

OLD LANGUAGE: ~~STRIKEOUT~~
NEW LANGUAGE: DOUBLE UNDERSCORE

ORDINANCE NUMBER O-_____ (NEW SERIES)

DATE OF FINAL PASSAGE _____

AN ORDINANCE AMENDING CHAPTER 15, ARTICLE 11,
DIVISION 4 OF THE SAN DIEGO MUNICIPAL CODE BY
AMENDING SECTIONS 1511.0401, 1511.0402, 1511.0403,
AND 1511.0404, PERTAINING TO THE PARKING
REGULATIONS FOR THE MARINA PLANNED DISTRICT.

§1511.0401 Off-Street Parking and Loading Regulations

- (a) ~~All above-grade parking structures shall be architecturally integrated into the structure and screened from view by landscaping, architectural detailing or buffered by residential or nonresidential use.~~

Residential Off-Street Parking Space and Loading Bay Requirements.

The parking requirements in Table 1511-04A and section 1511.0401(a)

shall apply to residential uses. All parking spaces required by Table 1511-

04A shall be reserved for the exclusive use of residents of the

development.

**TABLE 1511-04A
RESIDENTIAL OFF-STREET PARKING SPACE REQUIREMENTS**

<u>Use Category</u>	<u>Minimum</u>		<u>Notes</u>
<u>Dwelling units</u>	<u>1 space per dwelling unit</u>		
<u>Living Units</u>	<u>Market rate unit</u>	<u>0.3 spaces per unit</u>	<u>Parking shall be based on the occupancy/rent restriction applied to the specific unit.</u>
	<u>50% AMI</u>	<u>0.1 spaces per unit</u>	
	<u>At or below 40% AMI</u>	<u>None</u>	
<u>Group Living</u>	<u>0.1 spaces per room</u>		
<u>Senior Housing*</u>	<u>Shall be determined through Conditional Use Permit review.</u>		<u>The intent of this provision is to accommodate requests for reduction in parking requirements.</u>
<u>Live/Work or Shop Keeper Unit</u>	<u>1 space per unit</u>		
<u>Residential Care Facilities*</u>	<u>1 space per every ten (10) beds</u>		
<u>Transitional Housing Facilities*</u>	<u>Shall be determined through Conditional Use Permit review.</u>		<u>The intent of this provision is to accommodate requests for reduction in parking requirements.</u>

*Reasonable accommodations to these parking requirements may be granted if necessary to afford disabled persons equal housing opportunities under state or federal law. Please refer to the reasonable accommodations provisions of the San Diego Municipal Code section 131.0466.

- (1) Guest or Service Parking. Multi-family residential development shall provide additional off-street parking spaces at a ratio of one space for every thirty units. These spaces shall be permanently reserved and clearly marked for visitor or service use only. Development containing fewer than fifty dwelling units shall be exempt from this requirement.
- (2) Off-Street Loading. The following standards shall apply for multi-family residential development:
- (A) Developments containing 100 or more dwelling units shall provide at least one off-street loading bay that shall be at least 35 feet deep, 13 feet wide, and 13 feet tall (measured from the inside walls);

- (B) Loading bays shall have direct access into the internal circulation system of the *development* and elevators:
- (C) Loading bays shall share the parking access driveway, unless separate driveways better facilitate access to the loading bay and parking areas and decrease potential conflicts; and
- (D) Loading bay location shall not create traffic conflicts.
- (3) Motorcycle Parking. One motorcycle parking space shall be provided for every twenty *dwelling units*.
- (4) Bicycle Storage. Secured bicycle storage shall be provided at a ratio of one area reasonably sized to accommodate one bicycle for every five *dwelling units*. Bicycle storage areas shall be enclosed with access restricted to authorized persons. Any common storage area to serve more than one *dwelling unit* shall provide racks or fixtures on which to lock individual bicycles.
- (b) ~~Outdoor or garage lighting shall be indirect and diffused.~~ Non-Residential Off-Street Parking Space and Loading Bay Requirements. The parking requirements in Table 1511-04B and section 1511.0401(b) shall apply to non-residential uses.

