

**CALIFORNIA COASTAL COMMISSION**

SAN DIEGO AREA  
7575 METROPOLITAN DRIVE, SUITE 103  
SAN DIEGO, CA 92108-4421  
(619) 767-2370

**RECORD PACKET COPY****Thu 12e**

February 24, 2005

**TO: COMMISSIONERS AND INTERESTED PERSONS**

**FROM: DEBORAH LEE, SOUTH COAST DEPUTY DIRECTOR  
SHERILYN SARB, DISTRICT MANAGER, SAN DIEGO AREA OFFICE  
LAURINDA OWENS, COASTAL PLANNER, SAN DIEGO AREA OFFICE**

**SUBJECT: STAFF RECOMMENDATION ON CITY OF SAN DIEGO MAJOR  
AMENDMENT NO. 1-04B for Commission Meeting of March 16-18, 2005**

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**SYNOPSIS**

The subject LCP amendment (component B) was filed as complete on October 12, 2004. The submittal includes one other component (SD LCPA #1-04A/The Anchorage) which was approved on November 17, 2004. A one-year time extension was granted on 12/8/04. As such, the last date for Commission action on this item is December 8, 2005.

**SUMMARY OF AMENDMENT REQUEST**

The proposed submittal consists of an amendment to the City of San Diego LCP Implementation Plan to delete several properties located in the City from the Residential Tandem Parking Overlay Zone and the Transit Area Overlay Zone. Also proposed is a revision to these overlay zones to reference the new maps showing where these zones apply.

**SUMMARY OF STAFF RECOMMENDATION**

Staff is recommending approval of the implementation plan amendment, as submitted, as it will not result in any adverse impacts to public access and can be found adequate to carry out the respective certified land use plans for the communities of La Jolla, Pacific Beach, Mission Beach and Otay Mesa-Nestor.

The appropriate resolutions and motions begin on page 3. The findings for approval of the Implementation Plan Amendment as submitted begin on page 3.

**BACKGROUND**

The subject overlay zones (the Residential Tandem Parking Overlay zone and the Transit Area Overlay Zone) were adopted and incorporated into the City's Land Development Code in December, 1997. Updates to the overlays were done in 2000 which included an

expansion of the overlay areas. The general purpose of the Transit Area Overlay Zone is to provide supplemental parking regulations for areas that have a high level of transit service. The purpose of the Residential Tandem Parking overlay is to allow tandem parking to count as off-street parking for certain residential properties. The overlays are applicable inside and outside of the Coastal Zone.

### **ADDITIONAL INFORMATION**

Further information on the City of San Diego LCP amendment #1-04B may be obtained from Laurinda Owens, Coastal Planner, at (619) 767-2370.

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## **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. The earliest LUP approval occurred in May 1979, with others occurring in 1988, in concert with the implementation plan. The final segment, Mission Bay Park, was certified in November 1996.

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. The City's first LCP Implementation Plan (IP) was certified in 1988, and the City assumed permitting 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 and a few PDOs; this replaced the first IP in its entirety and went into effect in the coastal zone on January 1, 2000. The City's IP includes Chapters 11 through 14 of the LDC. Some 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.

### **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**

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 LCP Amendment #1-04B, 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 San Diego certified LCP 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 plans, 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, AS SUBMITTED**

### **A. AMENDMENT DESCRIPTION**

The proposed submittal consists of an amendment to the City of San Diego Implementation Plan to delete several properties located in the City from the Residential Tandem Parking Overlay Zone and the Transit Area Overlay Zone. Also proposed is a revision to both of these overlay zones to reference the new maps showing where these zones apply.

## **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.

### **Residential Tandem Parking Overlay Zone/Transit Area Overlay Zone**

a) **Purpose and Intent of the Ordinances.** The purpose of the Residential Tandem Parking Overlay Zone is to identify the conditions under which tandem parking may be counted as two parking spaces in the calculation of required parking.

The purpose of the Transit Area Overlay Zone (TAOZ) is to provide supplemental parking regulations for areas receiving a high level of transit service. The intent of this overlay zone is to identify areas with reduced parking demand and to lower off-street parking requirements accordingly. Through the subject amendment, the properties that were added to this overlay zone in 1999 pursuant to LCPA #6-2000B are proposed to be removed as a result of community opposition by local planning groups. Some committees believed that reduced parking ratios allowed under the TAOZ regulations along with tandem parking may have a negative impact in some of the City's urbanized neighborhoods. A concern was raised that infill housing in already developed neighborhoods could result in an increase to density of development where infrastructure needs have not yet been met.

b) **Major Provisions of the Ordinances.** The Residential Tandem Parking Overlay Zone includes a map that indicates the properties located within the boundaries of the overlay zone. It also contains supplemental development regulations for properties within this overlay zone. In particular, some of these provisions address where tandem parking may be counted as two parking spaces toward off-street parking; where such parking is permitted in the beach impact area; how many spaces must be completely enclosed in a structure; and details regarding how spaces are to be assigned to the same dwelling unit, etc.

