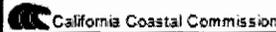
A. Type	B. Project, # of units, special district (if any)	C. Spaces required under current code with no reductions for increases, or Centre City Planned District (if applicable)	D. Spaces required if reduction for "very low income" or "transit area adjustment" is applied	E. Spaces w/ all density bonus 143.0790 adjustments (transit area + very-low income)	F. Spaces required under Chapter 6 parking model, including visitor, staff and vacancy factor	G. Actual spaces supplied	H. Peak overnight parking occupancy (surveyed projects)
Studio	Via Harvey Mandel, 90 units, CCPD	22 ¹	N/A	N/A	33	26	20
Family (large)	Beyer Courtyard, 60 units	153	136	108	114	118	19
	Windwood Village, 92 units	223	196	151	149	195	144
	Seabreeze Farms, 38 units	96	85	68	65	73	N/A
	Gateway Family, 42 units	108	96	76	62	92	N/A
Family (small)	Regency Center, 100 units	198	168	97	142	100	N/A
SRO	Island Inn, 197 units, CCPD	87 ¹	N/A	N/A	43	86	52
	Studio 15, 275 units, CCPD	85 ⁴	N/A	N/A	61	55	N/A
Senior	Renaissance Seniors, 96 units	178	149	68	87	103	37
	San Diego Apartments, 16 units	28	23	10	13	4	N/A
	Horton House, 153	Conditional use	N/A	N/A	48	17	14

¹ The model assumed that the desired vacancy rate is 10%.

² Assuming classified as living unit, 50% AMI, or 0.2 spaces per unit; requirement for less or equal to 40% AMI is zero spaces.

³ Assuming classified as living unit, 50% AMI or 0.2 spaces per unit; requirement for less or equal to 40% AMI is zero spaces.

⁴ Assuming classified as living unit, 50% AMI or 0.2 spaces per unit; requirement for less or equal to 40% AMI is zero spaces.

<p>EXHIBIT NO. 1 APPLICATION NO. SAN-MAJ-1-13A Tables 1 & 2</p> 
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San Diego Municipal Code
Land Development Code

INFORMATIONAL - NOT FOR CERTIFICATION

**Calculating Parking
Requirements For
Reduced Parking
Demand Housing**

This information or this document (or portions thereof) will be provided in alternative format upon request.



Printed on
recycled paper

EXHIBIT NO. 2
APPLICATION NO. SAN-MAJ-1-13A
LDC Manual
 California Coastal Commission

Reduced Parking Demand Housing

The following amendments have been incorporated into the posting of this plan:

Amendment	Administrative Updates	Adopted by City Council	Resolution Number
Initial Adoption	---	10-25-2012	R-307758

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INTRODUCTION

This manual discusses the requirements, assumptions, data sources, and methods used to determine the Walkability Index and the Transit Index associated with the development of reduced parking demand housing dwelling units. These indices are revealed by evaluating “neighborhood-level variables” such as proximity to commercial, office, and civic; and proximity to transit and transit levels of service. The details of the variables and how proximity is determined is detailed in this manual.

The processes outlined here were adapted from the *San Diego Affordable Housing Parking Study* (December 2011) which determined relationships between walkability, transit and parking demand for existing affordable housing developments. The purpose of this manual is to assist in determining the indices for new reduced parking demand housing dwelling units within the City of San Diego. A few variables and operations used in the study have been refined to provide more accurate calculations.

Many of the processes for deriving the Walkability Index and Transit Index examine spatial relationships among the input data sets. These spatial analysis processes are typically performed using Geographic Information Systems (GIS) software. The viewing and processing of geographic information requires some level of expertise to operate the software and execute the various overlay operations described in this manual. The intent here is to describe the processes in general terms, however, some of the GIS operation terms may be specific to GIS or specific to Esri ArcGIS software which may change over time or may vary with other software applications. The testing and execution of these processes were done using Esri ArcGIS version 10.0 (Build 3600).

SECTION 1: INPUT DATA SOURCES

Neighborhood-level variables are derived from the most current available GIS data layers including Assessor Parcels, Existing Land Use, and Transit Routes and Stops. These data inputs are GIS-based data layers that can be downloaded from the [San Diego Regional GIS Data Warehouse](#). Table 1 outlines the pertinent information from each layer used to determine the indices scores, but may not be all inclusive.

It is highly recommended that users thoroughly read the metadata for each input layer prior to executing any of the processes outlined in this manual. Certain assumptions and limitations may exist for each layer and it is the user's responsibility to understand and use properly the data layers listed below.

TABLE 1

Intent/ Purpose	Input Layer Name (General)	Download (Esri shapefile)	Fields (Field1, Field2, etc.)	Source	Metadata
PS	Parcels	<u>Parcels</u>	APN	SanGIS	<u>Parcels Metadata</u>
TA	Transit Routes	<u>Transit Routes</u>	MODE, PKFREQ, DESC	SANDAG	<u>Transit Route Metadata</u>
TA	Transit Stops	<u>Transit Stops</u>	MODE	SANDAG	<u>Transit Stops Metadata</u>
LU	Current Land Use	<u>Current Land Use</u>	LU, DESC	SANDAG	<u>Current Land Use Metadata</u>

PS = Project Site, TA = Transit Availability, LU = Land Use

SECTION 2: SCORE DETERMINATION AND DATA PROCESSING

2.1 DERIVING THE WALKABILITY INDEX

2.1-1 Summary

The Walkability Index is determined through a proximity analysis that identifies the number of activity-generating land uses (retail, assembly and entertainment, office, civic, and educational uses) that are within a ½ mile radius of a development that includes reduced parking demand housing dwelling units as defined in Section 142.0527. These activity-generating land uses are identified in the Current Land Use data layer and categorized into two types: “Retail” and “Institutional/ Office/ Civic”. The specific retail activity-generating uses are identified in Table 2 and the office/civic/educational uses are identified in Table 3. A separate search and tally is examined for the two types and the results are represented in a 4-point Walkability Index using the following criteria. One point is assigned for each of the following criteria that apply to the project for a maximum possible Walkability Index of four points.