**TABLE 1511-04B
NON-RESIDENTIAL OFF-STREET PARKING SPACE REQUIREMENTS**

<u>Use Category</u>	<u>Minimum</u>	<u>Notes</u>
<u>Office</u>	<u>1.5 spaces per 1,000 square feet</u>	<u>Developments containing less than 50,000 square feet of office space are exempt.</u>
<u>Commercial/Retail</u>	<u>1 space per 1,000 square feet</u>	<u>Developments containing less than 30,000 square feet of commercial/retail space are exempt.</u>
<u>Warehouse & Storage</u>	<u>1 space per 10,000 square feet</u>	
<u>Hotel</u>	<u>0.3 spaces per room</u>	<u>Developments containing less than 25 guest rooms are exempt.</u>
<u>Single Room Occupancy Units</u>	<u>Market rate unit</u>	<u>0.3 spaces per unit</u>
	<u>50% AMI</u>	<u>0.1 spaces per unit</u>
	<u>At or below 40% AMI</u>	<u>None</u>

(1) Motorcycle and Bicycle Parking. One motorcycle parking space and one bicycle parking space shall be provided for every twenty required vehicle spaces.

(2) Off-Street Loading.

(A) For developments containing 30,000 to 100,000 square feet of commercial space, one off-street loading bay shall be provided that shall be a minimum of 30 feet deep, 14 feet wide, and 14 feet tall (measured from the inside walls).

(B) For developments containing over 100,000 square feet of commercial space:

(i) One off-street loading bay shall be provided that shall be a minimum of 35 feet deep, 14 feet wide, and 14 feet tall;

(ii) Loading bays shall provide direct access into the internal circulation system of the development;

(iii) Loading bays shall share the parking access driveway, unless separate driveways better facilitate access to the loading bay and parking areas and decrease potential conflicts; and

(iv) Loading bay location shall not create traffic conflicts.

(c) North Embarcadero Off-Street Parking Space Requirements.

The parking requirements in Table 1511-04C shall apply to development located west of California Street between Harbor Drive and West F Street.

**TABLE 1511-04C
NORTH EMBARCADERO OFF-STREET PARKING REQUIREMENTS**

<u>Use Category</u>	<u>Minimum</u>		<u>Notes</u>
<u>Dwelling units</u>	<u>1 space per bedroom</u>		<u>To a maximum of two spaces per unit.</u>
<u>Living Units & Single Room Occupancy Units</u>	<u>Market rate unit</u>	<u>0.3 spaces per unit</u>	<u>Based on the occupancy or rent restriction applied to the specific unit.</u>
	<u>50% AMI</u>	<u>0.1 spaces per unit</u>	
	<u>At or below 40% AMI</u>	<u>None</u>	
<u>Group Living</u>	<u>0.1 space per room</u>		
<u>Senior Housing*</u>	<u>Shall be determined through Conditional Use Permit review</u>		<u>The intent of this provision is to accommodate requests for reduction in parking requirements.</u>
<u>Live/Work or Shopkeeper Unit</u>	<u>1 space per unit</u>		
<u>Residential Care Facilities*</u>	<u>1 space per every ten (10) beds</u>		
<u>Transitional Housing Facilities*</u>	<u>Shall be determined through Conditional Use Permit review</u>		<u>The intent of this provision is to accommodate requests for reduction in parking requirements.</u>
<u>Office</u>	<u>2 spaces per 1,000 square feet</u>		
<u>Hotel</u>	<u>0.5 spaces per room</u>		
<u>Warehouse & Storage</u>	<u>1 space per 10,000 square feet</u>		
<u>Retail</u>	<u>2.5 spaces per 1,000 square feet</u>		
<u>Restaurant</u>	<u>5.0 spaces per 1,000 square feet</u>		

*Reasonable accommodations to these parking requirements may be granted if necessary to afford disabled persons equal housing opportunities under state or federal law. Please refer to the reasonable accommodations provisions of the San Diego Municipal Code section 131.0466.

