

Article 2: Barrio Logan Planned District

(“Barrio Logan Planned District” added 3-27-2007 by O-19592 N.S.; effective 4-26-2007.)

Division 1: General Rules

(“General Rules” added 3-27-2007 by O-19592 N.S.; effective 4-26-2007.)

§152.0100 Purpose and Intent

It is the purpose of these regulations to provide development criteria and urban design standards for the erection, construction, establishment, addition, enlargement, conversion, demolition, move on, alteration or rehabilitation of quality residential, commercial, industrial, public and quasi-public developments related to the small lot configuration and the urbanization pattern of the Barrio Logan community. The intent is to implement the Barrio Logan/Harbor 101 Community Plan and the Barrio Logan Redevelopment Plan.

(“Purpose and Intent” added 3-27-2007 by O-19592 N.S.; effective 4-26-2007.)

§152.0101 Boundaries of Planned District Area

The regulations contained in the Barrio Logan Planned District Ordinance shall apply in all subdistricts of the Barrio Logan Planned District. The boundaries of the Barrio Logan Planned District in the City of San Diego, California, and its various subdistricts as amended are designated on Map Drawing No. C-840, on file in the office of the City Clerk as Document No. OO-17746 and contained in this Division as Figure 1. The Barrio Logan Planned District is generally bounded by Commercial Street on the north, Interstate 5 on the east, Division Street on the south, and the Mean High Tide Line (Port District) on the west.

(“Boundaries of Planned District Area” added 3-27-2007 by O-19592 N.S.; effective 4-26-2007.)

§152.0102 Applicable Regulations

Where not otherwise specified in the Barrio Logan Planned District Ordinance, the following chapters of the Land Development Code apply:

Chapter 11 (Land Development Procedures);

Chapter 12 (Land Development Reviews);

Chapter 13 (Zones);

Chapter 14, Article 1 (Separately Regulated Use Regulations);

Chapter 14, Article 2, Division 1 (Grading Regulations);

Chapter 14, Article 2, Division 2 (Drainage Regulations);

Chapter 14, Article 2, Division 3 (Fence Regulations);

Chapter 14, Article 2, Division 4 (Landscape Regulations);

Chapter 14, Article 2, Division 5 (Parking Regulations);

Chapter 14, Article 2, Division 6 (Public Facility Regulations);

Chapter 14, Article 2, Division 8 (Refuse and Recyclable Materials Storage Regulations);

Chapter 14, Article 2, Division 12 (Sign Regulations);

Chapter 14, Article 3 (Supplemental Development Regulations);

Chapter 14, Article 4 (Subdivision Regulations);

Chapter 14, Article 5 (Building Regulations);

Chapter 14, Article 6 (Electrical Regulations); and

Chapter 14, Article 7 (Plumbing and Mechanical Regulations)

Where there is a conflict between the Land Development Code and the Barrio Logan Planned District Ordinance, the Planned District Ordinance shall apply except as it relates to Parking Standards Transit Priority Area, in which case that parking ratio shall apply. Where there is a conflict between the provisions of the Barrio Logan Planned District Ordinance and the goals and objectives of the Barrio Logan Redevelopment Plan (Ordinance No. O-17644 (New Series)), the provisions of the Redevelopment Plan shall apply.

("Applicable Regulations" added 3-27-2007 by O-19592 N.S.; effective 4-26-2007.)

§152.0103 Failure to Maintain

- (a) All commonly owned land, improvements and facilities shall be preserved and maintained in a safe condition and in a state of good repair. Any failure to maintain the commonly owned land, improvements and facilities shall be, and the same is hereby declared to be, unlawful and a public nuisance endangering the health, safety and general welfare of the public and a detriment to the surrounding community.
- (b) Procedures for the abatement, removal and enjoinder of such public nuisance shall be as set forth in Land Development Code Chapter 12, Article 1, Division 3 (Violations of the Land Development Code and General Remedies) in addition to other remedies as provided by law.
(“Failure to Maintain” added 3-27-2007 by O-19592 N.S.; effective 4-26-2007.)

§152.0104 Definitions

Artists' Studios - This includes but is not limited to work and exhibit space for artist and artisans, including individuals practicing one of the fine arts, performing arts, or skilled in an applied art or craft.

Automobile Painting, Washing and Detailing - Painting, washing, waxing, or cleaning of automobiles or similar light vehicles.

Automobile Service Stations - Establishments engaged in the retail sale of gas, diesel fuel, lubricants, parts, and customary accessory uses. This classification includes incidental maintenance and repair of automobiles and light trucks but excludes body and fender work or repair of heavy trucks or vehicles.

Banks, Credit Unions, and Savings and Loan Associations - Financial institutions including money exchange houses that provide retail banking services.

Bed and Breakfast Inns - Establishments offering lodging on a less-than-weekly basis with incidental eating and drinking services for lodgers only. A single kitchen must serve the entire premises.

Building Materials and Services - Retailing, wholesaling, or rental of building supplies or equipment.

Business, Communication and Home Services - Establishments providing appliance repair, office machine repair, building maintenance (janitorial), landscape maintenance, window cleaning, upholstering, graphic design, drafting, copying, faxing, printing or photographic services, broadcasting, recording, telephone switching centers and telegraph offices.

Catering Services - Preparation and delivery of food and beverages for off-site consumption without provision for on-site consumption.

Child Care Facilities - Large family day care homes and child care centers subject to Land Development Code Section 141.0606.

Clubs, Lodges and Fraternal Organizations - Private or non profit dining, meeting, recreational or social facilities used primarily by members and their guests.

College and Universities - Public or private educational institutions that offer a course of study leading to a recognized degree, including facilities incidental to the educational institution and which support the college or university curriculum, students or faculty.

Commercial Recreation and Entertainment - Provision for participant or spectator recreation or entertainment.

Cultural Institutions - Nonprofit institutions displaying or preserving objects of interest in one or more of the arts or sciences. As a land use classification, it includes libraries, museums and nonprofit art galleries.

Eating and Drinking Establishments - Businesses serving or selling prepared food or beverages, including alcoholic beverages for consumption on the premises. This includes but is not limited to restaurants, cafes, cocktail lounges, bars, and taverns with live entertainment. Drive-through food establishments are not permitted.

Food/Grocery Sales - Retail sales of prepared food and food for home preparation. This includes but is not limited to bakeries and bakery products, tortilla factories, seafood/meat/poultry markets, fruit and vegetable markets, candy stores, ice cream stores, delicatessens, grocery stores and supermarkets, and similar uses.