Retail:

- Project site has between 1 and 119¹ Retail parcels within ½ mile.
- Project site has more than 120¹ Retail parcels within ½ mile.

Office/Civic:

- Project site has between 1 and 49² Institutional/Office/Civic parcels within ½ mile.
- Project has more than 50² Institutional/Office/Civic parcels within ½ mile.

**TABLE 2
RETAIL USES**

LU Code	Description	Category
5002	Regional Shopping Center	Retail
5003	Community Shopping Center	Retail
5004	Neighborhood Shopping Center	Retail
5005	Specialty Commercial	Retail
5007	Arterial Commercial	Retail
5009	Other Retail Trade & Strip Commercial	Retail

¹ 120 was the mean number of Retail parcels identified in the Affordable Housing Parking Study which examined 290 existing affordable housing project sites.

² 50 was the mean number of Institutional/Office/Civic parcels identified in the Affordable Housing Parking Study which examined 290 existing affordable housing project sites

**TABLE 3
OFFICE/CIVIC/EDUCATIONAL USES**

LU Code	Description	Category
6001	Office (High-Rise)	Office
6002	Office (Low-Rise)	Office
6003	Government Office/Civic Center	Civic
6103	Library	Civic
6104	Post Office	Civic
6109	Other Public Services	Civic
6501	Major Hospital	Office
6502	Hospital	Office
6509	Other Health Care	Office
6804	Senior High School	School
6805	Junior High School or Middle School	School
6806	Elementary School	School
6807	School District Office	Office
6809	Other School	School
7210	Other Recreation - High	Civic
7601	Park - Active	Civic

2.1-2 Detailed Methods

The proximity analysis used to determine the Walkability Index should follow a specific process for a consistent outcome each time. However, it is important to note that the input data layers identified above are not static layers and are expected to be updated by the source agencies on a regular basis. Therefore, variations in the indices score may result over time. Refer to the metadata for update frequencies.

The following is a process flow for the proximity analysis used to determine the Walkability Index. As stated previously, these procedures rely on Geographic Information Systems (GIS) software and refer specifically to GIS operations.

Input Layers Required:

- Parcels
- Current Land Use

Preprocessing:

The inputs layers are relatively large datasets which can dramatically increase processing times. It is recommended that the input layers be clipped to an area approximately 1 mile around the project site. This will increase the performance of the steps below and decrease potential system failures.

Geo-processing:

Note: Specific GIS operations are underlined

1. Reduce the visible fields (columns) on the Parcel layer to display only the PARCELID field. It is not necessary to permanently delete, simply turn off the other fields.
2. Using the Parcel layer, select the desired project parcel.
3. Create a new point layer using the centroid of the selected parcel. Select the “inside” option when running the Feature to point tool.
4. Create a ½ mile (2,640 feet) project buffer around the parcel centroid.
5. Select by location all Parcels and Current Land Use areas that intersect the ½ mile project buffer.
6. Using the Clip function, extract the Parcels and Current Land Use from step 5 using the project buffer as the clip feature. These will require 2 separate processes.
7. Convert to points the clipped parcel output layer. Select the “inside” option when running the Feature to point tool.
8. Dissolve the output parcel point layer from step 7 using the PARCELID column as the “Dissolve” field. This will generate a unique point to represent each single parcel area and eliminate those overlapping parcel features that are “stacked” to identify condo ownership.
9. Intersect the points from step 7 with the clipped land use layer. The result should be a point layer of parcel centroids with the land use codes from the Current Land Use.
10. Add a Field to the output from step 8 with the name of “LU_Type”. Field type = Text and Length = 50
11. Select by Attributes all records that contain an LU Code listed in Table 2. The LU Code may have the table field “lu”.
12. Calculate LU_Type to “Retail”
13. Select by Attributes all records that contain an LU Code listed in Table 3.
14. Calculate LU_Type to “Institutional/Office/Civic”
15. Clear all Selected features.

Note: The remaining processes do not require GIS software as they do not involve any overlay/proximity evaluations. If desired, other standard spreadsheet or statistical programs can be utilized. However, the remaining steps explain how to process with GIS software.

16. Generate a summary table to determine the number of parcels within the project buffer based on each land use type. Deploy the Summary Statistics tool. Input features should be the output from steps 8-14. The statistic field is PARCELID with the statistic type as COUNT. The case field in this operation is LU_Type.

Note: The last calculations are to incorporate the 4-point land use activity index based on the results from step 14.

17. Add a field to the output from step 14 with the name of "LU_Index". Field Type = Short Integer.
18. Calculate LU_Index equal to 1 for all records. A score of 1 is the minimum based on the 4-point land use activity index described in the Summary (Section 2.1-1).
19. Calculate LU_Index separately for each LU_Type based on the 4-point land use activity index formula described in the Summary (Section 2.1-1).