The Transit Area Overlay Zone contains provisions that include a map that indicates the properties located within the boundaries of the overlay zone. It also contains supplemental regulations and identifies the type of permit that is required by this division, if any, for specific types of development proposals in this overlay zone.

c) **Adequacy of the Ordinance to Implement the Certified LUP Segments.** The applicable Land Use Plan policies contain the following policies:

#### **La Jolla**

The City should promote the use of transit, and require bicycle and pedestrian related amenities in the design of commercial redevelopment projects that are proposed with discretionary permits. (p. 69)

The City should require a reduction in parking requirements for commercial projects that develop transit-oriented development standards and/or incorporate transportation demand management programs. (p. 69)

#### Pacific Beach

Reduce the impact of visitor parking in those areas closest to the beach and bay through a program of incentives (such as peripheral parking centers and improved transit) and disincentives (such as parking meters and residential parking permits). (p. 25)

The City shall consider a reduction in parking requirements for major employers and retail centers which utilize transit-oriented development standards as identified in the commercial element of this plan and which incorporate transportation demand management programs. (p. 30)

#### Mission Beach

The provision of bus service necessary to meet the special needs of Mission Beach residents. (p. 96)

The integration of Mission Beach into an area-wide transit system. (p. 96)

The development of intra-community shuttle service to transport beach users from their automobiles to the beaches and to distribute residents throughout the community. (p. 96)

#### Otay Mesa Nestor

Monitor bus service and conditions to ensure appropriate service and facilities equal to those elsewhere in the City of San Diego. (p. 6.2)

Typical land uses that serve transit commuters and pedestrians are recommended... (Appendix A)

Additional permitted uses that will add variety and vitality to the Transit oriented development include: restaurants, drinking establishments, coffee houses,.....(Appendix A)

In January 2001, the City Council approved amendments to both the Residential Tandem Parking Overlay Zone (RTPOZ) and Transit Overlay Zone (TAOZ) and as part of the Second Update to the Land Development Code. The proposed amendment added certain properties to both of these overlay zones throughout the City of San Diego. The LCP amendment was approved by the Commission as LCP No. 6-2000B in May, 2001. As was noted in that LCP amendment, it was recognized that tandem parking was a valuable tool to allow redevelopment in older areas of the City that were not planned around the use of motor vehicles. The use of tandem parking has been accepted by the Commission

in several of the certified LUPs. Most of the areas affected are outside of the coastal zone, but portions of La Jolla, Pacific Beach, Mission Beach, and Otay Mesa-Nestor include areas where tandem parking would be allowed to count as two parking spaces. Generally, tandem parking is allowed in high density areas and along major transit routes. In the coastal zone, the overlay was expanded in several areas and reduced in others resulting in no significant change.

As stated above, and as mentioned in the City's Manager Report dated 3/24/04, the purpose of the Residential Tandem Parking Overlay Zone (RTPOZ) is to identify conditions under which tandem parking (the placement of one required parking space behind another) may be counted as two parking spaces in the calculation of required parking. In some communities, the location of the Transit Area Overlay Zone (TAOZ) affects where tandem parking is permitted by allowing tandem parking on sites if at least 25% of the project area is within the TAOZ.

As a result of the proposed revisions to remove several properties from this overlay zone, the RTPOZ will be removed from portions of the following communities in the coastal zone: La Jolla, Pacific Beach, Ocean Beach, Mission Bay Park and Peninsula and Otay Mesa-Nestor (and other areas outside of the Coastal Zone such as District 5). After removal of certain properties from this overlay, the Residential Tandem Parking Overlay Zone will still be applicable in portions of the coastal communities of La Jolla and Mission Beach. The overlay was put into place a few years ago and now several properties are proposed to be removed from the overlay with the end result not adversely affecting public access or parking in the nearshore area. As cited above, most of the respective Land Use Plans contain policies that address protection of public access and/or provision of public transit. The proposed amendment will not reduce the level of transit service or availability of public transportation nor will it result in reductions to the requirements to off-site parking. As such, the proposed amendment request is found to be consistent with the certified LUPs and able to carry them out.

The Transit Area Overlay Zone allows for supplemental parking regulations to be applied in major transit corridors where parking demand is expected to be less. Although the Commission has always been concerned with any reductions in parking because of the potential effects this may have on public access (particularly in nearshore areas), there are also benefits to public access associated with greater transit usage in nearshore areas as it can result in less dependence on vehicles and less demand for parking. However, parking in the beach areas is usually in such critical supply that on-site parking should be encouraged to maintain the street supply for public recreational use.

