

Article 2: General Development Regulations

Division 5: Parking Regulations

(“Parking Regulations” added 12-9-1997 by O-18451 N.S.)

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§142.0530 Nonresidential Uses — Parking Ratios

(a) Retail Sales, Commercial Services, and Mixed-Use Development.

Table 142-05E establishes the ratio of required parking spaces to building *floor* area in the commercial zones, industrial zones, mixed-use zones, and planned districts shown, for retail sales uses and for those commercial service uses that are not covered by Table 142-05F or 142-05G. Table 142-05E 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 142-05E

Parking Ratios for Retail Sales, Commercial Services, Offices, and Mixed-Use Development

Zone	Parking Spaces Required per 1,000 Square Feet of <i>Floor</i> Area Unless Otherwise Noted (<i>Floor</i> Area Includes <i>Gross Floor Area</i> plus Below <i>Grade Floor Area</i> and Excludes <i>Floor Area</i> Devoted to Parking)			
	Required Automobile Parking Spaces ⁽¹⁾			
	Minimum Required Outside a <i>Transit Area</i> and <i>Parking Standards Transit Priority Area</i>	<u>Minimum Required Within a <i>Parking Standards Transit Priority Area</i></u> ⁽⁶⁾⁽⁷⁾	Minimum Required Within a <i>-Transit Area or Transit Priority Area</i> ⁽²⁾⁽⁶⁾	Maximum Permitted
Commercial Zones				
CC-1-1 CC-2-1 CC-4-1 CC-5-1	2.5	<u>0</u>	2.1	6.5
CC-1-2 CC-2-2 CC-4-2 CC-5-2	2.5	<u>0</u>	2.1	6.5
CC-1-3 CC-2-3 CC-4-3 CC-5-3	5.0 ⁽³⁾	<u>0</u>	4.3	6.5
CC-2-4 CC-3-4 CC-4-4 CC-5-4	2.5	<u>0</u>	2.1	6.5
CC-3-5	1.0 ⁽⁴⁾	<u>0</u>	1.0 ⁽⁴⁾	5.5
CC-3-5/Beach impact area ⁽⁵⁾	2.5	<u>0</u>	2.1	6.5

Zone	Parking Spaces Required per 1,000 Square Feet of Floor Area Unless Otherwise Noted (<i>Floor Area Includes Gross Floor Area plus Below Grade Floor Area and Excludes Floor Area Devoted to Parking</i>)			
	Required Automobile Parking Spaces ⁽¹⁾			
	Minimum Required Outside a <i>Transit Area</i> and <i>Parking Standards Transit Priority Area</i>	<u>Minimum Required Within a <i>Parking Standards Transit Priority Area</i></u> ⁽⁶⁾⁽⁷⁾	Minimum Required Within a <i>-Transit Area or -Transit Priority Area</i> ⁽²⁾⁽⁶⁾	Maximum Permitted
CC-4-5	1.0 ⁽⁴⁾	<u>0</u>	1.0 ⁽⁴⁾	5.5
CC-2-5 CC-5-5	1.25	<u>0</u>	1.25	5.5
CC-3-6 CC-4-6 CC-5-6	2.5	<u>0</u>	2.1	6.5
CC-3-7	2.5	<u>0</u>	2.1	6.5
CC-3-8	2.5	<u>0</u>	2.1	6.5
CC-3-9	2.5	<u>0</u>	2.1	6.5
CN-1-1	0.4-0.4 ⁽⁴⁾	<u>0</u>	1.0 ⁽⁴⁾ <u>0</u>	5.5
CN-1-2	5.0 <u>0</u>	<u>0</u>	4.3 <u>0</u>	6.5
CN-1-3	2.5 <u>0</u>	<u>0</u>	2.1 <u>0</u>	6.5
CN-1-4	2.5 <u>0</u>	<u>0</u>	2.1 <u>0</u>	6.5
CN-1-5	2.5 <u>0</u>	<u>0</u>	2.1 <u>0</u>	6.5
CN-1-6	2.5 <u>0</u>	<u>0</u>	2.1 <u>0</u>	6.5
CR-1-1 CR-2-1	5.0 ⁽³⁾	<u>0</u>	4.3	6.5
CO-1-1 CO-1-2 CO-2-1 CO-2-2 CO-3-1 CO-3-2 CO-3-3	5.0	<u>0</u>	4.3	6.5
CV-1-1	5.0	<u>0</u>	4.3	6.5
CV-1-2	2.5	<u>0</u>	2.1	6.5