2.2 DERIVING THE TRANSIT INDEX

2.2-1 Summary

The evaluation of peak hour transit trips in the vicinity of project sites makes use of a regional transportation coverage network, known as "RTCov". This file is authored by the San Diego Association of Governments (SANDAG) and contains routes for bus and fixed rail as well as the stop locations associated with these routes. The Transit Index examines the frequency of transit stop occurrences around a project site. Due to the nature of the source data, it is necessary to associate the transit routes - which hold the frequency parameter - with the stops which are used to identify stops near project sites. It is necessary to associate routes and frequencies to stops particularly in the case of fixed rail lines since a transit route may pass through the vicinity of a project without actually stopping.

For each project site, the number of peak hour trips is summarized by each route that has at least 1 stop in the project vicinity. In other words, if multiple stops on one route are identified to be within the vicinity, the frequency does not multiply for each stop and only the highest frequency (if the route frequency varies) is evaluated for that project.

As mentioned above the RTCov layers contain both fixed rail and bus routes and their associated stops. The proximity parameters for the Transit Index are ½ mile for fixed rail transit and ¼ mile for bus transit. With that said, the below detailed processes are similar in nature but should be processed separately. This is especially necessary due to the proximity distances for fixed rail/bus rapid transit and bus - ½ mile and ¼ mile respectively.

The results from this routine will be used to determine the Transit Index based on the total number of peak hour fixed rail/bus rapid transit or bus transit trip/hour available to a project site. Below is the 4-point scoring method for the Transit Index:

- 1 point - Project site has between 0 and 15 peak hour rail/bus rapid transit or bus transit trips/hour.
- 2 points - Project site has between 16 and 30 peak hour rail/bus rapid transit or bus transit trips/hour.

- 3 points - Project site has between 31 and 45 peak hour rail/bus rapid transit or bus transit trips/hour.
- 4 points - Project site has 46 or greater peak hour rail/bus rapid transit or bus transit trips/hour.

2.2-2 Detailed Methods

The proximity analysis used to determine the transit index scores should follow a specific process for a consistent outcome each time. However, it is important to note that the input data layers identified above are not static layers and are expected to be updated by the source agencies on a regular basis. Therefore, variations in the indices score may result over time. Refer to the metadata for update frequencies. Below is a process flow for the proximity analysis used to determine the Transit Index. As stated previously, these procedures rely on Geographic Information Systems (GIS) software and refer specifically to GIS operations.

Input Layers Required:

- Parcels
- Transit Routes
- Transit Stops

Preprocessing:

The inputs layers should not require preprocessing.

Geo-processing:

Note - specific GIS operations are underlined

1. Using the Parcel layer, select the desired project parcel.
2. Create a new point layer using the centroid of the selected parcel. Select the “inside” option when running the Feature to point tool.
3. Create 2 project buffers of ¼ mile (1,320 feet) and ½ mile (2,640 feet) around the parcel centroid. Note, the ½ mile buffer should cover the ¼ mile. Do not create a multi-ring buffer which in some cases can exclude the inner ¼ mile for the ½ mile area.
4. Separate both the routes and stops into “light rail” and “bus” layers. This can be achieved by using the MODE field to select pertinent features followed by a copy or export to new layers. The following criteria should be used to differentiate Light Rail from Bus.
 - i. Light Rail – MODE = 4 or 5
 - ii. Bus = MODE = 8 or 9 or 10

Note: Process steps 5-7 below assign transit routes from step 4 to transit stops in order to evaluate the unique peak frequency from the routes based on stop locations for each project site.

5. Dissolve the route layers for light rail and bus separately based on the transit route number ("ROUTE") field and by peak frequency ("PKFREQ") field. Do not select an option for Statistics, leave this blank.
6. Buffer the dissolved output layers from step 5 by 25 feet. Select the option to make the ends flat as opposed to round.
7. Intersect the bus stops points with the buffered bus routes from step 6 and Intersect the light rail stops points with the buffered light rail routes from step 6.
8. Intersect the resultant point layers from step 7 with the pertinent project buffer areas - 1/4 mile for bus stops and 1/2 mile for light rail stops.
Note: The remaining processes apply to both the light rail and bus route information and should be applied to both as separate processes.
9. Using the results from step 8, generate a summary table for each route maintaining the max peak frequency. Using the Summary Statistics function, input the peak frequency field ("PKFREQ") as the statistics field with "MIN" as the statistics type and choose the route number ("ROUTE") for the case field. "MIN" is used for the highest frequency due to lower numbers representing the number of minutes between each stop.
Note: The remaining processes do not require GIS software as they do not involve any overlay/proximity evaluations. If desired, other standard spreadsheet or statistical programs can be utilized. However, the remaining steps explain how to process with GIS software.
10. Add a Field to each of the outputs from step 9 with the name of "Trips_per_hr" Field type = Long Integer.
11. Calculate "Trips_per_hr" by dividing 60 by the max peak frequency for each route/stop layer generated in step 8. The outcomes here represent the trips per peak hour for each route in the project vicinity. (e.g. $60 / [\text{MIN_PKFREQ}]$)
12. Determine the sum of the trips per hour for each route by adding them together.
13. From step 12, add the sums for light rail and bus together and this will be you total score to be used to determine the transit availability index score.

2.3 DERIVING THE WALKABILITY/TRANSIT INDEX

The Walkability/Transit Index score is determined by adding the Walkability Index and the Transit Index and dividing the sum by two. The Walkability/Transit Index score will be a number between 0 and 4. Identify which of the following score ranges accommodate the project's Walkability/Transit Index score to determine the parking demand.

- 0.0 - 1.99 High parking demand
- 2.0 - 3.99 Medium parking demand
- 4.0 Low parking demand

Use the Reduced Parking Demand Housing Worksheet (Appendix B) to calculate the required number of parking spaces.

