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**Article 1: Separately Regulated Use Regulations**  
**Division 3: Residential Use Category--Separately Regulated Uses**

**§141.0301 through §141.0308 [No Change]**

**§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]

(d) Off-Street Parking Requirements

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

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

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

(C) For affordable housing for senior citizens as defined in Section 142.0527(a) parking shall be determined in accordance with Section 142.0527.

(32) 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]

**§141.0311 through §141.0314 [No Change]**

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**Article 1: Separately Regulated Use Regulations**  
**Division 4: Institutional Use Category--Separately Regulated Uses**

**§141.0401 through §141.0406 [No Change]**

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**§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]

(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 surrounding property.

**§141.0408 [No Change]****§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]

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

**§141.0410 through §141.0412 [No Change]****§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]

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

(f) [No Change]

**§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

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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]

(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]

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

**Article 2: General Development Regulations  
Division 5: Parking Regulations**

**§142.0501 [No Change]**

**§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 permit or other approval is required.

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

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

<b>Type of Development Proposal</b>	<b>Applicable Regulations</b>	<b>Required Permit Type/Decision Process</b>
<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><i>Any multiple dwelling unit residential development that includes affordable housing</i></u>	<u>Sections 142.0510, 142.0525, 142.0560, and 142.0527</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

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Type of Development Proposal	Applicable Regulations	Required Permit Type/Decision Process
Multiple dwelling unit <del>projects</del> residential development in Planned Urbanized Communities that are processing a Planned Development Permit.	Section 142.0525(c)	No permit required by this division
Condominium conversion through Tandem Parking for commercial uses [No Change]		

§142.0510 through §142.0521 [No Change]

§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 Dwelling Unit	Bicycle <sup>(5)</sup> Spaces Required Per Dwelling Unit
	Basic <sup>(1)</sup>	Transit Area <sup>(2)</sup> <del>or</del> Very-Low-Income <sup>(3)</sup>	Parking Impact <sup>(4)</sup>		
Studio up to 400 square feet	1.25	1.0	1.5	0.05	0.3
1 bedroom or studio over 400 square feet	1.5	1.25	1.75	0.1	0.4
2 bedrooms	2.0	1.75	2.25	0.1	0.5
3-4 bedrooms	2.25	2.0	2.5	0.1	0.6
5+ bedrooms	2.25	2.0	(See footnote 6)	0.2	1.0
Affordable Housing Units (see Section 142.0527)	N/A	N/A	0.25 beyond that required in Section 142.0527	(See footnote 3)	(See footnote 3)
Condominium conversion <sup>(8)</sup> Condominium conversion 1 bedroom or studio over 400 Square feet	1.0	0.75	1.25	N/A	N/A
2 bedrooms	1.25	1.0	1.5	N/A	N/A
3 + bedrooms	1.5	1.25	1.75	N/A	N/A
Rooming house	1.0 per tenant	0.75 per tenant	1.0 per tenant	0.05 per tenant	0.30 per tenant
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					

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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 <sup>(5)</sup> Spaces Required Per Dwelling Unit
	Basic <sup>(1)</sup>	Transit Area <sup>(2)</sup> <del>or</del> <sup>(3)</sup> <i>Very Low Income</i>	Parking <sup>(4)</sup> Impact		
through Accessory Uses [No Change]					

**Footnotes for Table 142-05C**

<sup>1</sup> through <sup>2</sup> [No Change]

<sup>3</sup> *Very Low Income.* ~~The very low income parking ratio applies to dwelling units limited to occupancy by very low income households 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 the same as those required for Studio up to 400 square feet, 1 bedroom or studio over 400 square feet, 2 bedrooms, 3-4 bedrooms, and 5+ bedrooms.~~

<sup>4</sup> through <sup>8</sup> [No Change]

(b) through (d) [No Change]

**§142.0527 Affordable Housing Parking Regulations**

The affordable housing parking regulations are intended to be used to determine the minimum number of parking spaces required for development that include affordable housing dwelling units. The regulations may be applied to developments where all or only a portion of the development is affordable.

(a) For the purposes Section 142.0527 the following definitions apply:

(1) Affordable housing means regulated rental housing where the tenant pays no more than 30 percent of gross household income towards gross rent (including utilities) and where a specified number of units are affordable to very low income (50 percent Area Median Income) and/or low income (60 percent Area Median Income) households for a term of at least 30 years.

(2) Civic use means any of the following uses:

- (A) Libraries
- (B) Museums
- (C) Post offices
- (D) Public parks
- (E) Recreation centers
- (F) Social service agencies

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(b) The required parking spaces for motorcycles, bicycles, and related accessory uses for affordable housing development are shown in Table 142-05C.