Zone	Parking Spaces Required per 1,000 Square Feet of Floor Area Unless Otherwise Noted (<i>Floor Area Includes Gross Floor Area plus Below Grade Floor Area and Excludes Floor Area Devoted to Parking</i>)			
	Required Automobile Parking Spaces ⁽¹⁾			
	Minimum Required Outside a <i>Transit Area</i> and <i>Parking Standards Transit Priority Area</i>	<u>Minimum Required Within a Parking Standards Transit Priority Area</u> ⁽⁶⁾⁽⁷⁾	Minimum Required Within a <i>Transit Area</i> or <i>Transit Priority Area</i> ⁽²⁾⁽⁶⁾	Maximum Permitted
Industrial Zones				
IH-1-1 IH-2-1	5.0	<u>4.3</u>	4.3	6.5
IL-1-1 IL-2-1 IL-3-1	5.0	<u>4.3</u>	4.3	6.5
IP-1-1 IP-2-1	5.0	<u>0</u>	4.3	6.5
IS-1-1	1.0 ⁽⁴⁾	<u>0</u>	1.0 ⁽⁴⁾	5.5
IBT-1-1	5.0	<u>0</u>	4.3	6.5
Mixed-Use Zones				
RMX-1	1.5	<u>0</u>	1.0	5.5
RMX-2	1.5	<u>0</u>	1.0	5.5
RMX-3	1.5	<u>0</u>	1.0	5.5
EMX-1	1.5	<u>0</u>	1.0	5.5
EMX-2	1.5	<u>0</u>	1.0	5.5
EMX-3	1.5	<u>0</u>	1.0	5.5
Planned Districts				
Barrio Logan: Subdistrict B	1.0 ⁽⁴⁾	<u>0</u>	1.0 ⁽⁴⁾	5.5
Barrio Logan: Except Subdistrict B	2.5	<u>0</u>	2.1	6.5
Carmel Valley	5.0	<u>0</u>	4.3	6.5
Cass Street	2.0	<u>0</u>	2.0	6.5
Central Urbanized	2.5	<u>0</u>	2.1	6.5
La Jolla	1.7	<u>0</u>	1.7	5.5

Zone	Parking Spaces Required per 1,000 Square Feet of Floor Area Unless Otherwise Noted (<i>Floor Area Includes Gross Floor Area plus Below Grade Floor Area and Excludes Floor Area Devoted to Parking</i>)			
	Required Automobile Parking Spaces ⁽¹⁾			
	Minimum Required Outside a <i>Transit Area</i> and <i>Parking Standards Transit Priority Area</i>	<u>Minimum Required Within a Parking Standards Transit Priority Area</u> ⁽⁶⁾⁽⁷⁾	Minimum Required Within a <i>Transit Area</i> or <i>Transit Priority Area</i> ⁽²⁾⁽⁶⁾	Maximum Permitted
La Jolla Shores	1.0	0	1.0 ⁽⁴⁾	5.5
Mid-City: CN-3 and CV-3	1.25	0	1.25	5.5
Mid-City: Except CN-3, CV-3	2.5	0	2.1	6.5
Mount Hope	3.3	0	2.8	6.5
Mission Valley: CV	2.5	0	2.1	6.5
Mission Valley: Except CV	5.0	0	4.3	6.5
Old Town	4.0	0	3.4	6.5
West Lewis Street	1.0 ⁽⁴⁾	0	1.0 ⁽⁴⁾	5.5

