

## **NOTE:**

**THE FOLLOWING UNDERLINE/STRIKEOUT AMENDMENTS INCLUDE ALL PROPOSED CHANGES THAT HAVE BEEN REVIEWED BY PREVIOUS ADVISORY BODIES.**

**CONSIDERATION OF THESE AMENDMENTS TO THE MARINA PLANNED DISTRICT ORDINANCE WILL BE CONTINUED TO THE SEPTEMBER 25, 2007 MEETING.**



**Article 11: The Marina Planned District**

~~("The Marina Planned District" added 3-27-2007 by O 19600 N.S.;  
effective 4-26-2007.)~~

**Division 4: General and Supplemental Regulations**

~~("General and Supplemental Regulations" added 3-27-2007 by O 19600 N.S.;  
effective 4-26-2007.)~~

**§1511.0401 Parking and Off-Street 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.~~

~~(b) Outdoor or garage lighting shall be indirect and diffused.  
("Parking Regulations" added 3-27-2007 by O 19600 N.S.; effective 4-26-2007.)~~

(a) Residential Off-Street Parking Requirements

The minimum parking requirements established in Table I of this section shall apply to residential uses. All required spaces required by this section shall be reserved for the exclusive use of residents of the project.

(1) Guest/Service Parking. For multiple-unit residential projects, additional parking spaces shall be provided at a ratio of one (1) space for every 30 units. These spaces shall be permanently reserved and clearly marked for use by visitors/service only. Projects containing fewer than 50 dwelling units shall be exempt from this requirement.

**TABLE I OF SECTION 1511.0401  
RESIDENTIAL OFF-STREET PARKING REQUIREMENTS**

<u>Use Category</u>	<u>Minimum</u>		<u>Notes</u>
<u>Dwelling units</u>	1 space per dwelling unit		
<u>Living Units</u>	<u>Market rate unit</u>	0.3 spaces/unit	Parking shall be based on the occupancy/rent restriction applied to the specific unit.
	<u>50% AMI</u>	0.1 spaces/unit	
	<u>At or below 40% AMI</u>	None	
<u>Group Living</u>	0.1 spaces/room		
<u>Housing for Senior Citizens</u>	Shall be determined through Conditional Permit review.		
<u>Live/Work or Shop Keeper Unit</u>	1.0 space per unit		
<u>Residential Care Facilities</u>	1.0 spaces per every ten (10) beds		
<u>Transitional Housing Facilities</u>	Shall be determined through Conditional Permit review.		

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- (2) Off-Street Loading. The following standards shall apply for multiple-unit residential projects:
  - (A) For projects containing 100 or more units, an off-street loading bay shall be provided with the spaces measuring to accommodate a moving van, minimum 35 feet deep, 13 feet wide, and 13 feet tall (measured from the inside walls);
  - (B) The loading area shall have direct access into the internal circulation system and elevators.
  - (C) The loading bay should share the parking access driveway, when feasible.
  - (D) Loading bays should be located to minimize traffic conflicts wherever possible.
- (3) Motorcycle Parking. One motorcycle parking stall shall be provided for every 20 *dwelling units*.
- (4) Bicycle Storage. Secured bicycle storage shall be provided at a ratio of one area for every 5 *dwelling units*. Bicycle storage facilities shall be enclosed with access restricted to authorized persons. If the storage areas are grouped into a common area or room, then facilities shall be provided to lock individual bicycles to a stationary object.

(b) Non-Residential Off-Street Parking Requirements

The minimum parking requirements established in Table II of this section shall apply to non-residential uses:

- (1) Motorcycle and Bicycle Parking. One motorcycle parking stall and one bicycle parking space shall be provided for every twenty (20) required vehicle stalls.
- (2) Off-Street Loading.
  - (A) For projects containing between 30,000-100,000 square feet of commercial space, the following standard shall apply:
    - (i) One off-street loading bay shall be provided large enough to accommodate a step-van, with the space

measuring a minimum of 30 feet deep, 14 feet wide, and 14 feet tall (measured from the inside walls).