The Transit Area Overlay Zone has a range of parking standards for residential use with some standards aimed at transit areas or very low income areas. The basic parking ratios applied citywide are equivalent to the Beach Impact Area (BIA) parking ratios which apply more stringent on-site parking standards in nearshore areas. The way the overlay has been applied in the past is, if a transit corridor is located in a nearshore area which is also within the parking impact overlay, then parking must be provided at the BIA ratio that has historically been applied by the City and Coastal Commission. The transit area overlay was never extended into any additional areas of the BIA. In 1999, when

additional properties were added to the overlay zone, several new street segments were added to the TAOZ. However, none of those new streets were located within the coastal zone.

While the overlay has been in place for a few years, recently some community planning groups raised opposition to the continued use of the overlay. Specifically, in January 2002, the Community Planners Committee adopted a resolution addressing their beliefs that these overlay zones were illegally adopted and that inappropriate standards were used, and requested that the Land Use and Housing Committee take several actions related to these amendments.

As a result of the proposed amendment to the Transit Area Overlay Zone, certain properties will be removed from this overlay. However, the overlay zone will be continue to be applicable in portions of the communities of La Jolla, Mission Beach and Pacific Beach within the coastal zone. The majority of the properties being removed from this overlay are outside of the coastal zone.

In this particular case, the removal of this overlay will not result in a potential incentive for people to stop using mass transit nor will removal of properties from the City of San Diego's Transit Area Overlay Zone and Residential Tandem Parking Overlay Zone result in any changes to the current level of public transit or bus routes in the coastal zone. Removal of the overlay zone will not prohibit the provision of more transit routes nor change other parking regulations or adversely affect public access or parking in the nearshore area. As such, the proposed amendment request is found to be consistent with the certified LUPs and adequate to carry them out.

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

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local government from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission and 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. In this particular case, all of the proposed amendments are being approved as submitted. Thus, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact on the environment. Therefore, the Commission finds the subject LCP implementation plan, as amended, conforms with CEQA provisions.

ADOPTED ON JUN 07 2004


AN ORDINANCE OF THE COUNCIL OF THE CITY OF SAN DIEGO DELETING PROPERTY LOCATED IN THE CITY OF SAN DIEGO FROM THE RESIDENTIAL TANDEM PARKING OVERLAY ZONE AS DEFINED IN CHAPTER 13, ARTICLE 2, DIVISION 9, OF THE SAN DIEGO MUNICIPAL CODE AND THE TRANSIT AREA OVERLAY ZONE AS DEFINED IN CHAPTER 13, ARTICLE 2, DIVISION 10 OF THE SAN DIEGO MUNICIPAL CODE, AND REPEALING ORDINANCE NO. O-18911 (NEW SERIES), ADOPTED JANUARY 9, 2001, IN SO FAR AS THE SAME CONFLICTS HEREWITH.

WHEREAS, in December 1997, by Ordinance No. O-18451 N.S., the City Council adopted the Residential Tandem Parking Overlay Zone [RTPOZ] and Transit Area Overlay Zones [TAOZ] to respond to the community's desire to have reduced parking regulations and allow tandem parking in areas with a high level of transit service; and

WHEREAS, on January 9, 2001, by Ordinance No. O-18911 N.S., the City Council adopted amendments to the Residential Tandem Parking and Transit Overlay Zones and incorporating additional areas within the TAOZ and the RTPOZ due to extensive improvements in transit; and

WHEREAS, since the adoption of Ordinance No. O-18911, various community members and the Community Planners Committee have voiced concern about and opposition to incorporating additional areas into the TAOZ and RTPOZ; and

WHEREAS, on October 16, 2003, the Planning Commission held a public hearing to consider all testimony and recommended to the City Council to remove those additional

EXHIBIT NO. 1
APPLICATION NO.
<b>LCPA 1-04B/ Tandem Parking/Transit Overlays</b>
City Ordinances
 California Coastal Commission



properties incorporated into the TAOZ and RTPOZ by Ordinance No. O-18911 N.S.; NOW,  
THEREFORE,

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

Section 1. That the properties in the City of San Diego located outside the Coastal Overlay Zone and shown on Map No. C-\_\_\_\_\_, filed in the office of the City Clerk as Document No. OO-\_\_\_\_\_, be, and they are hereby incorporated into the RTPOZ as such overlay zone is described and defined by Chapter 13, Article 2, Division 9 of the San Diego Municipal Code.

Section 2. That the properties in the City of San Diego located outside the Coastal Overlay Zone and shown on Map No. C-921, filed in the office of the City Clerk as Document No. OO-\_\_\_\_\_, be, and they are hereby incorporated into the TAOZ as such overlay zone is described and defined by Chapter 13, Article 2, Division 10 of the San Diego Municipal Code.