1. First identify the type of reduced parking demand housing project (family, SRO hotel, housing for senior citizens, studio & 1 bedroom, or special needs).
2. Provide the information requested in row 1 for the total number of units and the number of units according to size (studio/bedrooms).
3. Calculate the number of parking spaces using the ratios for high, medium, or low parking demand (row 2) as determined by the Walkability/Transit Index.
4. Calculate the number of spaces required for staff parking, visitor parking, and assigned/non-assigned parking spaces.
5. Combine the total parking spaces from step 3 and step 4 for the required number of parking spaces.

2.4 NOTES FOR GIS USERS

Many of the processes for deriving the Walkability index and Transit Index examine spatial relationships among the input data sets. These spatial analysis processes are typically performed using Geographic Information Systems (GIS) software. The viewing and processing of geographic information requires some level of expertise to operate the software and execute the various overlay operations described in this manual. The intent here is to describe the processes in general terms, however, some of the GIS operation terms may be specific to GIS or specific to Esri ArcGIS software which may change over time or may vary with other software applications.

Although GIS is a tool with robust functionality, the results it yields are wholly dependent on the input data. In the case of the variables discussed here, uniform GIS data (data spanning the entire city of San Diego) on current land uses and transit services is limited to the best available information available to perform these site evaluations. The outputs of the analysis are thus constrained by how and when these input data layers were developed and how their attributes were coded. For example, the "peak frequency" of bus trip recorded is a representation of how SANDAG chose to record peak frequencies of a particular bus line when they developed the "RTCOV" dataset. It is therefore advised to always refer to the metadata to determine if the variables and data values are consistent with the processes described above.

The testing and execution of these processes was done using Esri ArcGIS version 10.0 (Build 3600). This software and specific version is not a requirement for executing the processes described above.

APPENDICES

A. REFERENCES

San Diego Affordable Housing Parking Study

ArcGIS 10 Resource Center and Help

INFORMATIONAL - NOT FOR CERTIFICATION

B. REDUCED PARKING DEMAND HOUSING WORKSHEET

Project Description & Criteria	A. Total Units	B. Studio H/M/L	C. 1 BR H/M/L	D. 2 BR H/M/L	E. 3 BR H/M/L	F. Subtotal (Σ B3 - E3)	G. Visitor Parking (G2 x A1)	H. Staff Parking (H2 x A1)	I. Total without Assigned Parking (Σ F3 - H3)	J. Total with Assigned Parking (I3 x J2 + I3)
Family Housing	1.Units									
	2.Rate	0.5/0.2/0.1	1.0/0.6/0.33	1.3/1.1/0.5	1.75/1.4/0.75		0.15	0.05		0.1
	3.Spaces									
SRO Hotel	1.Units									
	2.Rate	0.5/0.3/0.1	N/A	N/A	N/A		0.15	0.05		0.1
	3.Spaces									
Housing for Seniors	1.Units									
	2.Rate	0.5/0.3/0.1	0.75/0.6/0.15	1.0/0.85/0.2	N/A		0.15	0.05		0.1
	3.Spaces									
Studio & 1 Bdrm.	1.Units									
	2.Rate	0.5/0.2/0.1	0.75/0.5/0.1	N/A	N/A		0.15	0.05		0.1
	3.Spaces									
Special Needs	1.Units									
	2.Rate	0.5/0.2/0.1	0.75/0.5/0.1	N/A	N/A		0.15	0.10		0.1
	3.Spaces									

H- High parking Demand M - Medium parking demand L - Low parking demand

STRIKEOUT ORDINANCE

OLD LANGUAGE: ~~Struck Out~~
NEW LANGUAGE: Double Underline

ORDINANCE NUMBER O-_____ (NEW SERIES)

DATE OF FINAL PASSAGE _____

AN ORDINANCE AMENDING CHAPTER 14, ARTICLE 1, DIVISION 3 OF THE SAN DIEGO MUNICIPAL CODE BY AMENDING SECTION 141.0310; AMENDING CHAPTER 14, ARTICLE 1, DIVISION 4 BY AMENDING SECTIONS 141.0407, 141.0409, 141.0413, 141.0414, AND 141.0415; AMENDING CHAPTER 14, ARTICLE 1, DIVISION 5 BY AMENDING SECTION 141.0502; AMENDING CHAPTER 14, ARTICLE 1, DIVISION 6 BY AMENDING SECTIONS 141.0604 AND 141.0625; AMENDING CHAPTER 14, ARTICLE 2, DIVISION 5 BY AMENDING SECTIONS 142.0505 AND 142.0525, BY ADDING NEW SECTION 142.0527, AND BY AMENDING SECTION 142.0530 AND RENUMBERING TABLES 142-05D TO 142-05E, TABLE 142-05E TO 142-05F, AND TABLE 142-05F TO 142-05G; BY AMENDING SECTION 142.0540 AND RENUMBERING TABLE 142-0G TO 142-05H; BY AMENDING SECTION 142.0545 AND RENUMBERING TABLE 142-05H TO 142-05I, AND TABLE 142-05I TO 142-05J; BY AMENDING SECTION 142.0550, AND AMENDING SECTION 142.0560 AND RENUMBERING TABLES 142-05J TO 142-05K, TABLE 142-05K TO 142-05L, TABLE 142-05L TO 142-05M, AND TABLE 142-05M TO 142-05N; AMENDING CHAPTER 14, ARTICLE 5, DIVISION 40 BY AMENDING SECTION 145.4003; AMENDING CHAPTER 15, ARTICLE 1, DIVISION 1 BY AMENDING SECTION 151.0103; AND AMENDING CHAPTER 15, ARTICLE 7, DIVISION 4 BY AMENDING SECTION 157.0401, ALL RELATING TO PARKING FOR HOUSING TYPES THAT HAVE REDUCED PARKING DEMAND.