Footnotes for Table 142-05E

- ¹ Parking spaces for carpool vehicles and zero emissions vehicles are required in accordance with Section 142.0530(d). Bicycle parking is required in accordance with Section 142.0530(e).
- ² *Transit Area* or *Transit Priority Area*. The *transit area* or *transit priority area* minimum parking ratios apply in the *Transit Area* Overlay Zone (Chapter 13, Article 2, Division 10), *transit priority areas*, and in the Urban Village Overlay Zone (Chapter 13, Article 2, Division 11).
- ³ Uses Located above *Ground Floor*. The minimum parking ratio for retail sales and commercial services uses above the ground floor is 4.0 spaces per 1,000 square feet of *gross floor area*.
- ⁴ *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 142-05E. 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.
- ⁵ Beach Impact Area. For area of applicability, see Chapter 13, Article 2, Division 8 (Parking Impact Overlay Zone).

⁶ 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 142.0531 and supersedes any other applicable parking ratio.

⁷ Where no off-street parking spaces are provided, the development shall provide an accessible passenger loading zone near the accessible entrance, per City of San Diego Standard Drawings, to the greatest extent feasible. The development shall also provide an on-street accessible space along the property frontage, per the City of San Diego Standard Drawings, to the greatest extent feasible.

- (b) Eating and Drinking Establishments. Table 142-05F 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 142-05F
Parking Ratios for Eating and Drinking Establishments

Zone	Parking Spaces Required per 1,000 Square Feet of Eating and Drinking Establishment ⁽¹⁾ 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 ⁽²⁾			
	Minimum Required Outside a Transit Area and or <u>Parking Standards</u> Transit Priority Area	<u>Minimum Required Within a Parking Standards Transit Priority Area</u> ⁽⁶⁾⁽⁷⁾	Minimum Required Within a Transit Area or <u>Transit Priority Area</u> ⁽³⁾⁽⁶⁾	Maximum Permitted
Commercial Zones				
CC-1-1 CC-2-1 CC-4-1 CC-5-1	2.5	<u>0</u>	2.1	25.0
CC-1-2 CC-2-2 CC-4-2	2.5	<u>0</u>	2.1	25.0
CC-5-2	2.5	<u>0</u>	2.1	25.0
CC-4-2/Coastal Overlay Zone ⁽⁴⁾	5.0	<u>0</u>	4.3	25.0
CC-1-3 CC-2-3 CC-4-3 CC-5-3	15.0	<u>0</u>	12.8	25.0
CC-2-4 CC-3-4 CC-4-4	2.5	<u>0</u>	2.1	25.0
CC-4-4/Coastal Overlay Zone ⁽⁴⁾	5.0	<u>0</u>	4.3	25.0
CC-5-4	2.5	<u>0</u>	2.1	25.0
CC-2-5 CC-3-5	1.0 ⁽⁵⁾	<u>0</u>	1.0 ⁽⁵⁾	20.0
CC-3-5/Coastal Overlay Zone ⁽⁴⁾	5.0	<u>0</u>	4.3	25.0
CC-4-5	1.0 ⁽⁵⁾	<u>0</u>	1.0 ⁽⁵⁾	20.0