Section 3. That the properties in the City of San Diego, located inside the Coastal Overlay Zone as shown on Map No. C-908, and shown on Map No. C-921, filed in the office of the City Clerk as Document Nos. OO-18872 and OO-\_\_\_\_\_, be, and they are hereby incorporated into the RTPOZ as such overlay zone is described and defined by Chapter 13, Article 2, Division 9 of the San Diego Municipal Code.

Section 4. That the properties in the City of San Diego located inside the Coastal Overlay Zone as shown on Map No. C-908, and shown on Map No. C-921, filed in the office of the City Clerk as Document Nos. OO-18872 and OO-\_\_\_\_\_, be, and they are hereby incorporated into the TAOZ as such overlay zone is described and defined by Chapter 13, Article 2, Division 10 of the San Diego Municipal Code.

Section 5. That Ordinance No. O-18911 N.S. of the City of San Diego be, and is repealed insofar as the same conflicts herewith.

Section 6. That a full reading of this ordinance is dispensed with prior to its final passage, a written or printed copy having been available to the City Council and the public a day prior to its final passage.

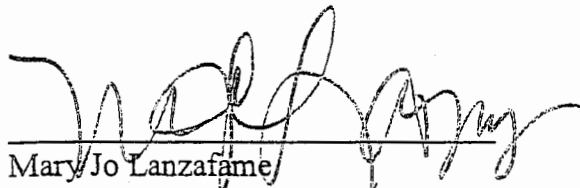
Section 7. That City departments are instructed not to issue any permit for development that is inconsistent with this ordinance unless application for such permit was submitted and deemed complete by the City Manager prior to the date the applicable provisions of this ordinance become effective.

Section 8. This ordinance shall take effect on the thirtieth day from and after its passage, except that the provisions of this ordinance subject to Coastal Commission jurisdiction as a local coastal program amendment will not take effect until the date the Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

Section 6. That the City Manager be directed to forward to the Coastal Commission the amendments required to be certified as Local Coastal Program amendments.

APPROVED: CASEY GWINN, City Attorney

By

  
Mary Jo Lanzafame  
Deputy City Attorney

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O-2004-119

(O-2004-118)  
(COR.COPY3)

ORDINANCE NUMBER O- 19288 (NEW SERIES)

ADOPTED ON JUN 07 2004

AN ORDINANCE OF THE COUNCIL OF THE CITY OF  
SAN DIEGO AMENDING CHAPTER 13, ARTICLE 2,  
DIVISION 9, BY AMENDING SECTION 132.0902; AND  
CHAPTER 13, ARTICLE 2, DIVISION 10, BY AMENDING  
SECTION 132.1002, PERTAINING TO THE RESIDENTIAL  
TANDEM PARKING OVERLAY ZONE AND THE TRANSIT  
AREA OVERLAY ZONE, RESPECTIVELY.

AT THE CLERK'S OFFICE  
SAN DIEGO, CA

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RECEIVED

WHEREAS, in December 1997, by Ordinance No. O-18451 N.S., the City Council adopted the Residential Tandem Parking and Transit Area Overlay Zones to respond to the community's desire to have reduced parking regulations and allow tandem parking in areas with a high level of transit service; and

WHEREAS, on January 9, 2001, by Ordinance No. O-18911 N.S., the City Council adopted amendments to the Residential Tandem Parking and Transit Area Overlay Zones and incorporated additional areas within those overlay zones due to extensive improvements in transit and an improved methodology that analyzed overlapping transit routes as shown on the Map Nos. C-903 and C-900; and

WHEREAS, since the adoption of Ordinance No. O-18911, various community members and the Community Planners Committee have voiced concern about and opposition to incorporating additional areas into the TAOZ and RTPOZ; and

WHEREAS, on October 16, 2003, the Planning Commission held a public hearing to consider all testimony and recommended to the City Council that it not adopt the amendments to

the Residential Tandem Parking and Transit Area Overlay Zone regulations; NOW,  
THEREFORE,

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

Section 1. That Chapter 13, Article 2, Division 9, of the San Diego Municipal Code is amended by amending sections 132.0902, to read as follows:

**§132.0902 Where the Residential Tandem Parking Overlay Zone Applies**

- (a) This overlay zone applies to property located outside the boundaries shown on Map No. C-908 (Coastal Overlay Zone) and within the boundaries shown on Map No. C-922, filed in the office of the City Clerk under Document No. OO- 19288. These areas are shown generally on Diagrams 132-04A and 132-09A and should be viewed together.
- (b) This overlay zone applies to property located within the boundaries shown on Map No. C-908 (Coastal Overlay Zone) and Map No. C-903 filed in the office of the City Clerk under Document Nos. OO-18872 and OO-18911-1, respectively. These areas are shown generally on Diagrams 132-04A and 132-09B and should be viewed together.
- (c) [No change in text.]