(c) The minimum required automobile parking spaces for affordable housing development shall be determined using the following indices.

(1) Walkability Index

The numerical value for the Walkability Index is determined by assigning one point for each of the following criteria that applies to the location of the proposed affordable housing unit(s) for a maximum potential of 4 points.

(A) Retail, theater, and assembly and entertainment uses present within one-half mile of the development premises.

(B) More than 120 lots developed with retail, theater, and assembly and entertainment uses within one-half mile of the development premises.

(C) Office, civic, or kindergarten through high school educational uses within one-half mile of the development premises.

(D) More than 50 lots developed with office, civic, or kindergarten through high school educational uses within one-half mile of the development premises.

(2) Transit Index

The numerical value for the Transit Index is the number of points assigned to the threshold peak hour trips that applies to the development. For bus transit the value is assigned for peak hour trips for each bus transit stop within one-quarter mile of the development premises. For fixed rail transit the value is assigned for the only closest fixed rail stop within one-half mile of the development premises. Inbound /outbound stops for the same route count 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)

(D) 46 or greater peak hour trips/hour (4 points)

(3) The Walkability/Transit Index

(A) The Walkability/Transit Index is the sum of the Walkability Index and the Transit Index divided by two.

(B) The Walkability/Transit Index is used to determine the level of parking as follows:

(i) 0.0 – 1.99 High parking demand

(ii) 2.0 – 3.99 Medium parking demand

(iii) 4.0 Low parking demand

(4) Table 142-05D provides the parking ratios required for affordable housing development using the following definitions for type of housing.

(A) Family housing means a development where 50 percent or more of the dwelling units contain two or more bedrooms.

(B) SRO hotel has the same meaning as in Section 113.0103.

(C) Housing for senior citizens means a development in which all dwelling units meet the requirements of 141.0310(a).

(D) Studio and 1 bedroom respectively mean a dwelling unit that is designed to include sleeping, cooking and living accommodations within one open living area up to 400 square feet and a dwelling unit designed with one bedroom with separate living area or a studio greater than 400 square feet; and is not within a development for family housing, SRO hotel, or housing for senior citizens.

(E) Special needs housing means housing that is supportive of persons with special needs beyond economic needs relating to physical disabilities, mental health, or developmental disabilities.

**Legend for Table 142-05D**

<b><u>Symbol in Table 142-05D</u></b>	<b><u>Description of Symbol</u></b>
<b><u>H</u></b>	<b><u>High parking demand</u></b>
<b><u>M</u></b>	<b><u>Medium parking demand</u></b>
<b><u>L</u></b>	<b><u>Low parking demand</u></b>
<b><u>:</u></b>	<b><u>Not applicable to housing type.</u></b>

Table 142-05D  
Affordable Housing Parking Ratios

<u>Bedrooms</u>	<u>Family Housing</u>			<u>Housing for Senior Citizens</u>			<u>Studio &amp; 1 BR</u>			<u>Special Needs</u>			<u>SRO</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>Supplemental</u>															
<u>Visitor</u>	<u>0.15</u>			<u>0.15</u>			<u>0.15</u>			<u>0.15</u>			<u>0.15</u>		
<u>Staff</u>	<u>0.05</u>			<u>0.05</u>			<u>0.05</u>			<u>0.1</u>			<u>0.05</u>		
<u>Assigned Parking</u>	<u>0.1</u>			<u>0.1</u>			<u>0.1</u>			<u>0.1</u>			<u>0.1</u>		
<u>Unassigned Parking</u>	<u>0.0</u>			<u>0.0</u>			<u>0.0</u>			<u>0.0</u>			<u>0.0</u>		

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

(e) Affordable housing development is not subject to the parking regulations of the Parking Impact Overlay Zone and the Transit Overlay Zone and shall not be entitled to parking reduction provided for in Section 142.0550 (Parking Assessment District Calculation Exception).

**§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**

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



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Footnotes For Table 142-05DE

<sup>1</sup> through <sup>5</sup> [No change]

- (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 <sup>(3)</sup> Floor Area Unless Otherwise Noted (Floor Area Includes Gross Floor Area plus below Grade Floor Area and Excludes Floor Area Devoted to Parking)			
	Required Automobile Parking Spaces			Required Bicycle Parking Spaces <sup>(2)</sup>
	Minimum Required Outside a Transit Area	Minimum Required Within a Transit Area <sup>(1)</sup>	Maximum Permitted	Minimum Required
<b>Commercial Zones through Planned Districts [No Change]</b>				

Footnotes For Table 142-05EF

<sup>1</sup> through <sup>4</sup> [No Change]