Zone	Parking Spaces Required per 1,000 Square Feet of Eating and Drinking Establishment ⁽¹⁾ 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 ⁽²⁾			
	Minimum Required Outside a Transit Area and or <u>Parking Standards Transit Priority Area</u>	<u>Minimum Required Within a Parking Standards Transit Priority Area</u> ⁽⁶⁾⁽⁷⁾	Minimum Required Within a Transit Area or <u>Transit Priority Area</u> ⁽³⁾⁽⁶⁾	Maximum Permitted
CC-5-5	1.25	<u>0</u>	1.25	20.0
CC-3-6 CC-4-6 CC-5-6	2.5	<u>0</u>	2.1	25.0
CC-3-7	2.5	<u>0</u>	2.1	25.0
CC-3-8	2.5	<u>0</u>	2.1	25.0
CC-3-9	2.5	<u>0</u>	2.1	25.0
CN-1-1	0-1.0 ⁽⁵⁾	<u>0</u>	1.0 ⁽⁵⁾ <u>0</u>	20.0
CN-1-2	15.0 <u>0</u>	<u>0</u>	12.8 <u>0</u>	25.0
CN-1-3	2.5 <u>0</u>	<u>0</u>	2.1 <u>0</u>	25.0
CN-1-4	2.5 <u>0</u>	<u>0</u>	2.1 <u>0</u>	25.0
CN-1-5	2.5 <u>0</u>	<u>0</u>	2.1 <u>0</u>	25.0
CN-1-6	2.5 <u>0</u>	<u>0</u>	2.1 <u>0</u>	25.0
CR-1-1 CR-2-1	15.0	<u>0</u>	12.8	25.0
CO-1-1 CO-1-2 CO-2-1 CO-2-2 CO-3-1 CO-3-2 CO-3-3	15.0	<u>0</u>	12.8	25.0

Zone	Parking Spaces Required per 1,000 Square Feet of Eating and Drinking Establishment ⁽¹⁾ 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 ⁽²⁾			
	Minimum Required Outside a Transit Area and or <u>Parking Standards Transit Priority Area</u>	<u>Minimum Required Within a Parking Standards Transit Priority Area</u> ⁽⁶⁾⁽⁷⁾	Minimum Required Within a Transit Area or <u>Transit Priority Area</u> ⁽³⁾⁽⁶⁾	Maximum Permitted
CV-1-1	15.0	<u>0</u>	2.1	25.0
CV-1-2	5.0	<u>0</u>	4.3	25.0
Mixed-Use Zones				
RMX-1	1.5	<u>0</u>	1.0	5.5
RMX-2	1.5	<u>0</u>	1.0	5.5
RMX-3	1.5	<u>0</u>	1.0	5.5
EMX-1	1.5	<u>0</u>	1.0	5.5
EMX-2	1.5	<u>0</u>	1.0	5.5
EMX-3	1.5	<u>0</u>	1.0	5.5
Industrial Zones				
IH-1-1 IH-2-1	15.0	<u>12.8</u>	12.8	25.0
IL-1-1 IL-2-1 IL-3-1	15.0	<u>12.8</u>	12.8	25.0
IL-3-1	15.0	<u>0</u>	12.8	25.0
IP-1-1 IP-2-1	15.0	<u>0</u>	12.8	25.0
IS-1-1	1.0 ⁽⁵⁾	<u>0</u>	1.0 ⁽⁵⁾	20.0
IBT-1-1	15.0	<u>0</u>	12.8	25.0
Planned Districts				
Barrio Logan: Subdistrict B	1.0 ⁽⁵⁾	<u>0</u>	1.0 ⁽⁵⁾	20.0
Barrio Logan: Except Subdistrict B	2.5	<u>0</u>	2.1	20.0
Carmel Valley	15.0	<u>0</u>	12.8	25.0