Table 132-09A

Residential Tandem Parking Overlay Zone Applicability

[No change.]

Section 2. That Chapter 13, Article 2, Division 10, of the San Diego Municipal Code is amended by amending sections 132.1002, to read as follows:

**§132.1002 Where the Transit Area Overlay Zone Applies**

- (a) This overlay zone applies to property located outside the boundaries shown on Map No. C-908 (Coastal Overlay Zone) and within the boundaries shown on Map No. C-921, filed in the office of the City Clerk as Document No. OO-19287-2. These areas are shown generally on Diagrams 132-04A and 132-10A and should be viewed together.
- (b) This overlay zone applies to property located within both the boundaries shown on Map No. C-908 (Coastal Overlay Zone) and Map No. C-900, filed in the office of the City Clerk under Document Nos. OO-18872 and OO-18911-2, respectively. These areas are shown generally on Diagrams 132-04A and 132-10B and should be viewed together.
- (c) [No change in text.]

Table 132-10A

Transit Area Overlay Zone Applicability

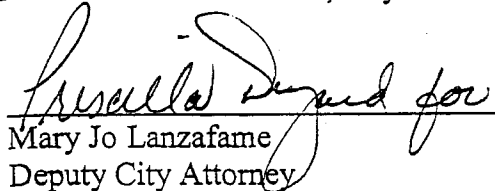
[No change.]

Section 3. That a full reading of this ordinance is dispensed with prior to its final passage, a written or printed copy having been available to the City Council and the public a day prior to its final passage.

Section 4. That City departments are instructed not to issue any permit for development that is inconsistent with this ordinance unless application for such permit was submitted and deemed complete by the City Manager prior to the date the applicable provisions of this ordinance becomes effective.

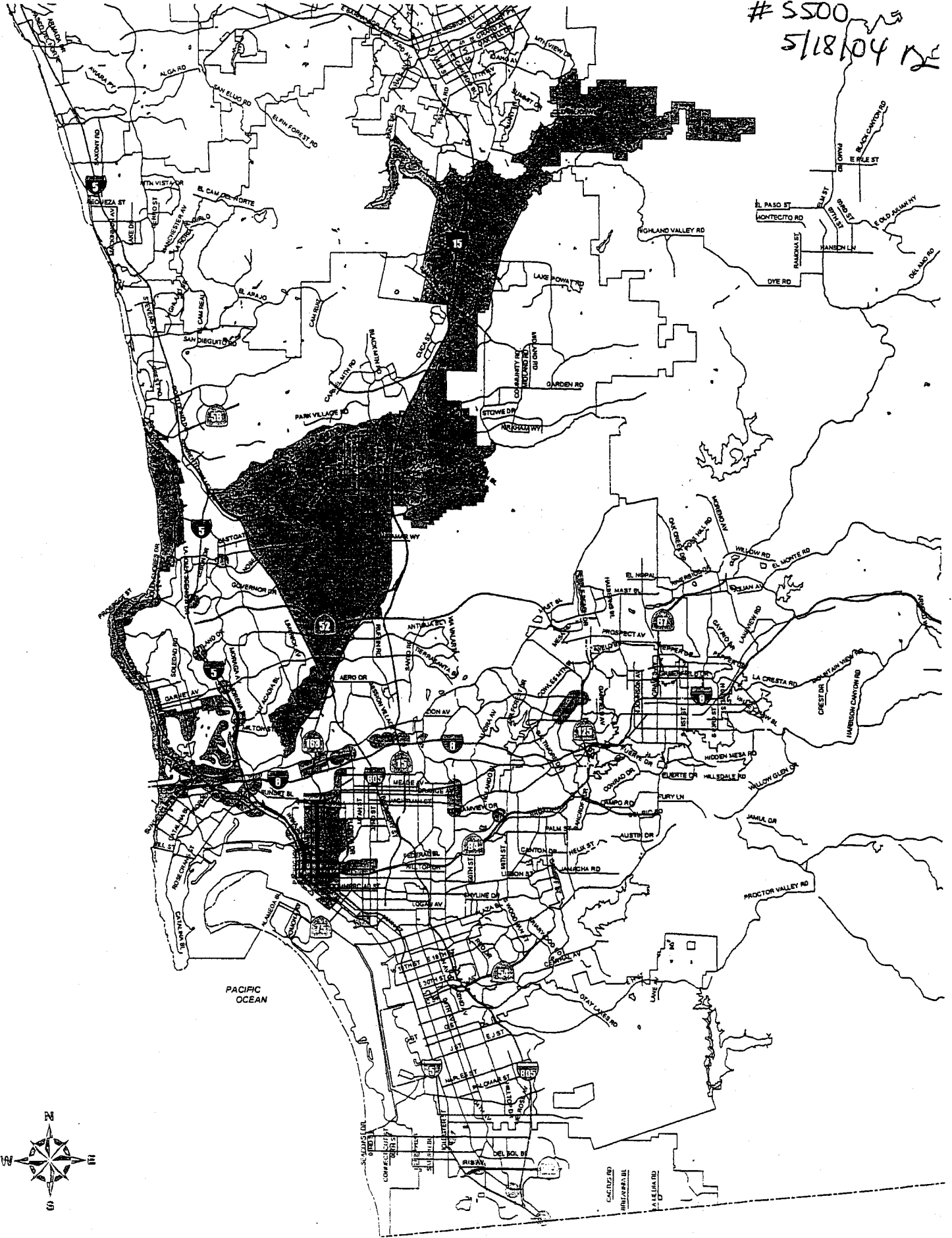
Section 5. This ordinance shall take effect and be in force on the thirtieth day from and after its passage.