**TABLE II OF SECTION 1511.0411  
NON-RESIDENTIAL OFF-STREET PARKING REQUIREMENTS**

<u>Use Category</u>	<u>Minimum</u>		<u>Notes</u>
<u>Office</u>	1.5 spaces per 1,000 sf		Projects containing less than 50,000 square feet of office space are exempt.
<u>Commercial/Retail</u>	1.0 spaces per 1,000 sf		Projects containing less than 30,000 square feet of commercial/retail space are exempt.
<u>Warehouse &amp; Storage</u>	1.0 spaces per 10,000 sf		
<u>Hotel</u>	0.3 spaces per room		Projects containing less than 25 guest rooms are exempt
<u>Single Room Occupancy Units</u>	Market rate unit	0.3 spaces/unit	Parking shall be based on the occupancy/rent restriction applied to the specific unit.
	50% AMI	0.1 spaces/unit	
	At or below 40% AMI	None	

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

- (i) One off-street loading area large enough to accommodate a semi-truck shall be provided, with the space measuring a minimum of 35 feet deep, 14 feet wide, and 14 feet tall.
- (ii) All loading areas shall be provided with direct access into an internal circulation system.
- (iii) The loading bay should share the parking access driveway, when feasible.
- (iv) Loading bays should be located to minimize traffic conflicts wherever possible.

(c) North Embarcadero Off-Street Parking Requirements

The minimum parking requirements established in Table III of this section shall apply to developments located west of California Street between Harbor Drive and F Street:

**TABLE III OF SECTION 1511.0411  
NORTH EMBARCADERO OFF-STREET PARKING REQUIREMENTS**

<u>Use Category</u>	<u>Minimum</u>		<u>Notes</u>
<u>Dwelling units</u>	<u>1.0 spaces/bedroom</u>		<u>To a maximum of two (2) spaces/unit</u>
<u>Living Units &amp; Single Room Occupancy units</u>	<u>Market rate unit</u>	<u>0.3 spaces/unit</u>	<u>Based on the occupancy/rent restriction applied to the specific unit</u>
	<u>50% AMI</u>	<u>0.1 spaces/unit</u>	
	<u>At or below 40% AMI</u>	<u>None</u>	
<u>Group Living</u>	<u>0.1 spaces/room</u>		
<u>Housing for Senior Citizens</u>	<u>Shall be determined through Conditional Permit review</u>		
<u>Live/Work or Shop Keeper Unit</u>	<u>1.0 spaces per unit</u>		
<u>Residential Care Facilities</u>	<u>1.0 spaces per every ten (10) beds</u>		
<u>Transitional Housing Facilities</u>	<u>Shall be determined through Conditional Permit review</u>		
<u>Office</u>	<u>2.0 spaces per 1,000 sf</u>		
<u>Hotel</u>	<u>0.5 spaces per room</u>		
<u>Warehouse &amp; Storage</u>	<u>1.0 spaces per 10,000 sf</u>		
<u>Retail</u>	<u>2.5 spaces per 1,000 sf</u>		
<u>Restaurant</u>	<u>5.0 spaces per 1,000 sf</u>		

(d) Small Lot Exemption

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

(e) Enclosed Parking

All parking that is associated with a project shall be enclosed and architecturally integrated into, or on top of, a structure.

(f) Below-Grade Parking

All projects shall provide at least 3 levels of parking below grade prior to the provision of any parking above grade, 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 structures, the CCDC President may approve an exception to below grade parking requirement upon finding that below grade parking is infeasible due to the location and/or characteristics of the historical structure.

- (3) For development on sites proven to be significantly impacted by the underground water table, the CCDC President may approve an exception to the below grade parking requirement upon finding that it would create exceptional financial hardship on the project.

(g) Existing Buildings

Buildings may be converted from one land use to another land use without the provision of parking spaces, with the exception of commercial buildings to residential land uses. The proposed conversion of a building to a residential land use that cannot meet the parking requirements for the residential land use may be granted a deviation from the residential parking requirements by the CCDC President upon approval of a Neighborhood Use Permit.