Government Offices - Administrative, clerical, or public contact offices of a government agency, including but not limited to postal facilities, together with incidental storage and maintenance facilities for vehicles.

Hotels and Motels - This includes but is not limited to establishments offering lodging with or without meals and having kitchens in no more than 60 percent of the guest units.

Laboratories - This includes but is not limited to establishments providing medical or dental laboratory services; or establishments that provide photographic, analytical or testing services.

Limited Residential - Dwelling units on upper floors of nonresidential uses.

Liquor Sales - Retail sales of alcoholic beverages pursuant to the provisions of Land Development Code Section 141.0502.

Live/Work Quarters (Lofts) - An area converted to integrate living space into work space in buildings originally designed for industrial or commercial occupancy, in compliance with the requirements of Section 141.0311.

Maintenance Repair and Service Facilities - Establishments engaged in servicing or repairing industry machines and equipment, carpentry, welding and metal forming shops, print shops, laundry and dry cleaning plants, and other similar facilities. As a land use classification, this excludes vehicle dismantling, salvage and wrecking of automobiles and of other similar light vehicles, processing of scrap metals, junk yards and storage of salvaged materials, and similar uses. Maintenance Repair and Service Facilities does not include establishments engaged in chrome plating or materials.

Manufacturing - Establishments engaged in the manufacturing, fabricating, assembly, treatment, servicing, packaging, processing, and handling of finished products and product parts primarily from previously prepared materials. Manufacturing does not include establishments engaged in chrome plating or materials.

Marine Oriented/Waterfront Dependent Uses - Manufacturing, distributing and processing of parts and equipment, and the provision of services related to marine and waterfront uses, and other supporting uses including U.S. Navy presence, research, shipping, fishing, water recreation and tourism. As a land use classification, this includes facilities that need access to the waterfront, as well as uses dependent upon servicing waterfront oriented activities. Examples include boat building, sales and related maintenance, shipping and brokerage facilities and services, marine parts sales, installation and services, marine carpentry and woodworking, sail making and repair, and cargo freight services.

Mercado District Residential - Multifamily housing, and convenience commercial services and accessory uses for primary use by residents on the premises.

Multifamily Residential - Two or more dwelling units on a lot. This classification does not include single room occupancy ("SRO") hotels.

Nonprofit, Charitable Institutions - Philanthropic, social services that promote the public health and welfare. This classification excludes residential care facilities, provisions for on-site residence or confinement, adult day care, alcohol recovery facilities, parolee rehabilitation services, emergency shelters and kitchens.

Park and Recreation Facilities - Noncommercial parks, playgrounds, gymnasiums, recreation facilities and dedicated open spaces.

Parking Structures - Freestanding parking garages or structures open to the public for a fee or off-site parking structures associated with a specific building or business.

Performing Arts/Theatres - Facilities providing live musical, dance and theatrical performances and film presentations other than those regulated as commercial or adult businesses.

Personal and Convenience Services - This includes but is not limited to the provision of personal services including barber and beauty shops, tailors, shoe repair shops, dry cleaning and laundry (excluding bulk cleaning), photocopying and self-service laundromats.

Personal Improvement Services - This includes but is not limited to the provision of instructional services or facilities, including photography, fine arts, crafts, drama, dance, music, sculpture, martial arts, driving schools, business and trade schools, weight reducing/tanning salons, health clubs/ spas and fitness studios.

Primary Health Care - Drop-in medical service facilities, including clinics, counseling and referral services to persons afflicted with bodily or mental disease or physical injury, and to persons suffering from alcohol and drug abuse without provision for on-site residence or confinement.

Professional and Business Offices - This includes but is not limited to offices of entities or organizations providing professional, executive, administrative, management, travel, real estate, insurance and consulting services including advertising, computer program design, data processing, architectural, engineering and landscape design, contractors offices, investment, legal and medical/dental offices and laboratories incidental to an office use.

Religious Assembly - Facilities for religious worship and incidental religious education.

Research and Development Facilities - Establishments primarily engaged in industrial or scientific research including limited product testing. As a land use classification, this includes but is not limited to pharmaceutical research laboratories, electron and biochemical research firms, including administrative offices and accessory use buildings commonly used in conjunction with research and development activities on the premises.

Residential Care – Twenty-four (24) hour non-medical care for adults and/or children in need of personal services, supervision, protection, or assistance essential to sustaining the activities of daily living, and facilities receiving any form of government funding or subsidy for that purpose. As a land use classification, this excludes housing for the elderly, handicapped, and nursing and convalescent homes.

Retail Sales - This includes but is not limited to department stores, drug stores, general household supplies, dispensing opticians, clothing stores, fabric stores, antique stores, art stores and art galleries, florists and florist supplies, locksmith shops, leather goods, gift shops, hardware stores, jewelry stores, furniture stores, music and video stores, resale and pawn shops, pet stores and businesses retailing the

following goods: toys, hobby materials, books, rugs and carpets, photographic supplies, electrical and electronic equipment, sporting goods, shoes, office equipment and supplies, stationery, medical supplies, bicycles (including repair), new automotive parts and accessories (excluding service and installation).

Schools, Public or Private - Public or private kindergarten, elementary or secondary schools, or other private schools that offer a curriculum comparable to that of the public schools of the State of California, excluding colleges and universities.

Single Family Residential - One dwelling unit on a lot.

Single-Room-Occupancy ("SRO") - A *dwelling unit* as defined in Land Development Code Section 113.0103 and regulated by Land Development Code Chapter 14, Article 3, Division 5.

Surface Parking - Surface parking lots offering short-term or long-term parking to the public for a fee.

Transportation Facilities and Related Storage - Rights-of-way facilities for loading, unloading, and transferring passengers, baggage, and freight transfers among different modes of transportation. As a land use classification, this includes bus terminals, shipping terminals, railroads, storage yards for buses, trolleys, and railroad cars, and related maintenance and service facilities.

Utilities - Electric distribution, gas regulating, and communication stations which do not involving aerial transmissions, which serve the immediate area provided all equipment is located within a single building. As a land use classification, this also includes facilities or infrastructure for cellular transmitting facilities subject to special standards and procedures, and all applicable provisions of the Municipal Code.

Vehicle/Equipment Repair - Repair of automobiles, trucks, recreational vehicles, motorcycles, including the sale, installation and servicing of related equipment and parts. As a land use classification, this includes auto repair shops, wheel and brake shops, tire sales and installation, tire retreading or recapping, metal recycling, body and fender shops, and similar uses, but excludes vehicle dismantling, salvage and storage of inoperative vehicles.