APPROVED: CASEY GWINN, City Attorney

By   
Mary Jo Lanzafame  
Deputy City Attorney

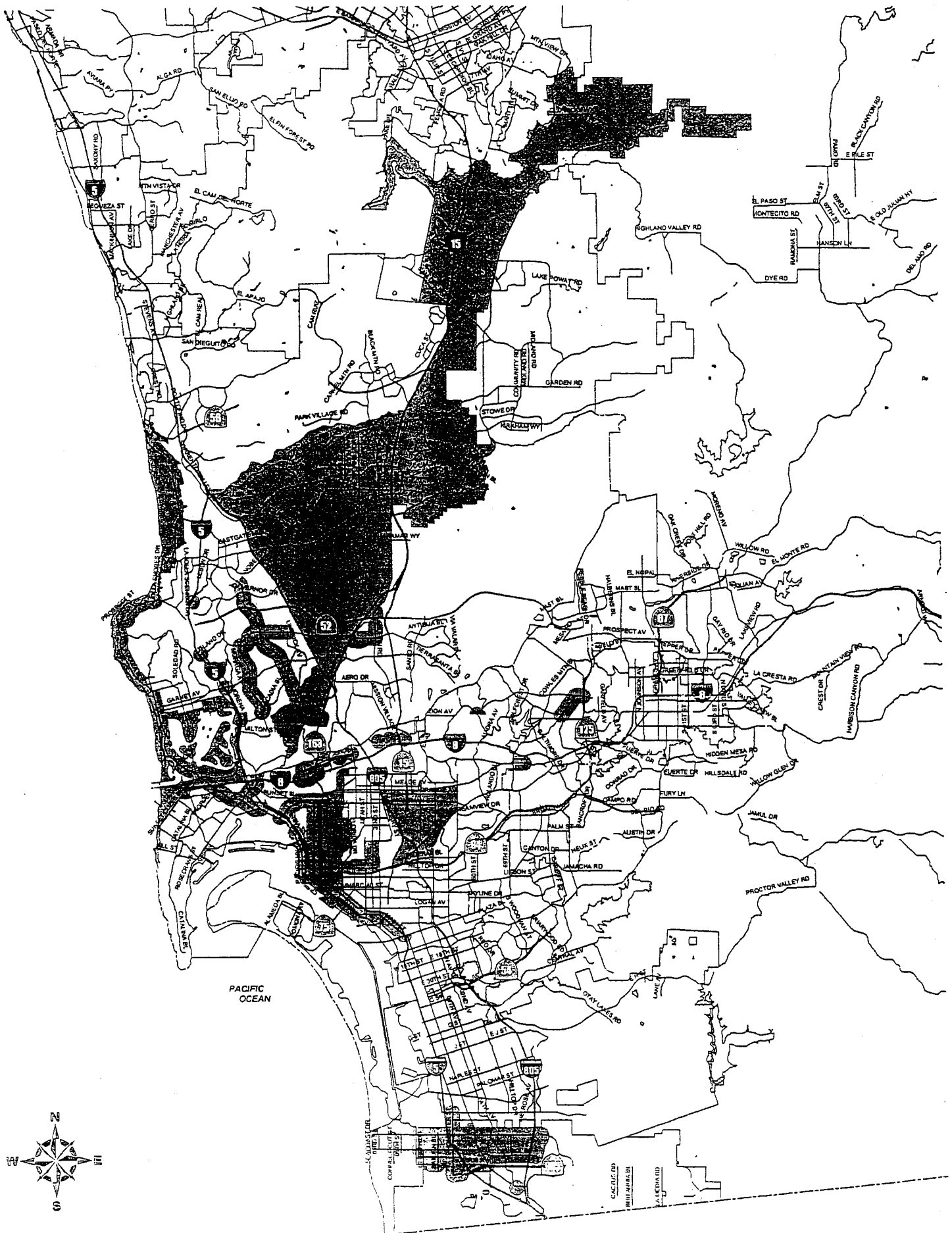
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**DIAGRAM 132-09A**  
**Residential Tandem Parking (Existing)**  
This is a reproduction of Map No. G-822 for illustration purposes only.