(d) Small Lot Reduction.

For lots of 5,000 or fewer square feet, the minimum number of parking spaces required is reduced by 50 percent.

(e) Enclosed Parking.

All parking provided within a development shall be enclosed and architecturally integrated into, or on top of, a structure.

(f) Below-Grade Parking.

At least three levels of below-grade parking shall be provided prior to the provision of any above-grade parking, with the following exceptions:

- (1) Below-grade parking is not required for parcels less than 10,000 square feet in area.
- (2) For development on sites that contain designated historical resources, the CCDC President may approve an exception to the below-grade parking requirements upon finding that below-grade parking is infeasible due to the location or characteristics of the historical resources.
- (3) For development on sites significantly impacted by the underground water table, the CCDC President may approve an exception to the below-grade parking requirements upon finding that it would create exceptional financial hardship to the property owner or applicant.

(g) Existing Buildings.

Buildings may be converted from one land use to another without providing additional parking spaces, unless the conversion is from commercial to residential use. The proposed conversion of a building to a residential use or the expansion of any building that cannot meet the parking requirements may be granted a deviation from the parking

requirements by the CCDC President upon approval of a Neighborhood Use Permit in accordance with Chapter 12, Article 6, Division 2 of the Land Development Code.

(h) Structured Parking Facility Standards.

The following shall apply to all above-grade parking facilities:

(1) All enclosed ground level parking areas shall be separated from the public sidewalk by habitable residential or non-residential space or utility rooms. The minimum depth of residential space, measured from the exterior building wall to the interior wall separating the habitable space from the parking area, shall be 10 feet. The minimum depth of commercial space, measured from the exterior building wall to the interior wall separating the commercial space from the parking area, shall be 20 feet.

(2) All structured parking located above the ground level shall meet the following:

(A) Development located on a site of fewer than 30,000 square feet does not require encapsulated parking.

(B) Development located on a site of 30,000 or more square feet shall encapsulate 50 percent of the cumulative building facades directly abutting street frontages with habitable residential or non-residential uses.

- (C) Roof-top parking is allowed if all parking spaces, excluding drive aisles, are covered with a roof or trellis structure.
- (D) Parking levels located above the ground level shall be shielded from view by a solid wall or headlight-obscuring screen a minimum height of forty-two inches, measured from the finished floor of the adjoining parking space.
- (E) Any open areas in the exterior building facade of the structure shall be designed as an integral component of the overall architecture of the development.
- (3) All interior surfaces of a parking structure visible from the exterior of the garage shall be painted.
- (4) All duct work or utility functions serving a parking structure shall be screened from view.
- (5) All interior lighting fixtures shall be designed so that the light source is not directly visible from the exterior of the garage. Lighting for any roof-top parking levels shall either be wall-mounted or on poles. Light poles shall not exceed a maximum height of fifteen feet, shall be located at least forty feet from any property line, and shall be designed so the light source is shielded from view from any property line. Lighting levels shall meet the

requirements of the Illuminating Engineers Society's Manual, as amended.

(6) All parking structures open to the sky shall be engineered and circulation designed to accommodate vertical expansion of three additional parking levels or the maximum amount permitted under the FAR limits applicable to the site, whichever is less.

(7) Every vehicular access point to a public parking structure, shall have at least one 4 by 4 foot, internally illuminated, cabinet sign, clearly visible to pedestrians and motorists with a parking symbol consisting of a white letter "P" on a green background. Additional space may be added to the cabinet sign to indicate whether the structure is full or to provide information on pricing, ownership, management, or hours of operation, and whether it is private or public parking. The 4 by 4 foot area shall not be reduced or encroached upon by this additional information. The 4 by 4 foot area shall not be included in calculations regarding other signs for the structure.

(i) Off-Site Parking Provisions.