<sup>5</sup> *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 Floor Area Unless Otherwise Noted (Floor Area Includes Gross Floor Area plus below Grade Floor Area, and Excludes Floor Area Devoted to Parking)				
	Required Automobile Parking Spaces				Required Bicycle Parking Spaces <sup>(3)</sup>
	Minimum Required Outside a Transit Area	Minimum Required Within a Transit Area <sup>(1)</sup>	Maximum Permitted	Carpool Minimum <sup>(2)</sup>	Minimum
<b>Institutional</b>					
<b>Separately regulated uses</b>					
Botanical Gardens and Arboretums through Radio & Television					

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Use	Parking Spaces Required per 1,000 Square Feet of Floor Area Unless Otherwise Noted (Floor Area Includes Gross Floor Area plus below Grade Floor Area, and Excludes Floor Area Devoted to Parking)				
	Required Automobile Parking Spaces				Required Bicycle Parking Spaces <sup>(3)</sup>
	Minimum Required Outside a Transit Area	Minimum Required Within a Transit Area <sup>(1)</sup>	Maximum Permitted	Carpool Minimum <sup>(2)</sup>	Minimum
Broadcasting [No Change]					
<b>Retail Sales: See Table 142-05DE</b>					
<b>Commercial Services</b>					
Eating & Drinking Establishments	See Table 142-05EF				
Public assembly & entertainment through All other public assembly and entertainment [No Change]					
Visitor accommodations [No Change]					
<b>Separately Regulated Uses</b>					
Child Care Facilities	1 per staff	85% of Minimum	N/A	N/A	N/A
Funeral parlors & Mortuaries	1 per 3 seats; 30.0 for assembly area if no fixed seats	85% of minimum	N/A	N/A	2% of Auto Minimum
Outpatient Medical Clinic	4.0	3.5	6.0	0.4	0.03 + .03 bike lockers with shower
Private clubs, lodges, fraternal organizations (except fraternities and sororities)	1 per guest room, or 2.5, whichever is greater <sup>(76)</sup>	85% of Minimum	N/A	N/A	2% of Auto Minimum
Single room occupancy hotels (See Section 142.0527 for SRO Hotels that are designated affordable housing)	1 per room <i>Very-low-income<sup>(5)</sup>: 0.5 per room</i>	0.5 per room <i>Very-low-income<sup>(5)</sup>: 0.25 per room</i>	N/A	N/A	0.2 per room
Veterinary clinics & hospitals	2.5	2.1	N/A	N/A	N/A
<b>Offices<sup>(65)</sup> [No Change]</b>					
<b>Vehicle &amp; Vehicular Equipment Sales &amp; Service [No Change]</b>					
<b>Wholesale, Distribution, and Storage<sup>(65)</sup> [No Change]</b>					
<b>Industrial [No Change]</b>					

Footnotes For Table 142-05FG

<sup>1</sup> through <sup>3</sup> [No Change]

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<sup>4</sup> *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.

~~<sup>5</sup> *Very Low Income.* The *very low income* parking ratio applies to dwelling units limited to occupancy by *very low income* households that are covered by an agreement with the San Diego Housing Commission pursuant to Chapter 14, Article 3, Division 7 (Affordable Housing Density Bonus Regulations).~~

<sup>65</sup> *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.

<sup>76</sup> In the beach impact area, one parking space per guest room or 5.0, whichever is greater.

(d) Carpool Spaces [No Change]

(e) Bicycle Facilities [No Change]

(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) [No Change]

(h) [No Change]

**§142.0535 [No Change]**

**§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**

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

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Footnote to Table 142-05GH

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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, 142-05EF, and 142-05EG with the approval of a Neighborhood Development Permit, subject to the following:

(1) through (2) [No Change]

- (c) [No Change]

#### §142.0545 Shared Parking Requirements

- (a) [No Change]

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

(1) [No Change]

(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]

(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**

Use	Peak Parking Demand (Ratio of spaces per 1,000 square feet of floor area unless otherwise noted. Floor area includes gross floor area plus below grade <i>floor</i> area and excludes floor area devoted to parking)	Transit Area <sup>(1)</sup>
<b>Office</b> (except medical office) Through <i>Multiple dwelling units</i> [No Change]		

Footnote for Table 142-05HI

<sup>1</sup> [No Change]

- (d) Hourly Accumulation Rates. Table 142-05HJ 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 142-05HJ**  
**Representative Hourly Accumulation by Percentage of Peak Hour**

Hour of Day	Office (Except Medical Office)		Medical Office		Retail Sales		Eating & Drinking establishment.		Cinema	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
6 a.m. through Midnight [No Change]										