Vehicle/Equipment Sales and Rentals - Sale and rental of automobiles, trucks, recreational vehicles, motorcycles, auto parts, construction equipment and similar equipment, including storage of usable (operative) vehicles, and related incidental maintenance.

Wholesale, Storage and Distribution - Establishments primarily engaged in wholesaling, storage and bulk sales distribution including open air handling of materials and equipment. Typical uses include wholesale distributors, moving and storage firms, storage of ambulant vendor vehicles (such as those used to sell ice cream products), wholesale showrooms, storage warehouses, and similar uses, but excludes storage of inoperative vehicles and of flammable or hazardous materials not associated with the industrial services operating on the premises.

Wholesale and Warehouse - Storage and packaging of goods and merchandise associated with the primary on-site use, provided that the total floor area occupied for wholesaling or warehousing per business establishment does not exceed 25 percent of the total collective buildings' gross floor area.

*(“Definitions” added 3-27-2007 by O-19592 N.S.; effective 4-26-2007.)
(Amended 4-5-2016 by O-20634 N.S.; effective 5-5-2016.)
(Amended 9-18-2018 by O-20985 N.S.; effective 10-18-18.)*

Chapter 15 Planned Districts

Article 3: Carmel Valley Planned District

(“Carmel Valley Planned District” added 3-27-2007 by O-19590 N.S.)

Division 1: General Rules

(“General Rules” added 3-27-2007 by O-19590 N.S.)

§153.0101 Purpose and Intent

The public health, safety, and welfare necessitate distinctive development controls and requirements for capital improvements and public facilities in order to systematically implement the phased growth of Carmel Valley. The regulations contained herein are in keeping with the objectives and proposals of the General Plan for the City of San Diego, of the Carmel Valley Planned District, and of precise plans adopted in accordance with the community plan. All development plans and subdivisions shall conform to the adopted precise plan. The regulations contained herein shall apply to any development, building or construction; but shall not apply to subdivision or parcel maps which provide solely for financing and, in themselves, authorize no development, construction or building.

*(“Purpose and Intent” added 3-27-2007 by O-19590 N.S.; effective 4-26-2007.)
(Amended 6-18-2013 by O-20261 N.S.; effective 7-19-2013.)*

§153.0102 Area of Applicability

The regulations contained herein shall apply in the Carmel Valley Planned District which is within the Carmel Valley area in the City of San Diego. The area to which the provisions of the Carmel Valley Planned District are applicable is shown on those certain Map Drawing Nos. C-670.5, C-671.2, C-676.5, C-679.3, C-683.2, C-694, C-698.3, B-4028, B-4060, B-4074, B-4062, B-4083, B-4102, B-4106, B-4105, B-4089, and B-4180, and described in the appended boundary description filed in the office of the City Clerk.

(“Area of Applicability” added 3-27-2007 by O-19590 N.S.; effective 4-26-2007.)

§153.0103 Applicable Regulations

Where not otherwise specified or inconsistent with the Carmel Valley Planned District Ordinance, the following provisions of the Land Development Code apply:

Chapter 11 (Land Development Procedures);

Chapter 12 (Land Development Reviews);

Chapter 13, Article 2 (Overlay Zone);

Chapter 14, Article 1 (Separately Regulated Use Regulations);

Chapter 14, Article 2, Division 1 (Grading Regulations);

Chapter 14, Article 2, Division 2 (Drainage Regulations);

Chapter 14, Article 2, Division 4 (Landscape Regulations);

Chapter 14, Article 2, Division 5 (Parking Regulations);

Chapter 14, Article 2, Division 6 (Public Facility Regulations);

Chapter 14, Article 2, Division 8 (Refuse and Recyclable Materials Storage Regulations);

Chapter 14, Article 3 (Supplemental Development Regulations);

Chapter 14, Article 4 (Subdivision Regulations);

Chapter 14, Article 5 (Building Regulations);

Chapter 14, Article 6 (Electrical Regulations); and

Chapter 14, Article 7 (Plumbing and Mechanical Regulations).

Where there is a conflict between the Land Development Code and the Carmel Valley Planned District Ordinance, the Planned District Ordinance applies, except as it relates to Parking Standards Transit Priority Area, in which case that parking ratio shall apply.

*(“Applicable Regulations” added 3-27-2007 by O-19590 N.S.; effective 4-26-2007.)
(Amended 8-4-2011 by O-20081 N.S.; effective 10-6-2011.)*

Article 4: Cass Street Commercial Planned District
*(“Carmel Valley Planned District” added 3-27-2007 by O-19597 N.S.;
effective 4-26-2007.)*

Division 1: General Rules
(“General Rules” added 3-27-2007 by O-19597 N.S.; effective 4-26-2007.)

§154.0101 Purpose and Intent

The purpose of the Cass Street Commercial Planned District is to retain the existing mix of residential and commercial uses on Cass Street, and to provide for establishments catering to the lodging, dining, shopping and service needs of the adjacent single-family and multi-family residential neighborhoods with the inclusion of adequate parking facilities. This Planned District is intended to encourage a pedestrian-oriented scale and aesthetically pleasing environment that is compatible with the surrounding single-family and multi-family residential development.
(“Purpose and Intent” added 3-27-2007 by O-19597 N.S.; effective 4-26-2007.)

§154.0102 Boundaries

The regulations in Chapter 15, Article 4, shall apply along the commercial areas of Cass Street within the boundaries of the Pacific Beach Community Planning Area designated on that certain Zone Map Drawing No. B-3741 filed in the office of the City Clerk under Document No. OO-16543.
(“Boundaries” added 3-27-2007 by O-19597 N.S.; effective 4-26-2007.)

§154.0103 Applicable Regulations

Where not otherwise specified by the Cass Street Commercial Planned District Ordinance, the following chapters of the Land Development Code apply:

Chapter 11 (Land Development Procedures);

Chapter 12 (Land Development Reviews);

Chapter 13 (Zones);

Chapter 14, Article 1 (Separately Regulated Use Regulations);

Chapter 14, Article 2, Division 1 (Grading Regulations);

Chapter 14, Article 2, Division 2 (Drainage Regulations);

Chapter 14, Article 2, Division 3 (Fence Regulations);

Chapter 14, Article 2, Division 5 (Parking Regulations);

Chapter 14, Article 2, Division 6 (Public Facility Regulations);

Chapter 14, Article 2, Division 8 (Refuse and Recyclable Materials Storage Regulations);

Chapter 14, Article 3 (Supplemental Development Regulations);

Chapter 14, Article 4 (Subdivision Regulations);

Chapter 14, Article 5 (Building Regulations);

Chapter 14, Article 6 (Electrical Regulations); and

Chapter 14, Article 7 (Plumbing and Mechanical Regulations)

Where there is a conflict between the Land Development Code and this Planned District, the Cass Street Commercial Planned District applies, except as it relates to Parking Standards Transit Priority Area, in which case that parking ratio shall apply.