Development may provide required off-street parking spaces at an off-site location. The off-site location shall be within 500 feet of the development served by the parking, measured property line to property line, and shall be secured by CC&Rs recorded on both properties in a form acceptable to

the City Attorney's Office that ensure the parking use without reduction in spaces in perpetuity, unless another off-site location is secured in compliance with this section.

(j) Parking Space Standards.

All parking spaces required by this Division shall meet City standards in accordance with section 142.0560 of the Land Development Code.

Parking spaces provided in excess of the number of spaces required may deviate from the standards, but the final and permanent size of any non-standard spaces for exclusive use by a *dwelling unit* in a residential development shall be disclosed to the resident prior to the execution of a sales or rental agreement.

(k) Vehicular Access.

(1) All driveways shall be perpendicular to the public sidewalk.

(2) The maximum linear feet of curb cut for vehicular access shall be calculated at a ratio of 1 linear foot per 500 square feet of site area. Parcels containing 10,000 or fewer square feet may double this ratio (2 linear feet of curb cut per 500 feet of site area). Curb cuts that serve up to ten parking spaces shall be between 12 and 20 feet wide. Curb cuts that serve over ten parking spaces shall be between 20 and 30 feet wide.

(3) All vehicular access curbs shall be located at least 65 feet away from the curb line of the closest intersection or at least 80 feet from the nearest curb cut on the same parcel, except on parcels of 5,000 or fewer square feet. On parcels of 5,000 or fewer square feet, the vehicular access curb cuts shall be located at least of 32.5 feet from the curb line of the closest intersection or at least 40 feet from the nearest curb cut on the same parcel. Curb cuts shall be located to minimize conflicts and maximize on-street parking.

(l) Driveway Slopes and Security Gates.

Driveway slopes shall meet the requirements of section 142.0560(j)(9) of the Land Development Code. There shall be a transition behind the public right-of-way not to exceed a gradient of 5 percent for a distance of 10 feet. Security gates shall be located a minimum distance of 10 feet from the front property line, and the door swing from any security gate shall not encroach into the 10 foot required minimum distance from the front property line.

(m) Marina Cumulative Trip Generation Rates

Marina Trip Generation Rates are as specified in the CCDC Land Development Manual and City of San Diego Land Development Manual, Appendix N.

§1511.0402 Mechanical and Utility Equipment Screening Regulations Transportation

Demand Management (TDM)

- (a) ~~All refuse storage and mechanical equipment shall be screened by walls, fences, buildings or combinations thereof to a height of 6 feet.~~
- (b) ~~All on-site open space or setback areas shall be landscaped or architecturally enhanced.~~
- (c) ~~Mechanical equipment or appurtenances on the roof shall be architecturally screened or enclosed or painted to blend with the roof surface to mitigate the view of cluttered roof surfaces.~~

To reduce single-occupant vehicle trips into the Marina Planned District, applicants for proposed commercial and hotel projects with over 50,000 square feet of gross floor area shall achieve a minimum of twenty-four points by implementing TDM measures in Table 1511-04D.

TABLE 1511-04D

TRANSPORTATION DEMAND MANAGEMENT (TDM)

<u>Points</u>	<u>Measure</u>
<u>10</u>	<u>On-site shower facilities available to all tenants/employees of a building</u>
<u>10</u>	<u>On-site daycare</u>
<u>10</u>	<u>Provision of, and preferential parking for, shared use vehicles for use by property tenants</u>
<u>6</u>	<u>Provision for upgraded transit stop adjacent to new development, including shelter, seating, lighting, and ongoing maintenance</u>
<u>4</u>	<u>Participation by building management and tenants in carpool coordination, ridesharing, and car-sharing programs</u>
<u>4</u>	<u>Preferential parking for car-sharing vehicles (at least one space)</u>
<u>4</u>	<u>Preferential carpool and/or vanpool parking (two percent of required off-street parking spaces maximum)</u>
<u>2</u>	<u>Proximity to public transit stop or station (1,320 feet or fewer)</u>
<u>2</u>	<u>On-site transit-pass sales, maps, and information</u>