O-20218



Chapter 14: General Regulations

Article 1: Separately Regulated Use Regulations

Division 3: Residential Use Category—Separately Regulated Uses

§141.0310 Housing for Senior Citizens

Housing for senior citizens may be permitted with a Conditional Use Permit decided in accordance with Process Three in the zones indicated with a “C” in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

(a) through (c) [No change in text.]

(d) Off-Street Parking Requirements

(1) Parking ratios shall be determined in accordance with the following:

(1)(A) The base parking requirement is 1 parking space per ~~dwelling unit~~ dwelling unit;

(2)(B) For facilities that provide daily meals in a common cooking and dining facility and that provide and maintain a common transportation service for residents, the base parking requirement is 0.7 parking spaces per dwelling unit ~~dwelling unit~~ plus 1 parking space for each staff person, calculated based on staffing for the peak-hour shift, ~~shall be provided;~~ and

(C) Housing for senior citizens that meets the criteria of Reduced Parking Demand Housing, as stated in Section

142.0527(a), shall provide parking in accordance with
Section 142.0527.

(3)(2) Parking areas shall be lighted for the safety of tenants. Lighting shall be of a design that deters vandalism. The location, type, and size of the proposed lighting fixtures shall be specified on the permit application.

(e) [No change in text.]

Chapter 14: General Regulations

Article 1: Separately Regulated Use Regulations

Division 4: Institutional Use Category -- Separately Regulated Uses

**§141.0407 Educational Facilities – Schools for Kindergarten to Grade 12 and Colleges/
Universities**

Educational facilities may be permitted with a Conditional Use Permit decided in accordance with Process Three in the zones indicated with a “C” in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

(a) through (e) [No change in text.]

(f) Off-street parking requirements for kindergarten through grade 12 are provided in Table 142-05FG. Off-street parking for colleges and universities shall be provided to adequately serve the facility without causing parking impacts on to surrounding property.

§141.0409 Exhibit Halls and Convention Facilities

Exhibit halls and convention facilities may be permitted with a Conditional Use Permit decided in accordance with Process Four in the zones indicated with a “C”

in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

(a) through (b) [No change in text.]

(c) Off-street parking shall be provided in accordance with Table 142-05FG.

§141.0413 Hospitals, Intermediate Care Facilities, and Nursing Facilities

Hospitals, intermediate care facilities, and nursing facilities may be permitted with a Process Four Conditional Use Permit in the zones indicated with a “C” in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

(a) through (d) [No change in text.]

(e) Off-street parking shall be provided in accordance with Table 142-05FG.

(f) [No change in text.]

§141.0414 Interpretive Centers

Interpretive centers are *structures* or facilities designed to inform and educate the public about the surrounding environment.

Interpretive centers may be permitted with a Conditional Use Permit decided in accordance with Process Four in the zones indicated with a “C” in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

(a) through (b) [No change in text.]

(c) Off-street parking shall be provided in accordance with Table 142-05FG.

§141.0415 Museums

Museums may be permitted with a Conditional Use Permit decided in accordance with Process Three in the zones indicated with a “C” in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

- (a) through (b) [No change in text.]
- (c) Off-street parking shall be provided in accordance with Table 142-05FG.

Chapter 14: General Regulations

Article 1: Separately Regulated Use Regulations

Division 5: Retail Sales Use Category—Separately Regulated Uses

§141.0502 Alcoholic Beverage Outlet

Any establishment for which a Type 20 Beer and Wine License or a Type 21 General Liquor License has been obtained from, or for which an application has been submitted to, the California Department of Beverage Control for permission to sell alcoholic beverages for off-site consumption shall be regulated as an alcoholic beverage outlet subject to this section.

Alcoholic beverage outlets are permitted as a limited use in the zones indicated with an “L” in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the regulations in Section 141.0502(b). Proposals for alcoholic beverage outlets that do not comply with the regulations in Section 141.0502(b) may be permitted with a Conditional Use Permit decided in accordance with Process Three subject to the regulations in Section 141.0502(c).

- (a) [No change in text.]

- (b) Limited Use Regulations. Alcoholic beverage outlets are permitted as a limited use subject to the following regulations.
- (1) through (11) [No change in text.]
- (12) Off-street parking shall be provided in accordance with the requirements for retail sales uses in Table 142--05DE.
- (c) Conditional Use Permit Regulations. Proposed alcoholic beverage outlets that do not comply with the regulations in Section 141.0502(b) may be permitted with a Conditional Use Permit decided in accordance with Process Three subject to the following regulations.
- (1) through (2) [No change in text.]
- (3) Off-street parking shall be provided in accordance with the requirements for retail sales uses in Table 142--05DE.
- (4) through (7) [No change in text.]

Chapter 14: General Regulations

Article 1: Separately Regulated Use Regulations

Division 6: Commercial Services Use Category--Separately Regulated Uses

§141.0604 Boarding Kennels/Pet Day Care Facilities

Boarding kennels and pet day care facilities for the boarding, training and care of household pets are permitted as a limited use in the zones indicated with an "L" in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to Section 141.0604(a) and (b). Boarding kennels and pet day care facilities may be permitted with a Neighborhood Use Permit decided in accordance with Process Two in the zones indicated with an "N" in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to Section 141.0604 (a) and (c).

- (a) through (b) [No change in text.]
- (c) Neighborhood Use Permit Regulations
 - (1) through (2) [No change in text.]
 - (3) Off-street parking shall be provided in accordance with Table 142-05DE.