(“Applicable Regulations” added 3-27-2007 by O-19597 N.S.; effective 4-26-2007.)

§154.0104 Definitions

Auto repair facilities - means establishments which provide services for the maintenance and repair of automobiles.

Live entertainment - means entertainment provided by performers appearing in person.

Where there is a conflict between the Land Development Code and this Planned District, the Cass Street Commercial Planned District applies.

(“Definitions” added 3-27-2007 by O-19597 N.S.; effective 4-26-2007.)

Article 5: Planned Districts
(Added 10-2-2000 by O-18854 N.S.)

Division 2: Central Urbanized Planned District
(Added 10-2-2000 by O-18854 N.S.)

§155.0201 Purpose of the Central Urbanized Planned District

The purpose of the Central Urbanized Planned District is to assist in implementing the goals and objectives of the Mid-City Communities Plan and the College Area Community Plan. For residential uses, these goals and objectives include the development of quality single and multiple dwelling units that are compatible in scale and character with existing neighborhoods. For non-residential uses, the goals and objectives include developing sites that offer a broad range of goods and services on sites that can expand to meet economic development needs of the community. The goals also seek to provide an opportunity for light manufacturing uses in appropriate commercial districts, to encourage commercial/ residential mixed-use development, and to provide attractive design that is consistent with the existing commercial character.

(Added 10-2-2000 by O-18854 N.S.)
(Renumbered from 151.0201 to 155.0201 by SDMC 11.0207 effective 4-26-2007.)

§155.0202 Boundaries of the Central Urbanized Planned District

The following regulations shall apply in the Mid-City Communities and portions of the College Area community plan areas in the City of San Diego, California, designated on Zone Map No. C-896, filed in the office of the City Clerk as Document No. OO-18854.

(Added 10-2-2000 by O-18854 N.S.)
(Renumbered from 151.0202 to 155.0202 by SDMC 11.0207 effective 4-26-2007.)

§155.0210 Land Development Procedures in the Central Urbanized Planned District

All provisions of Chapter 11 (Procedures) apply within the Central Urbanized Planned District.

(Added 10-2-2000 by O-18854 N.S.)
(Renumbered from 151.0210 to 155.0210 by SDMC 11.0207 effective 4-26-2007.)

- (h) The provision of Personal Services is permitted with a Neighborhood Use Permit in the zones indicated with an “N” in Table 155.02C, Use Regulations for the CU Zones, subject to the development regulations in Section 155.0240(b).
- (i) Small (Recycling) Collection Facilities, may be permitted with a Conditional Use Permit decided in accordance with Process Three in the zones indicated with “C” in the Use Regulations Table 155-02C subject to the regulations in Section 141.0620(d)(1-20).
- (j) Large (Recycling) Collection Facilities, may be permitted with a Conditional Use Permit decided in accordance with Process Three in the zones indicated with “C” in the Use Regulations Table 155-02C subject to the regulations in Section 141.0620(e)(1-13).

(Added 10-2-2000 by O-18854 N.S.)

(Amended and Renumbered from 151.0251 to 155.0251 by SDMC 11.0207 effective 4-26-2007.)

(Amended 10-18-2011 by O-20104 N.S.; effective 11-17-2011.)

(Amended 2-1-2021 by O-21288 N.S.; effective 3-3-2021.)

[Editors Note: Amendments as adopted by O-21288 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

Click the link to view the Strikeout Ordinance highlighting changes to prior language
http://docs.sandiego.gov/municode_strikeout_ord/O-21288-SO.pdf

§155.0252 Additional General Development Regulations

The following additional *general development* regulations apply in the Central Urbanized Planned District:

(a) Parking.

Table 155-02E
Parking Ratios for Retail Sales, Commercial Services, Mixed-Use Development,
and Eating and Drinking Establishments

Zone		Parking Spaces Required per 1,000 Square Feet of Floor Area Unless Otherwise Noted ⁽³⁾ (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 ⁽²⁾
	Minimum Required Outside a <i>Transit Area</i> and <i>Parking Standard Transit Priority Area</i>	<u>Minimum Required within a Parking Standards Transit Priority Area</u> ⁽⁴⁾	Minimum Required Within a <i>Transit Area</i> ⁽¹⁾	Maximum Permitted	Minimum Required
	Commercial Zones				
Central Urbanized PDO	2.5	<u>0</u>	2.1	6.5	0.1

Footnotes for Table 155-02E

- (1) *Transit Area.* The *transit area* minimum parking ratios apply in the *Transit Area* Overlay Zone (Chapter 13, Article 2, Division 10) and in the Urban Village Overlay Zone (Chapter 13, Article 2, Division 11).
- (2) Bicycle Parking. See Land Development Code Section 142.0530(e).
- (3) Eating and Drinking Establishments. The minimum parking ratios apply to eating and drinking establishments that do not have a common parking area with any other uses. There is no minimum parking requirement or maximum permitted parking for outdoor dining.
- (4) *Parking Standards Transit Priority Area.* The *Parking Standards Transit Priority Area* parking ratio applies to development where all or a portion of the premises is located within a *Parking Standards Transit Priority Area* as described in Section 142.0528 and supersedes any other applicable parking ratio.

(Added 10-2-2000 by O-18854 N.S.)

(Renumbered from 151.0252 to 155.0252 by SDMC 11.0207 effective 4-26-2007.)

§155.0253 Supplemental Development Regulations

The following additional supplemental development regulations apply in the Central Urbanized Planned District. These regulations shall supersede any regulations contained in Land Development Code Chapter 14, Article 3 that are inconsistent with or not expressly incorporated into the Central Urbanized Planned District regulations.

Article 6: Planned Districts
(Added 4-3-2006 by O-19471 N.S.)

Division 3: The Centre City Planned District
(Added 4-3-2006 by O-19471 N.S.)