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**DIAGRAM 132-09B**  
**Residential Tandem Parking**

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**DIAGRAM 132-10A**

**Transit Area Overlay Zone (Proposed)**

This is a reproduction of Map No. C-327 for illustration purposes only.



**DIAGRAM 132-10B**  
**Transit Area Overlay Zone (Existing)**

This is a reproduction of Map No. C-300 for illustration purposes only.

(O-2004-137)

ORDINANCE NUMBER O- 19289 (NEW SERIES)

ADOPTED ON JUN 07 2004

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SAN DIEGO AMENDING CHAPTER 13, ARTICLE 2, DIVISION 9, BY AMENDING SECTION 132.0902; AND CHAPTER 13, ARTICLE 2, DIVISION 10, BY AMENDING SECTION 132.1002, PERTAINING TO THE RESIDENTIAL TANDEM PARKING OVERLAY ZONE AND THE TRANSIT AREA OVERLAY ZONE, RESPECTIVELY.

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CITY CLERK  
SAN DIEGO, CA

04 JUN 17 PM 2:55

RECEIVED

WHEREAS, in December 1997, by Ordinance No. O-18451 N.S., the City Council adopted the Residential Tandem Parking and Transit Area Overlay Zones to respond to the community's desire to have reduced parking regulations and allow tandem parking in areas with a high level of transit service; and

WHEREAS, on January 9, 2001, by Ordinance No. O-18911 N.S., the City Council adopted amendments to the Residential Tandem Parking and Transit Area Overlay Zones and incorporated additional areas within those overlay zones due to extensive improvements in transit and an improved methodology that analyzed overlapping transit routes as shown on the Map Nos. C-903 and C-900; and

WHEREAS, since the adoption of Ordinance No. O-18911, various community members and the Community Planners Committee have voiced concern about and opposition to incorporating additional areas into the TAOZ and RTPOZ; and

WHEREAS, on October 16, 2003, the Planning Commission held a public hearing to consider all testimony and recommended to the City Council that it not adopt the amendments to the Residential Tandem Parking and Transit Area Overlay Zone regulations; NOW, THEREFORE,

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

Section 1. That Chapter 13, Article 2, Division 9, of the San Diego Municipal Code is amended by amending sections 132.0902, to read as follows:

**§132.0902 Where the Residential Tandem Parking Overlay Zone Applies**

- (a) This overlay zone applies to property located outside the boundaries shown on Map No. C-908 (Coastal Overlay Zone) and within the boundaries shown on Map No. C- 346, filed in the office of the City Clerk under Document No. OO- 19287-1. These areas are shown generally on Diagrams 132-04A and 132-09A and should be viewed together.
- (b) This overlay zone applies to property located within the Coastal Overlay Zone as shown on Map No. C-908 (Coastal Overlay Zone) and within the boundaries shown on Map No. C-922, filed in the office of the City Clerk under Document Nos. OO-18872 and OO- 19288 respectively. These areas are shown generally on Diagrams 132-04A and 132-09A and should be viewed together.
- (c) [No change in text.]

Table 132-09A

**Residential Tandem Parking Overlay Zone Applicability**

[No change]

Section 2. That Chapter 13, Article 2, Division 10, of the San Diego Municipal Code is amended by amending sections 132.1002, to read as follows:

**§132.1002 Where the Transit Area Overlay Zone Applies**

- (a) This overlay zone applies to property located outside the boundaries shown on Map No. C-908 (Coastal Overlay Zone) and within the boundaries shown on Map No. C-921, filed in the office of the City Clerk as Document No. OO-19287-2. These areas are shown generally on Diagrams 132-04A and 132-10A and should be viewed together.
- (b) This overlay zone applies to property located within the Coastal Overlay Zone as shown on Map No. C-908 and within the boundaries shown on Map No. C-921, filed in the office of the City Clerk under Document Nos. OO-18872 and OO-19287-2, respectively. These areas are shown generally on Diagrams 132-04A and 132-10A and should be viewed together.
- (c) [No change in text.]

**Table 132-10A**

**Transit Area Overlay Zone Applicability**

[No change.]

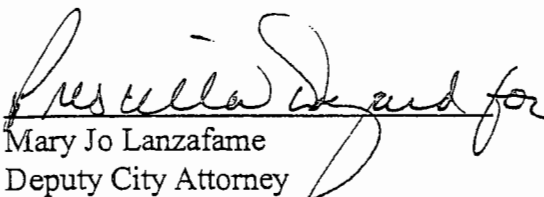
Section 3. That a full reading of this ordinance is dispensed with prior to its final passage, a written or printed copy having been available to the City Council and the public a day prior to its final passage.