§141.0625 Veterinary Clinics and Animal Hospitals

Veterinary clinics and animal hospitals are permitted as a limited use in the zones indicated with an “L” and may be permitted with a Neighborhood Use Permit decided in accordance with Process Two in the zones indicated with an “N” in the Use Regulations Tables in Chapter 13, Article 1 (Base Zones) subject to the following regulations.

- (a) [No change in text.]
- (b) Limited Use Regulations
 - (1) through (2) [No change in text.]
 - (3) Off-street parking shall be provided in accordance with Table 142-05DE.
 - (4) [No change in text.]
- (c) [No change in text.]

Chapter 14: General Regulations

Article 2: General Development Regulations

Division 5: Parking Regulations

§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~~ development shown.

Table 142-05A

Parking Regulations Applicability

Type of <u>Development Proposal</u>	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 and 142.0560	No permit required by this division
<u>Any multiple dwelling unit residential development that includes housing that meets the criteria stated in Section 142.0527 for Reduced Parking Demand Housing</u>	<u>Sections 142.0510, 142.0525, 142.0527, and 142.0560</u>	<u>No permit required by this division</u>
<i>Any nonresidential development</i>	Sections 142.0510, 142.0530, and 142.0560	No permit required by this division
<i>Multiple dwelling unit projects residential development in Planned Urbanized Communities that are processing a Planned Development Permit.</i>	Section 142.0525(c)	No permit required by this division
<i>Condominium conversion through Tandem Parking for commercial uses</i>	[No change in text.]	

§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 Section 142.0525(b) through (d).

Table 142-05C

**Minimum Required Parking Spaces for
Multiple Dwelling Units and Related Accessory Uses**

Multiple Dwelling Unit Type and Related and Accessory Uses	Automobile Spaces Required Per Dwelling Unit (Unless Otherwise Indicated)			Motorcycle Spaces Required Per <u>Dwelling Unit</u>	Bicycle ⁽⁵⁾ Spaces Required Per Dwelling Unit
	Basic ⁽¹⁾	<u>Transit Area</u> ⁽²⁾ or <u>Very Low Income</u> ⁽³⁾	Parking Impact ⁽⁴⁾		
Studio up to 400 square feet through 5+ bedrooms	[No change in text.]				
<u>Reduced Parking Demand Housing (see Section 142.0527)</u>	N/A	N/A	<u>0.25 beyond that required in Section 142.0527</u>	<u>(See footnote 3)</u>	<u>(See footnote 3)</u>
<u>Condominium conversion</u> <u>Condominium conversion</u> ⁽⁸⁾ 1 bedroom or studio over 400 Square feet 2 bedrooms 3 + bedrooms	[No change in text.]				
Rooming house	1.0 per tenant	0.75 per tenant	1.0 per tenant	0.05 per tenant	0.30 per tenant

Multiple Dwelling Unit Type and Related and Accessory Uses	Automobile Spaces Required Per Dwelling Unit (Unless Otherwise Indicated)			Motorcycle Spaces Required Per Dwelling Unit	Bicycle ⁽⁵⁾ Spaces Required Per Dwelling Unit
	Basic ⁽¹⁾	Transit Area ⁽²⁾ or ⁽³⁾ Very Low Income	Parking Impact ⁽⁴⁾		
Boarder & Lodger Accommodations	1.0 per two boarders or lodgers	1.0 per two boarders or lodgers	1.0 per two boarders or lodgers, except 1.0 per boarder or lodger in beach impact area	N/A	N/A
Residential care facility through Accessory Uses	[No change in text.]				

Footnotes for Table 142-05C

¹ through ² [No change in text.]

³ *Very Low Income.* The very low income parking ratio applies to dwelling units limited in occupancy by very low income household and development covered by an agreement with the San Diego Housing Commission pursuant to Chapter 14, Article 3, Division 7 (Affordable Housing Density Bonus Regulations). The required motorcycle and bicycle parking spaces are those required for dwelling unit type studios up to 400 square feet through 5+ bedrooms.

⁴ through ⁸ [No change in text.]

(b) through (d) [No change in text.]

§142.0527 Parking Regulations for Reduced Parking Demand Housing

The minimum number of parking spaces for multiple dwelling unit residential development that includes Reduced Parking Demand Housing shall be determined as set forth below.

(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) Reduced Parking Demand Housing means *development* where:
- (A) All or a portion of the *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 Section 141.0310(a);
- (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 Reduced Parking Demand Housing shall be determined using the following indexes (See the Land Development Manual: Calculating Reduced Parking Demand 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 Reduced Parking Demand Housing.

(B) More than 120 lots developed with retail, theater, or assembly and entertainment uses within one-half mile of the Reduced Parking Demand Housing.

(C) Office, nonresidential day care, nursery school, kindergarten through grade 12, hospitals, healthcare uses, or Civic Uses within one-half mile of the Reduced Parking Demand Housing.

(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 Reduced Parking Demand Housing.

(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 Reduced Parking Demand Housing. For bus transit, the distance is one-quarter mile from the Reduced Parking Demand Housing for each bus transit stop. For fixed rail and bus rapid transit, the

distance is one-half mile from the Reduced Parking Demand

Housing 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 Reduced Parking Demand Housing.

(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 Reduced Parking Demand Housing.

(d) Reduced Parking Demand Housing Parking Ratios. Table 142-05D provides the parking ratios required for Reduced Parking Demand Housing.

Legend for Table 142-05D

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

Table 142-05D

Reduced Parking Demand Housing Parking Ratios

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

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 Reduced Parking Demand Housing *dwelling units*.