§156.0301 Purpose and Applicability

(a) Purpose

The purpose of the Centre City Planned District is to establish land use regulations and design and *development* criteria to implement the Downtown Community Plan. This Division is intended to establish regulations that will:

- (1) Result in a distinctive world-class downtown, drawing on the City's magnificent waterfront setting, its outstanding climate, and its location as a transportation hub.
- (2) Establish downtown San Diego as the physical and symbolic heart of metropolitan San Diego, and the regional administrative, commercial, and cultural center.
- (3) Create an intense yet livable downtown that contributes to the area's vitality and its economic success, and allows residents to live close to work, transit, and culture.
- (4) Reinforce transit, with a pedestrian emphasis, while accommodating vehicles.
- (5) Link together a collection of unique, diverse, and memorable neighborhoods within downtown, with a full complement of uses, distinctive streetscapes, character, and scale.
- (6) Reconnect downtown's neighborhoods to the waterfront, Balboa Park, and the surrounding neighborhoods.

§156.0313 Parking, Loading, Traffic and Transportation Demand Management Standards

(a) Residential *Off-Street Parking Space* Requirements.

The parking requirements in Table 156-0313-A and Section 156.0313(a) shall apply to residential uses. *Reasonable accommodations* to the parking requirements shall be granted if necessary to afford *disabled persons* equal housing opportunities under state or federal law, in accordance with Section 131.0466.

**TABLE 156-0313-A
RESIDENTIAL OFF-STREET PARKING SPACE REQUIREMENTS**

Use Category	Minimum		Maximum		Notes
<i>Dwelling units including Permanent Supportive Housing</i>	0		1 space per <i>dwelling unit</i>		See Section 156.0313(a)(1) for bicycle storage requirements
<i>Living Units</i>	Market rate unit	0	Market rate unit	0.5 spaces per unit	Maximum parking shall be based on the occupancy/rent restriction applied to the specific unit.
	50% AMI	0	50% AMI	0.2 spaces per unit	
	At or below 40% AMI	0	At or below 40% AMI	0	
<i>Group Living</i>	0		0.1 spaces per room		
<i>Live/Work or Shopkeeper Unit</i>	0		1 space per unit		
<i>Residential Care Facilities</i>	0		1 space per every ten beds		
<i>Transitional Housing Facilities</i>	0		1 space per every 6 beds and 1 space per on-site employee		

- (1) 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.
- (2) Provided Parking. If one or more *off-street parking spaces* are provided in a *development*, then the following requirements apply:
 - (A) The *off-street parking spaces* shall consist only of *unbundled parking*.
 - (B) The number of accessible *off-street parking spaces* shall be provided in accordance with Title 24 of the California Code of Regulations (California Building Standards Code).
 - (C) The number of off-street electric vehicle charging spaces shall be provided in accordance with the California Green Building Standards Code.
 - (D) One motorcycle parking space shall be provided for every ten parking spaces.
- (3) Maximum Parking. *Off-street parking spaces* in tandem or within a mechanical automobile lift are not counted as additional *off-street parking space*. A *development* may exceed the maximum *off-street parking spaces* identified in Table 156-0313-A if all of the following apply:
 - (A) The *development floor area ratio* is no less than 80 percent of the base maximum *floor area ratio*; and
 - (B) At least 20 percent of the total *off-street parking spaces* provided include electric vehicle supply equipment for the ready installation of charging stations; and
 - (C) The *development* provides transportation amenities in accordance with Section 142.0528(c) worth at least four points; and
 - (D) All *off-street parking spaces* that exceed the allowed maximum shall be within an underground parking garage on the same *premises*.

(b) Non-Residential *Off-Street Parking Space* and Loading Bay Requirements

The parking requirements in Table 156-0313-B and Section 156.0313(b) shall apply to non-residential uses.

**TABLE 156-0313-B
NON-RESIDENTIAL OFF-STREET PARKING SPACE REQUIREMENTS**

Use Category	Minimum		Notes
Office	1.50 spaces per 1,000 square feet		Development containing less than 50,000 square feet of office space is exempt.
Commercial/Retail	0.1 space per 1,000 square feet		Development containing less than 30,000 square feet of commercial/retail space is exempt.
Warehouse & Storage	0.1 space per 10,000 square feet		
Hotel	0.3 spaces per room		Development containing less than 100 guest rooms is exempt.
Single Room Occupancy Units	Market rate unit	0.5 spaces per unit	Parking shall be based on the occupancy/rent restriction applied to the specific unit.
	50% AMI	0.1 spaces per unit	
	At or below 40% AMI	None 0 spaces per unit	

(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 *development* 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). Small *lots* of 5,000 square feet or less in size shall be exempt.

- (3) Small Lot Commercial Development – commercial *development* on *lots* of 15,000 square feet or less shall be exempt from parking requirements.
 - (4) An alternative parking design for a commercial *development* may be approved for a parking area exclusively serviced by a valet parking program, subject to approval by the City Manager. The parking operation design and valet requirements shall be documented in a recorded agreement subject to approval, as to form, by the City Attorney.
- (B) For *developments* containing over 100,000 square feet of commercial space:
- (i) One off-*street* loading bay shall be provided, with the bay measuring 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 and parking areas and decrease potential traffic conflicts; and
 - (iv) Loading bay location shall not create traffic conflicts.

(c) North Embarcadero Off-Street Parking Space Requirements

The parking requirements in Table 156-0313-C shall apply to *developments* located west of California Street between Harbor Drive and West Laurel Street. *Reasonable accommodations* to the parking requirements shall be granted if necessary to afford *disabled persons* equal housing opportunities under state or federal law, in accordance with Section 131.0466.

- (1) 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.

- (2) Provided Parking. If one or more *off-street parking spaces* are provided in a *development*, then the following requirements apply:
 - (A) The *off-street parking spaces* shall consist only of *unbundled parking*.
 - (B) The number of accessible *off-street parking spaces* shall be provided in accordance with Title 24 of the California Code of Regulations (California Building Standards Code).
 - (C) The number of off-street electric vehicle charging spaces shall be provided in accordance with the California Green Building Standards Code.
 - (D) One motorcycle parking space shall be provided for every ten parking spaces.
- (3) Maximum Parking. *Off-street parking spaces* in tandem or within a mechanical automobile lift are not counted as additional *off-street parking space*. A *development* may exceed the maximum *off-street parking spaces* identified in Table 156-0313-C if all of the following apply:
 - (A) The *development floor area ratio* is no less than 80 percent of the base maximum *floor area ratio*; and
 - (B) At least 20 percent of the total *off-street parking spaces* provided include electric vehicle supply equipment for the ready installation of charging stations; and
 - (C) The *development* provides transportation amenities in accordance with Section 142.0528(c) worth at least four points; and
 - (D) All *off-street parking spaces* that exceed the allowed maximum shall be within an underground parking garage on the same *premises*.