§1511.0403 ~~Off Street Loading Facilities~~ Mechanical and Utility Equipment Screening Regulations

- (a) ~~Off street loading facilities shall be required for all developments which exceed a gross floor area of 100,000 square feet.~~ All refuse storage and mechanical equipment shall be screened by walls, fences, buildings, or combinations thereof to a height of 6 feet.
- (b) ~~All off street loading areas shall be screened from view.~~ All on-site open space or setback areas shall be landscaped or architecturally enhanced.
- (c) ~~All trash container areas shall be enclosed within and integrated into the structure and not visible from the public right of way.~~ Mechanical equipment or appurtenances on the roof shall be architecturally screened, enclosed, or painted to blend with the roof surface.

§1511.0404 Sign Regulations

Proposed ~~signage~~ signs will be evaluated by ~~CCDC~~ the CCDC President for conformance to the signing objectives of with the Marina Urban Design Plan and Development Guidelines and, Signs shall conform by the City of San Diego for compliance with Land Development Code Chapter 14, Article 2, Division 12 (Sign Regulations) of the Land Development Code.

NMF:pev:js
03/01/10
Or.Dept:CCDC
O-2010-15
MMS #7180

RESOLUTION NUMBER R-_____

DATE OF FINAL PASSAGE _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN
DIEGO APPROVING AMENDMENTS TO THE DOWNTOWN
COMMUNITY PLAN.

WHEREAS, on April 28, 1992, the Council of the City of San Diego adopted the Centre City Community Plan by Resolution No. R-279876; and

WHEREAS, on February 28, 2006, the Council repealed the Centre City Community Plan and adopted the Downtown Community Plan by Resolution No. R-301264; and

WHEREAS, in order to better implement the goals of the Downtown Community Plan, it is proposed that certain provisions of the Downtown Community Plan, part of the General Plan Land Use Element, be amended; and

WHEREAS, the Council initiated the proposed amendments to the Downtown Community Plan by adopting Resolution R-302563 on April 24, 2007; and

WHEREAS, on June 28, 2007, the Planning Commission of the City of San Diego held a public hearing to consider the proposed amendments to the Downtown Community Plan, part of the Land Use Element of the General Plan, and voted to recommend Council approval and adoption of the proposed amendments; and

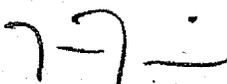
WHEREAS, the matter was set for public hearing on _____,
testimony having been heard, evidence having been submitted, and the City Council having fully considered the approval and adoption of the proposed amendments to the Downtown Community Plan, part of the Land Use Element of the General Plan, and being fully advised concerning the same; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that the Council hereby approves the amendments to the Downtown Community Plan and General Plan, a copy of which is attached hereto and incorporated by reference herein.

BE IT FURTHER RESOLVED, that the provisions of the Downtown Community Plan and amendments thereto shall not be applicable within the Coastal Zone until the day the California Coastal Commission unconditionally certifies the Downtown Community Plan, as amended, as a local coastal amendment; until such certification, the provisions of the 1992 Centre City Community Plan, and all amendments thereto, shall be applicable within the Coastal Zone. If the Downtown Community Plan and amendments thereto are not certified or are certified with conditions or modifications by the California Coastal Commission and such conditions or modifications are not accepted by the City of San Diego, the provisions of the Downtown Community Plan and amendments thereto shall be null and void within the Coastal Zone and the provisions of the 1992 Centre City Community Plan, and all amendments thereto, shall be applicable in the Coastal Zone.

APPROVED: JAN I. GOLDSMITH, City Attorney

By



Nina M. Fain
Deputy City Attorney

NMF:pev:js
02/25/2010
Or.Dept:CCDC
R-2010-626
MMS #7836

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of _____.

ELIZABETH S. MALAND
City Clerk

By _____
Deputy City Clerk

Approved: _____
(date)

JERRY SANDERS, Mayor

Vetoed: _____
(date)

JERRY SANDERS, Mayor