Hour of Day	Visitor Accommodations					
	<i>Guest Room</i>		Eating & Drinking Establishment		Conference Room	Exhibit Hall and Convention Facility
	Weekday	Saturday	Weekday	Saturday	Daily	Daily
6 a.m. through Midnight [No Change]						

Hour of Day	Residential	
	Weekday	Saturday
6 a.m. through Midnight [No Change]	100%	100%

**§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:

$$(\text{Assessment against the subject property}) / (\text{Total assessment against all property in the parking district}) \times (\text{parking spaces provided in the district facility}) \times 1.25 = \text{parking spaces reduced.}$$

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

**§142.0555 through §142.0556 [No Change]**

**§142.0560 Development and Design Regulations for Parking Facilities**

- (a) [No Change]
- (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**

Type of Space	Required Single Space Dimensions	Required Tandem Space Dimensions

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Type of Space	Required Single Space Dimensions	Required Tandem Space Dimensions
<p><b>Parking space unobstructed:</b>                      Retail sales uses and eating and drinking establishments                      All other uses through  <b>Parking Space parallel to aisle</b> (interior space)                      [No Change]</p>		

- (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  
Aisle Dimensions**

Angle Between Parking Space and Aisle	Minimum Required Aisle Width (feet)	
	One Way	Two Way
90° (perpendicular) Through 0° (parallel) [NoChange]		

Footnote for Table 142-05L

<sup>1</sup> \_\_\_\_\_ For narrow lots 50 feet or less in width, the minimum drive aisle may be reduced to 22 feet.

**Diagram 142-05B [No Change]**

- (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]
- (d) through (i) [No Change]
- (j) Driveway and Access Regulations

- (1) Driveway width shall be determined based on the size of the lot, type of use proposed, and location inside or outside of the Parking Impact Overlay Zone. Refer to Tables 142-05LM and 142-05MN for the applicable minimum and maximum driveway widths.

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

Use	Minimum Width		Maximum Width (Outside of Parking Impact Overlay Zone)		Maximum Width Parking Impact Area
	One-Way	Two-Way	One-Way	Two-Way	Two Way
Detached <i>Single Dwelling Unit</i> through Nonresidential [No Change]					

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

Use	Minimum Width		Maximum Width (Outside of Parking Impact Overlay Zone)		Maximum Width Parking Impact Area
	One-Way	Two-Way	One-Way	Two-Way	Two Way
Detached <i>Single Dwelling Unit</i> through Nonresidential [No Change]					

(2) through (10) [No Change]

(k) [No Change]

**Article 5: Building Regulations**  
**Division 40: Voluntary Accessibility Program**

§145.4001 through §145.4002 [No Change]

§145.4003 **Voluntary Accessibility Program Regulations and Development Incentives**

(a) through (c) [No Change]



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- (d) Incentives
  - An *applicant* for *development* eligible for one or more incentives pursuant to Section 145.4003, may select from the following incentives:
    - (1) An *applicant* may request one of the following modifications of the applicable parking regulations in Section 142.0560 for Tier I Accessible Dwelling Units.
      - (A) through (B) [No Change]
      - (C) A reduction of the driveway width consistent with the minimum dimensions specified in Table 142-05MN,
      - (D) through (E) [No Change]
    - (2) through(5) [No Change]
- (e) [No Change]

**§145.4004 through §145.4005 [No Change]**

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**Chapter 15**  
**Planned Districts**  
**Article 1: Planned Districts**  
**Division 1: General Provisions for Planned Districts**

**§151.0101 through §151.0102 [No Change]**

**§151.0103 Applicable Regulations**

- (a) [No change]
- (b) The following regulations apply in all planned districts:
  - (1) Land Development Code, Chapter 11 (Land Development Procedures);
  - (2) Land Development Code, Chapter 12 (Land Development Reviews), except Chapter 12, Article 6, Division 6, where specifically excluded in the planned district regulations;
  - (3) Land Development Code, Chapter 13, Article 2 (Overlay Zones);

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- (4) Alcoholic beverage outlets regulations contained in Land Development Code Section 141.0502;
  - (5) Adult entertainment establishments regulations contained in Land Development Code Section 141.0601;
  - (6) Child care facilities regulations contained in Land Development Code Section 141.0606; and
  - (7) Affordable Housing Parking Regulations in Land Development Code Section 142.0527 except when the Planned District Ordinance provides a lower parking ratio than would be provided in Section 142.0527.
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**Article 7: Gaslamp Planned District**  
**Division 4: General and Supplemental Regulations**

**§157.0401 Off-Street Parking Requirements**

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

**§157.0402 through §157.0408** [No Change]