TABLE 156-0313-C
NORTH EMBARCADERO OFF-STREET PARKING REQUIREMENTS

Use Category	Minimum		Maximum		Notes
<i>Dwelling units including Permanent Supportive Housing</i>	0		1 space per <i>dwelling unit</i>		
<i>Living Units & Single Room Occupancy Hotel Rooms</i>	Market rate unit	0	Market rate unit	0.5 spaces per unit	Maximum parking shall be based on the occupancy or rent restriction applied to the specific unit.
	50% AMI	0	50% AMI	0.2 spaces per unit	
	At or below 40% AMI	0	At or below 40% AMI	0	
<i>Group Living</i>	0		0.1 spaces per room		
<i>Live/Work or Shopkeeper Unit</i>	0		1 space per unit		
<i>Residential Care Facilities</i>	0		1 space per every ten beds		
<i>Transitional Housing Facilities</i>	0		1 space per every 6 beds and 1 space per on-site employee		
Office	0 2 spaces per 1,000 square feet				
Hotel	0 .5 spaces per room				
Warehouse & Storage	1 0 space per 10,000 square feet				
Retail	2.5 0 spaces per 1,000 square feet				
Restaurant	5.0 0 spaces per 1,000 square feet				

(d) Enclosed Parking

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

(e) 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 10,000 square feet in area or less.
- (2) For *development* on sites that contain *designated historical resources*, the City Manager 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 proven to be significantly impacted by the underground water table, the City Manager 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*.
- (4) Public parking garages and *development* located within the Ballpark Mixed-Use District are only required to provide two levels of below-*grade* parking prior to the provision of any above-*grade* parking.
- (5) Only two levels of below-*grade* parking are required for *developments* in which all above-*grade* parking is encapsulated with habitable area along all *street frontages*.

(f) Existing Buildings

Buildings may be converted from one land use to another without providing additional parking spaces. The proposed expansion of any building that cannot meet the parking requirements may be granted a deviation from the parking requirements by the City Manager upon approval of a Neighborhood Use Permit in accordance with Chapter 12, Article 6, Division 2 of this Code.

(g) *Structured Parking Facility Standards*

The following standards 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 parking located above the ground level shall meet the following standards:
 - (A) *Development* located on a site of less than 30,000 square feet does not require encapsulated parking;
 - (B) *Development* located on a site of 30,000 square feet or more shall encapsulate 50 percent of the cumulative *building façades* 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 42 inches, measured from the finished *floor* of the adjoining parking space.
 - (E) Any open areas in the exterior *building façade* of the *structure* shall be designed as an integral component of the overall architecture of the *development*.
 - (F) All above-grade parking facilities directly abutting a public *street* shall exhibit level floor areas for a minimum distance of 40 feet from the *property line* to allow for future conversion to habitable uses.

- (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 above-grade parking facilities 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. Any poles shall be a maximum height of 15 feet, located at least 40 feet from any *property line*, and 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 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 public *structured parking* 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 *sign* to indicate whether the *lot* is full or to provide information on prices, ownership, management, 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*.

(h) Surface Parking *Lot* Standards

Surface parking *lots* are interim land uses and shall be designed according to the following standards:

- (1) For sites with an approved *development permit* or those designated for as a *public park* in the Downtown Community Plan, temporary surface parking *lots* may be approved for a maximum period of two years. The parking *lots* shall be improved with appropriate paving, striping, and security lighting to City standards.

- (2) For sites without an approved *development* permit or for parking *lots* improved and operated for a period of over two years, the following standards shall apply in addition to those listed above for temporary surface parking *lots*:
 - (A) Along all public *street frontages*, a minimum 36-inch high black or green vinyl-coated chain link *fence* is required. The *fence* shall provide pedestrian gaps at intervals of no more than 100 feet.
 - (B) One tree shall be planted for every 12 parking stalls. All trees shall be planted in at least 36 inch containers.
- (3) 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 *lot* is full, or provide information on prices, ownership, management, hours of operation, and whether it is for 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 parking *lot*.

(i) Off-Site Parking Provisions

Developments 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 facility’s 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 square feet and less 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 curb cuts shall be located at least 65 feet from the curb line of the closest intersection. Curb cuts on the same parcel must be separated by at least 80 feet, with the exception of a curb cut to provide access to an off-*street* loading bay, which may be closer than 80 feet if the widths of both curb cuts are minimized to the extent possible. Curb cuts shall be located 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.
- (4) No curb cuts are permitted on the *streets* designated on Figure E unless driveway access is not feasible on adjacent *streets* due to *lot* size, *lot* configuration, or other significant factors.

(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 for parking garages shall be located a minimum distance of 10 feet from the front *property line*, and the door swing of any security gate shall not encroach into the 10-foot required minimum distance from the front *property line*. Security gates shall be constructed of an upgraded screening material that is at least 80% non-transparent.

(m) *Centre City* Cumulative Trip Generation Rates

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

(n) *Transportation Demand Management (TDM)*

To reduce single-occupant vehicle trips into the Centre City Planned District, *applicants* for proposed commercial and *hotel development* containing over 50,000 square feet of *gross floor area* shall achieve a minimum of 25 points by implementing *TDM* measures contained in Table 156-0313-D.

TABLE 156-0313-D: <i>TRANSPORTATION DEMAND MANAGEMENT (TDM)</i>	
Points	Measure
20	Five-year, 50% subsidy for transit passes for employee occupants
5	Designated shuttle stop, including signage, seating, lighting and on-going maintenance, for the publicly accessible shuttle serving the downtown area, with routing to include key destination points such as airport, hotels, and visitor-serving facilities.
15	"Shared Use Vehicles" - a minimum of 1 vehicle shall be provided for every 50,000 square feet of leasable <i>gross floor area</i> .
15	Electric, natural gas, fuel cells, fueling stations - a minimum of 1 space per 30,000 square feet of office space, a minimum of 1 space per 100 <i>hotel</i> rooms -a minimum of 50% of the stations shall be electric vehicle charging stations
10	On-site day-care
5	Bicycle storage - a minimum of 1 space for every 10 parking spaces
5	Upgraded transit stop adjacent to new <i>development</i> , including shelter, seating, lighting and ongoing routine maintenance through an agreement with the appropriate transit agency for the life of the improvement.
5	On-site shower facilities available to all tenants/employees of a building -a minimum of 1 space per 100,000 square feet of office space -a minimum of 1 space per 100 <i>hotel</i> rooms
5	Participation by building management and tenants in carpool coordination, ridesharing and car-sharing programs.
5	Discounted parking rates for carpools containing three or more adults - minimum 25% discount
5	Preferential parking for car-sharing, carpool and vanpool (minimum 5% of permitted parking)
5	Discounted parking rates for vehicles with CARB classifications ULEV, SULEV, PZEV, and ZEV - minimum 20% discount

(Amended 9-7-2007 by O-19664 N.S.; effective 10-7-2007.)