⁽³⁾ For assigned parking, the number of additional parking spaces is calculated by multiplying the total parking spaces required for the Reduced Parking Demand Housing *dwelling units*, visitor, and staff parking by 0.1. For unassigned parking, no additional parking spaces are required.

(e) Supplemental Regulations.

- (1) All required parking shall be provided in non-tandem parking spaces.

- (2) Reduced Parking Demand Housing 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).
- (3) 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.
- (4) 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..

§142.0530 Nonresidential Uses — Parking Ratios

- (a) Retail Sales, Commercial Services, and Mixed-Use Development. Table 142-05DE establishes the ratio of required parking spaces to building *floor* area in the commercial zones, industrial zones, and planned districts shown, for retail sales uses and for those commercial service uses that are not covered by Table 142-05EF or 142-05FG. Table 142-05DE also

establishes the required parking ratios for mixed-use developments 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 142-05DE

Parking Ratios for Retail Sales, Commercial Services, and Mixed-Use Development

Zone	Parking Spaces Required per 1,000 Square Feet of <u>Floor</u> Area Unless Otherwise Noted (<u>Floor</u> Area Includes Gross Floor <u>Gross Floor</u> Area plus below <u>Grade Floor</u> Area and Excludes <u>Floor</u> Area Devoted to Parking)			
	Required Automobile Parking Spaces			Required Bicycle Parking Spaces ⁽²⁾
	Minimum Required Outside a <i>Transit Area</i>	Minimum Required Within a <i>Transit Area</i> ⁽¹⁾	Maximum Permitted	Minimum Required
Commercial Zones through Planned Districts [No change in text.]				

Footnotes For Table 142-05DE

¹ through ⁴ [No change in text.]

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 142-05DE. 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.

- (b) Eating and Drinking Establishments. Table 142-05EF 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 142-05EF

Parking Ratios for Eating and Drinking Establishments

Zone	Parking Spaces Required per 1,000 Square Feet of Eating and Drinking Establishment ⁽³⁾ <u>Floor Area</u> Unless Otherwise Noted (<u>Floor Area</u> Includes Gross Floor <u>Gross Floor Area</u> plus below <u>Grade Floor Area</u> and Excludes <u>Floor Area</u> Devoted to Parking)			
	Required Automobile Parking Spaces			Required Bicycle Parking Spaces ⁽²⁾
	Minimum Required Outside a <i>Transit Area</i>	Minimum Required Within a <i>Transit Area</i> ⁽¹⁾	Maximum Permitted	Minimum Required
Commercial Zones through Planned Districts [No change in text.]				

Footnotes For Table 142-05EF

¹ through ⁴ [No change in text.]

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 142-05EF. 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.

- (c) Nonresidential Uses. Table 142-05FG 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 142-05FG

Parking Ratios for Specified Non-Residential Uses

Use	Parking Spaces Required per 1,000 Square Feet of <i>Floor Area</i> Unless Otherwise Noted (<i>Floor Area</i> Includes Gross Floor <u>Gross Floor Area</u> plus below <u>Grade Floor Area</u> , and Excludes <i>Floor Area</i> Devoted to Parking)				
	Required Automobile Parking Spaces				Required Bicycle Parking Spaces ⁽³⁾
	Minimum Required Outside a <i>Transit Area</i>	Minimum Required Within a <i>Transit Area</i> ⁽¹⁾	Maximum Permitted	Carpool Minimum ⁽²⁾	Minimum
Institutional					
Separately regulated uses					
Botanical Gardens and Arboretums through Radio & Television Broadcasting	[No change in text.]				
Retail Sales: See Table 142-05DE					

Use	Parking Spaces Required per 1,000 Square Feet of <i>Floor Area</i> Unless Otherwise Noted (<i>Floor Area</i> Includes Gross Floor <u>Gross Floor Area</u> plus below <i>Grade Floor Area</i> , and Excludes <i>Floor Area</i> Devoted to Parking)				
	Required Automobile Parking Spaces				Required Bicycle Parking Spaces (3)
	Minimum Required Outside a Transit Area	Minimum Required Within a Transit Area ⁽¹⁾	Maximum Permitted	Carpool Minimum ⁽²⁾	Minimum
Commercial Services					
Eating & Drinking Establishments	See Table 142-05EF				
Public assembly & entertainment Theaters through All other public assembly and entertainment	[No change in text.]				
Visitor accommodations	[No change in text.]				
Separately Regulated Uses					
Child Care Facilities through Outpatient Medical Clinic	[No change in text.]				
Private clubs, lodges, fraternal organizations (except fraternities and sororities)	1 per <i>guest room</i> , or 2.5, whichever is greater ⁽⁷⁶⁾	85% of Minimum	N/A	N/A	2% of Auto Minimum
Single room occupancy hotels (For <u>SRO Hotels that meet the criteria for Reduced Parking Demand Housing stated in Section 142.0527, see Section 142.0527 for parking requirements.</u>)	1 per room ⁽⁵⁾ <i>Very Low Income</i> 0.5 per person	0.5 per room ⁽⁵⁾ <i>Very Low Income</i> 0.25 per person	N/A	N/A	0.2 per room
Veterinary clinics & hospitals	[No change in text.]				
Offices ⁽⁶³⁾	[No change in text.]				
Vehicle & Vehicular Equipment Sales & Service	[No change in text.]				
Wholesale, Distribution, and Storage ⁽⁶²⁾	[No change in text.]				
Industrial	[No change in text.]				

Footnotes For Table 142-05FG
1 through 3 [No change in text.]