(h) Structured Parking Facility Standards

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

- (1) All enclosed ground level parking areas shall be shielded from adjoining public streets, with such parking areas being separated from the public sidewalk by habitable residential or non-residential space, or utility rooms. The minimum depth of residential space shall be 10 feet, and the minimum depth of commercial space shall be 20 feet.
- (2) All parking located above the ground level shall meet the following standards:
- (A) For projects located on sites less than 30,000 square , above grade parking does not require encapsulation:
- (B) For projects located on sites 30,000 square feet or larger, 50 percent of the perimeter (excluding interior property lines) shall be encapsulated with habitable residential or non-residential uses.
- (C) Roof-top parking shall be allowed when all parking spaces, not including 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

minimum height of 42 inches, measured from the finish 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 project.

(3) All interior surfaces of a parking structure visible from the exterior of the garage shall be painted and all duct work or utility functions shall be screened from view.

(4) 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. Any poles shall be a maximum height of 15 feet, be located no closer than 40 feet from any property line, and shall be designed so that 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 may be amended from time to time.

(5) All parking structures open to the sky shall be engineered and circulation designed to accommodate vertical expansion of at least 3 additional parking levels, or the maximum amount permitted under the FAR limits applicable to the site, whichever is less.

(6) For every vehicular access point to any public structured parking, there shall be at least one four-by-four, internally illuminated, cabinet sign, clearly visible to pedestrians and motorists with the international parking symbol: a white letter "P" on a green background. Additional space may be added to the sign to indicate whether the lot is full, or provide information on prices, ownership, management, hours of operation, and whether it is for private or public parking. The four-by-four square parking sign shall not be reduced or encroached upon by this additional information. The four-by-four foot square parking sign shall not be included in calculations regarding other signage for the structure.

(i) Off-Site Parking Provisions

Projects may provide required parking in an off-site location. The location shall be within 500 feet of the project site, 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 facility's use in perpetuity for the life of the project (unless another off-site location is secured appropriately in compliance with this Section).

(i) Size of Parking Stalls

All parking stalls required above shall meet the City of San Diego Standards in Section 142.0560 of the Land Development Code. Parking stalls provided in excess of required ratios may deviate from these standards, subject to approval by CCDC. In residential projects, the final and permanent size of any non-standard stalls provided for exclusive use by a dwelling unit 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 one (1.0) linear foot per 500 square feet of site area. Parcels containing 10,000 square feet and less may double this ratio. Curb cuts which serve up to 10 parking spaces shall be between 12 and 20 feet wide. Curb cuts which serve over 10 parking spaces shall be between 20 and 30 feet wide.
- (3) No vehicular access curb may be located closer than 65 feet from the curb line of the closest intersection or closer than 80 feet from the nearest curb cut on the same parcel. Curb cuts shall be located at an appropriate distance from curb cuts located on adjacent parcels in order to minimize conflicts and maximize on-street parking. On parcels of 5,000 square feet or less, the dimensions listed above shall be reduced in half.

(l) Driveway Slope/Security Gates

Driveway slopes shall meet the requirements of Section 142.0560(j)(9). 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. All security gates shall be located a minimum distance of 10 feet; this dimension must be clear of any door swing from the front property line.

(m) Centre City Cumulative Trip Generation Rates

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

**§1511.0402 Transportation Demand Management**

**TABLE IV OF SECTION 103.2007**  
**TRANSPORTATION DEMAND MANAGEMENT (TDM)**

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

**§1511.0403 Mechanical and Utility Equipment Screening Regulations**

- (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.

*("Mechanical and Utility Equipment Screening Regulations" added 3-27-2007 by O-19600 N.S.; effective 4-26-2007.)*

~~§1511.0403 Off-Street Loading Facilities~~

- ~~(a) Off street loading facilities shall be required for all developments which exceed a gross floor area of 100,000 square feet.~~
- ~~(b) All off street loading areas shall be screened from view.~~
- ~~(c) All trash container areas shall be enclosed within and integrated into the structure and not visible from the public right of way.~~

~~*("Off-Street Loading Facilities" added 3-27-2007 by O-19600 N.S.; effective 4-26-2007.)*~~

**§1511.0404 Sign Regulations**

Proposed signage will be evaluated by CCDC for conformance to the signing objectives of the Marina Urban Design Plan and Development Guidelines and by the

(3-2007)

City of San Diego for compliance with Land Development Code Chapter 14, Article 2, Division 12 (Sign Regulations).  
(*"Sign Regulations" added 3-27-2007 by O-19600 N.S.; effective 4-26-2007.*)

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