(Amended 5-6-2010 by O-19947 N.S.; effective 6-5-2010.)

(Amended 12-7-2011 by O-20117 N.S.; effective 1-6-2012.)

(Amended 5-16-2013 by O-20257 N.S.; effective 6-12-2013.)

(Amended 5-15-2014 by O-20368 N.S.; effective 6-14-2014.)

Chapter 15 Planned Districts

Article 16: Old Town San Diego Planned District

(“Old Town San Diego Planned District” added 3-27-2007 by O-19586 N.S.)

Division 1

(“General Rules” added 3-27-2007 by O-19586 N.S.)

*(Retitled from “Division 1: General Rules” to “Division 1” on 11-20-2018
by O-21015 N.S.; effective 12-20-2018.)*

§1516.0101 Purpose and Intent

The purpose of the Old Town San Diego Planned District (Planned District) is to facilitate development and improvements to sites, structures, and infrastructure that retain, simulate, and enhance the distinctive character of the Old Town San Diego historic area that existed prior to 1872; protect and preserve historical resources, important archaeological sites, traditional cultural properties (tribal cultural resources), and early San Diego descendant resources; and implement the Old Town San Diego Community Plan. The intent is to create an exciting and viable community which includes residential, commercial, visitor-oriented, and public uses; emphasize the area's proud Indigenous, Spanish, Mexican, and American heritage and importance as California's birthplace; and support heritage tourism through historic preservation and development that simulates and complements the ambiance and character of the built and natural environment that existed in Old Town San Diego and other early California settlements prior to 1872. Development of land in Old Town San Diego must adhere to the requirements of this Division to preserve and enhance the unique village character and atmosphere of Old Town San Diego prior to 1872. The provisions of this Division are consistent with the objectives and policies of the Old Town San Diego Community Plan and the City of San Diego General Plan.

(“Purpose and Intent” added 3-27-2007 by O-19586 N.S.; effective 4-26-2007.)

(Amended 6-18-2013 by O-20261 N.S.; effective 7-19-2013.)

(Amended 11-20-2018 by O-21015 N.S.; effective 12-20-2018.)

§1516.0102 Boundaries

The regulations of this Division shall apply to the Old Town San Diego Planned District, as designated on Map No. C-993 and as shown generally on Diagram 1516-01A.

*(“Boundaries and Subareas” added 3-27-2007 by O-19586 N.S.;
effective 4-26-2007.)*

*(Retitled from “Boundaries and Subareas” to “Boundaries” and amended
11-20-2018 by O-21015 N.S.; effective 12-20-2018.)*

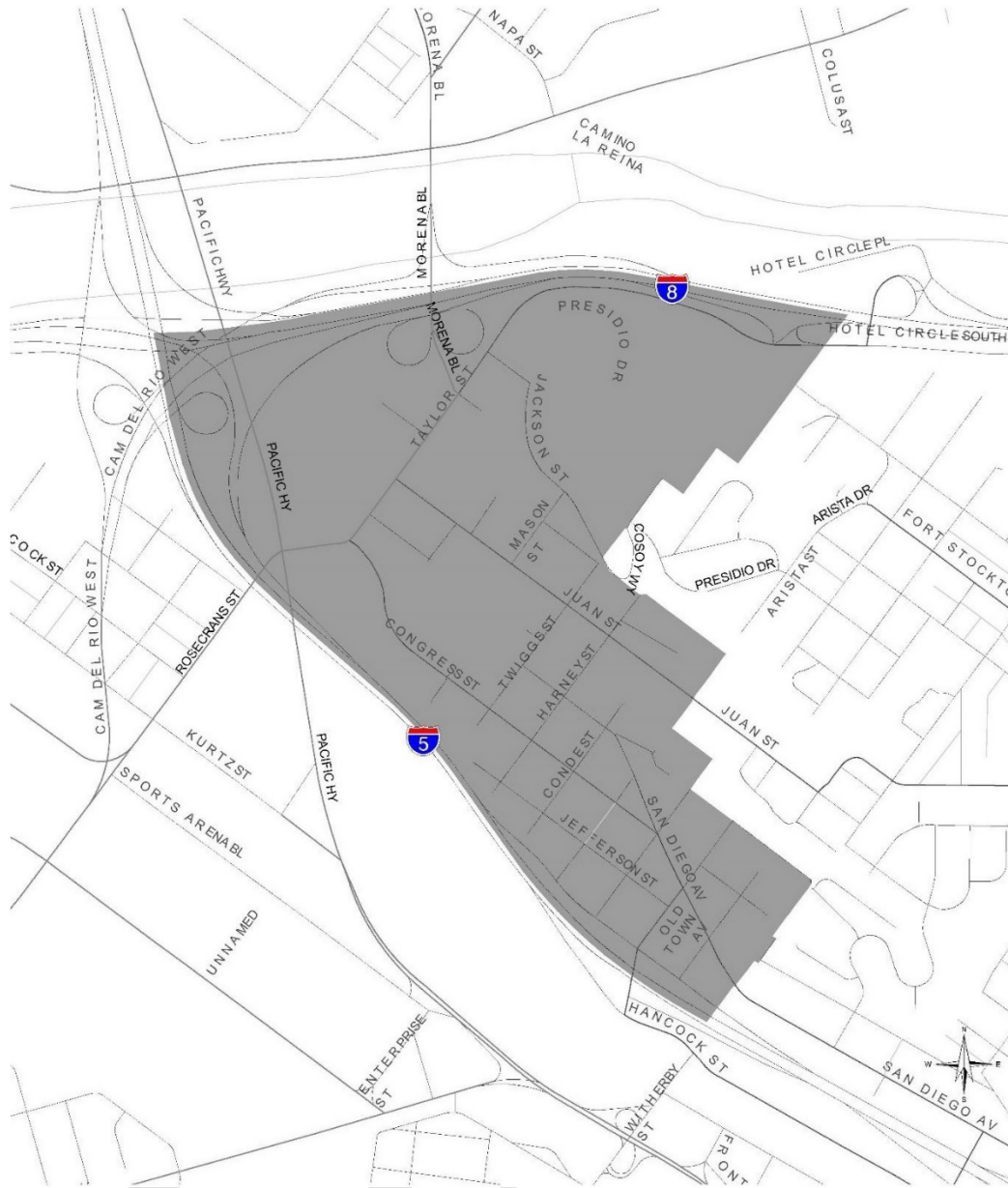


DIAGRAM 1516-01A

Old Town San Diego Planned District

This is a reproduction of Map No. C-993 for illustration purposes only.