Section 4. That City departments are instructed not to issue any permit for development that is inconsistent with this ordinance unless application for such permit was submitted and deemed complete by the City Manager prior to the date the applicable provisions of this ordinance becomes effective.

Section 5. This ordinance shall be in force and effect on the date it is effectively certified by the California Coastal Commission as a City of San Diego Local Coastal Program amendment, but no sooner than thirty days from the date of adoption by the City Council.

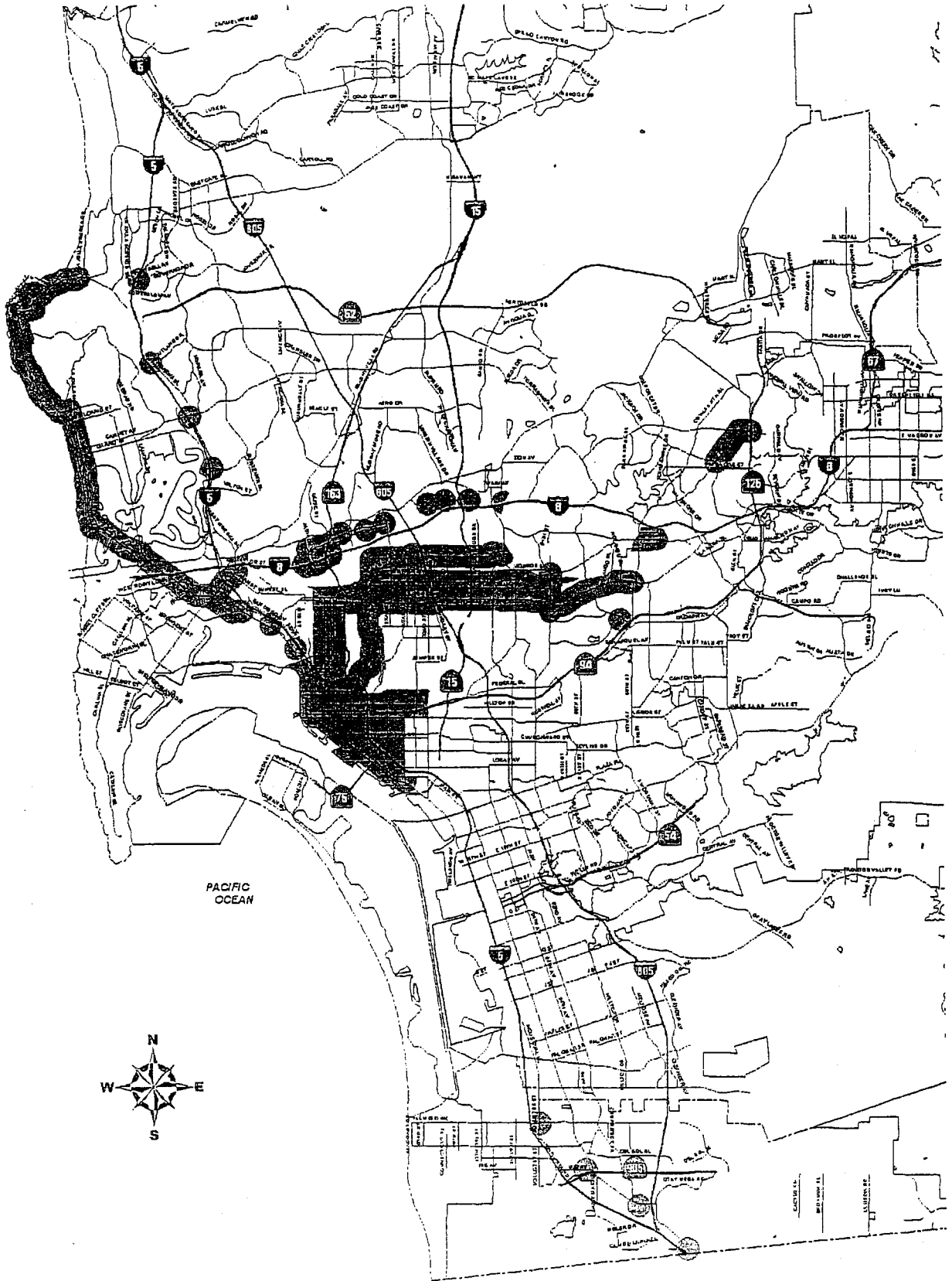
Section 6. That the City Manager be directed to forward to the Coastal Commission the amendments required to be certified as Local Coastal Program amendments.

APPROVED: CASEY GWINN, City Attorney

By   
Mary Jo Lanzafame  
Deputy City Attorney

MJL:cfq  
05/17/04  
Or.Dept:Planning  
O-2004-137(coastal)





**DIAGRAM 132-10A**  
**Transit Area Overlay Zone (Proposed)**

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