- 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 142-05FG. 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 ~~*Very Low Income.* The *very low income* parking ratio applies to dwelling units limited in occupancy by *very low income* household and *development* covered by an agreement with the San Diego Housing Commission pursuant to Chapter 14, Article 3, Division 7 (Affordable Housing Density Bonus Regulations).~~
- ⁶ 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.
- ⁷ In the beach impact area, one parking space per *guest room* or 5.0, whichever is greater.

(d) through (e) [No change in text.]

(e) Bicycle Facilities [No change in text.]

(f) Unspecified Uses. For uses not addressed by Tables 142-05DE, 142-05EF, and 142-05FG 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) through (h) [No change in text.]

§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 7,000 square feet or less, that existed before January 1, 2000, including abutting *lots* under common ownership, the parking requirements set forth in Table 142-05GH may be applied to all commercial uses 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 142-05GH determines the minimum number of required *off-street parking spaces*.

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

[No Change to Table.]

Footnote to Table 142-05GH

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 142-05DE, 142-05EE, and 142-05FG with the approval of a Neighborhood Development Permit, subject to the following:
 - (1) through (2) [No change in text.]
- (c) [No change in text.]

§142.0545 Shared Parking Requirements

- (a) [No change in text.]
- (b) [No change in text.]
 - (1) [No change in text.]
 - (2) Table 142-05HI contains the peak parking demand for selected uses, expressed as a ratio of parking spaces to *floor* area.
 - (3) Table 142-05IJ 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) through (6) [No change in text.]

(7) Uses for which standards are not provided in Tables 142-05HI and 142-05IJ may nevertheless provide *shared parking* with the approval of a Neighborhood Development Permit, provided that the *applicant* shows evidence that the standards used for the proposed *development* result in an accurate representation of the peak parking demand.

(c) Single Use Parking Ratios. *Shared parking* is subject to the parking ratios in Table 142-05HI.

Table 142-05HI

Parking Ratios for Shared Parking

[No Change to Table.]

Footnote for Table 142-05HI

¹ [No change in text.]

(d) Hourly Accumulation Rates. Table 142-05IJ contains, for each hour of the day shown in the left column, the percentage of peak demand for each of the uses, separated in some cases into weekdays and Saturdays.

Table 142-05IJ

Representative Hourly Accumulation by Percentage of Peak Hour

[No Change to Table.]

§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, 142-05DE, 142-05EF, and 142-05FG 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, 142-05DE, 142-05EF, and 142-05FG shall be provided on the *premises* or as otherwise provided in the applicable zone.

- (b) [No change in text.]

§142.0560 Development and Design Regulations for Parking Facilities

- (a) [No change in text.]
- (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 142-05JK, except as provided in Section 142.0560(e) for certain pre-existing parking facilities. Compact spaces are not permitted.

Table 142-05JK

Minimum Off-Street Parking Space Dimensions

[No Change to Table.]

- (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 142-05KL and illustrated in

Diagram 142-05B, except as provided in Section 142.0560(e) for certain pre-existing parking facilities.

Table 142-05KL

Aisles Dimensions

[No Change to Table.]

Footnote for Table 142-05KL

¹ For narrow lots 50 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

[No Change to Diagram.]

- (1) For other angles between 45 and 90 degrees, use the aisle width for the next larger angle in Table 142-05KL.
- (2) [No change in text.]
- (d) through (i) [No change in text.]
- (j) Driveway and Access Regulations
 - (1) Driveway width shall be determined based on the size of the ~~lot~~ lot, type of use proposed, and location inside or outside of the Parking Impact Overlay Zone. Refer to Tables 142-05LM and 142-05MN for the applicable minimum and maximum driveway widths.

Table 142-05LM

Driveway Width (Lots greater than 50 feet in width)

[No Change to Table.]

Table 142-05MN

Driveway Width (Lots 50 feet or less in width)

[No Change to Table.]

(2) through (10) [No change in text.]

(k) [No change in text.]

Chapter 14: General Regulations

Article 5: Building Regulations

Division 40: Voluntary Accessibility Program

§145.4003 Voluntary Accessibility Program Regulations and Development Incentives

(a) through (c) [No change in text.]

(d) [No change in text.]

(1) [No change in text.]

(A) through (B) [No change in text.]

(C) A reduction of the driveway width consistent with the
minimum dimensions specified in Table 142-05MN,

(D) through (E) [No change in text.]

(2) through (5) [No change in text.]

(e) through (f) [No change in text.]

Chapter 15: Planned Districts

Article 1: Planned Districts

Division 1: General Provisions for Planned Districts

§151.0103 Applicable Regulations

(a) [No change in text.]

(b) The following regulations apply in all planned districts:

- (1) through (5) [No change in text.]
- (6) Child care facilities regulations contained in Land Development Code Section 141.0606; and
- (7) Parking Regulations for Reduced Parking Demand Housing in Land Development Code Section 142.0527, except where the Planned District Ordinance provides a lower parking ratio than allowed in Section 142.0527.

Chapter 15: Planned Districts

Article 7: Gaslamp Planned District

Division 4: General and Supplemental Regulations

§157.0401 Off-Street Parking Requirements

- (a) through (b) [No change in text.]
- (c) All required parking shall meet the parking regulations set forth in Section 142.0560, including Table 142-05JK and Table 142-05KL, of the Land Development Code.
- (d) through (f) [No change in text.]

Table 157-0401-A

Off-Street Parking Requirements

[No Change in Table.]

KMH:als
10/05/12
10/09/12 COR.COPY
10/18/12 REV.COPY
Or.Dept:DSD
Doc. No. 437573_6