(Added 11-20-2018 by O-21015 N.S.; effective 12-20-2018.)

§1516.0103 Old Town San Diego Planned District Design Review Board

(a) Appointments, Terms and Procedures

- (1) The Old Town San Diego Planned District Design Review Board (hereafter referred to as the Board) shall be created to provide recommendations and advice as specified in Section 1516.0103(b). The Board shall be composed of five members who shall serve without compensation. The members shall be appointed by the Mayor and confirmed by the Council. The members shall serve four-year terms and each member shall serve until his successor is duly appointed and qualified. After a four-year term, members can be re-appointed, but no person may serve for more than eight consecutive years (two four-year terms). The members shall be appointed in such a manner that the terms of not more than two members shall expire in any year. The expiration date shall be March 1. During March of each year, the Mayor may designate one member as Chairman; however, in the absence of such designation, the Board shall, on or after April 15, select a Chairman from among its members.
- (2) All members shall be electors of the County of San Diego at the time of appointment. Members of the Board shall be persons who shall be specifically qualified by reason of training or experience in history, art, architecture, land development, landscape architecture, historic preservation, archaeology, tourism, planning, or other relevant business or profession able to judge the aesthetic effects of a proposed development. The composition of the Board shall be as follows: one seat for a registered architect or landscape architect; two seats for persons qualified by reason of training or experience in history, art, architecture, land development, landscape architecture, historic preservation, archaeology, tourism, planning, or other relevant business or profession; one seat for a member of the Old Town San Diego Community Planning Group; and one seat for a person who is a resident, property owner, or business licensee within the Old Town San Diego Community Planning area or a member of the Old Town San Diego Community Planning Group.
- (3) A Board member shall be replaced if the member has three un-excused consecutive absences within the 12 month period of March through February each year.

- (4) Three members shall constitute a quorum for the transaction of business and a majority vote and not less than three affirmative votes shall be necessary to make any Board decision. The Board may adopt rules of procedure to supplement those contained within this Section 1516.0103.
 - (5) The City Manager or designee shall serve as Secretary of the Board as an ex-officio member. The Board shall only hold a meeting when the Secretary is in attendance. The Secretary shall not be entitled to vote.
 - (6) All officers of the City shall cooperate with the Board and render all reasonable assistance to it.
 - (7) The Board shall render a report annually on December 1, or on request, to the Mayor and to the Old Town San Diego Community Planning Group.
- (b) Powers and Duties
- (1) It shall be the duty of the Board to review and make recommendations to the appropriate decision-making authority on applications for permits, maps, or other matters within the Planned District that require Process Three, Process Four, Process Five, and Process CIP-Five decisions, as specified in Table 1516-01A and Land Development Code Chapter 12, and to submit its recommendations or comments on these matters in writing within 30 calendar days to the City Manager or designee. The Board shall also provide advice on architectural and urban design requirements (*architectural features, site design, streetscape, landscape, parking, accessory buildings, sign requirements, and supplemental regulations*) in compliance with the regulations and procedures contained in this Division for applications for permits or other matters within the Old Town San Diego Planned District that require Process One or Process Two decisions, as specified in Table 1516-01A and Land Development Code Chapter 12, upon request of the City Manager or designee.

- (2) The Board may recommend that the City Manager approve, modify, or disapprove any application for a permit, map, or other matter based upon its condition of compliance or noncompliance with the adopted regulations and requirements. The Board shall utilize the regulations and procedures contained in this Division, the purpose and intent of this Division, and the supplemental findings for development in the Planned District in evaluating the appropriateness of any development under this Division.

It shall also be the duty of the Board to recommend to the Planning Commission any changes to the development regulations contained in this Division, provided such changes are necessary for the proper execution of the purpose and intent of this Division and the adopted Old Town San Diego Community Plan, and to adopt rules of procedure to supplement those contained within this Division.

*(“Old Town San Diego Planned District Design Review Board” added 3-27-2007 by O-19586 N.S.; effective 4-26-2007.)
(Amended 11-20-2018 by O-21015 N.S.; effective 12-20-2018.)*

§1516.0104 Applicable Regulations

Unless otherwise specified in this Division, the following provisions of the Land Development Code apply in the Planned District:

Chapter 11 (Land Development Procedures);

Chapter 12 (Land Development Reviews);

Chapter 13 (Zones);

Chapter 14, Article 1 (Separately Regulated Use Regulations);

Chapter 14, Article 2, Division 1 (Grading Regulations);

Chapter 14, Article 2, Division 2 (Drainage Regulations);

Chapter 14, Article 2, Division 3 (Fence Regulations), except Section 142.0370 (Construction Materials for Fences and Retaining Walls);

Chapter 14, Article 2, Division 4 (Landscape Regulations);

Chapter 14, Article 2, Division 5 (Parking Regulations);

Chapter 14, Article 2, Division 6 (Public Facility Regulations);

Chapter 14, Article 2, Division 7 (Off-Site Development Regulations);

Chapter 14, Article 2, Division 8 (Refuse and Recyclable Materials Storage Regulations);

Chapter 14, Article 3 (Supplemental Development Regulations);

Chapter 14, Article 4 (Subdivision Regulations);

Chapter 14, Article 5 (Building Regulations); Chapter 14, Article 6 (Electrical Regulations); and

Chapter 14, Article 7 (Plumbing and Mechanical Regulations)

Where there is a conflict between these provisions of the Land Development Code and this Division, this Division applies, except as it relates to Parking Standards Transit Priority Area, in which case that parking ratio shall apply.

(“Applicable Regulations” added 3-27-2007 by O-19586 N.S.; effective 4-26-2007.)
(Amended 11-20-2018 by O-21015 N.S.; effective 12-20-2018.)

§1516.0105 Definitions

The following definitions apply to this Division. Definitions in Chapter 11, Article 3, Division 1 of the Land Development Code also apply, unless they conflict with definitions in this Section 1516.0105, in which case definitions in this Section 1516.0105 shall apply.

Architectural features means the architectural elements embodying style, design, general arrangement and components of all of the outside surfaces of an improvement or structure, including the type of building materials and the type and style of all windows, doors, lights, signs, and other fixtures appurtenant to the improvement or structure.

Architectural style means the characteristic form and detail of buildings from a particular historical period or school of architecture.

Business operations sign means a sign that provides information about business operations or incidental business services on site and is visible from the public right-of-way, such as “Open/Closed”, hours of operation, credit cards accepted, and ATM available.