Zone	Parking Spaces Required per 1,000 Square Feet of Eating and Drinking Establishment ⁽¹⁾ 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 ⁽²⁾			
	Minimum Required Outside a Transit Area and/or Parking Standards Transit Priority Area	<u>Minimum Required Within a Parking Standards Transit Priority Area⁽⁶⁾⁽⁷⁾</u>	Minimum Required Within a Transit Area or Transit Priority Area⁽³⁾⁽⁶⁾	Maximum Permitted
Cass Street	5.0	<u>0</u>	4.3	25.0
Central Urbanized	2.5	<u>0</u>	2.1	6.5
La Jolla	5.0	<u>0</u>	4.3	20.0
La Jolla Shores	1.0	<u>0</u>	1.0 ⁽⁵⁾	20.0
Mid-City: CN-3 and CV-3	1.25	<u>0</u>	1.25	20.0
Mid-City: Except CN-3, CV-3	2.5	<u>0</u>	2.1	25.0
Mount Hope	3.3	<u>0</u>	2.8	25.0
Mission Valley: CV	5.0	<u>0</u>	4.3	25.0
Mission Valley: Except CV	15.0	<u>0</u>	12.8	25.0
Old Town	4.0	<u>0</u>	3.4	25.0
West Lewis Street	1.0 ⁽⁵⁾	<u>0</u>	1.0 ⁽⁵⁾	20.0

Footnotes for Table 142-05F

- ¹ 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. Within the Coastal Overlay Zone, outdoor dining areas such as decks, patios, terraces, etc., are considered part of the eating and drinking establishment's *gross floor area* and are included in calculating parking requirements.
- ² Parking spaces for carpool vehicles and zero emissions vehicles are required in accordance with Section 142.0530(d). Bicycle parking is required in accordance with Section 142.0530(e).
- ³ ~~Transit Area or Parking Standards Transit Priority Area~~. The ~~transit area or transit priority area~~ minimum parking ratios apply in the Transit Area Overlay Zone (Chapter 13, Article 2, Division 10), ~~transit priority areas~~, and in the Urban Village Overlay Zone (Chapter 13, Article 2, Division 11).
- ⁴ Coastal Overlay Zone. For area of applicability, see Chapter 13, Article 2, Division 4.

- ⁵ *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 142-05F. 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.
- ⁶ 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 142.0531 and supersedes any other applicable parking ratio.
- ⁷ Where no off-street parking spaces are provided, the development shall provide an accessible passenger loading zone near the accessible entrance, per City of San Diego Standard Drawings, to the greatest extent feasible. The development shall also provide an on-street accessible space along the property frontage, per the City of San Diego Standard Drawings, to the greatest extent feasible.

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- (c) Nonresidential Uses. Table 142-05G 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 142-05G
Parking Ratios for Specified Non-Residential Uses

Use	Parking Spaces Required per 1,000 Square Feet of <i>Floor Area</i> Unless Otherwise Noted (<i>Floor Area</i> Includes <i>Gross Floor Area</i> plus below <i>Grade Floor Area</i> , and Excludes <i>Floor Area</i> Devoted to Parking)			
	Required Automobile Parking Spaces ⁽¹⁾			
	Minimum Required Outside a Transit Area and/or Parking Standards Transit Priority Area	<u>Minimum Required Within a Parking Standards Transit Priority Area⁽⁷⁽⁸⁾⁾</u>	Minimum Required Within a Transit Area or Transit Priority Area ⁽²⁾	Maximum Permitted
Institutional				
Separately Regulated Uses				
Botanical Gardens and Arboretums	3.3	<u>0</u>	2.8	N/A
Educational facilities:				
Kindergarten through grade 9	2.0 per classroom if no assembly area or 30 per 1,000 square feet assembly area	<u>85% of Minimum</u>	85% of Minimum	N/A
Grade 10 through grade 12	1 per 5 students at maximum occupancy	<u>85% of Minimum</u>	85% of Minimum	N/A
Vocational/trade schools	1 per student at maximum occupancy	<u>85% of Minimum</u>	85% of Minimum	N/A
Exhibit Halls & Convention Facilities	1 per 3 seats; 30.0 if no fixed seats	<u>85% of Minimum</u>	85% of Minimum	N/A
Hospitals	2 per bed	<u>85% of Minimum</u>	85% of Minimum	N/A
Intermediate care facilities and nursing facilities	1 per 3 beds	<u>85% of Minimum</u>	85% of Minimum	N/A
Interpretive Centers	3.3	<u>2.8</u>	2.8	N/A
Museums	3.3	<u>2.8</u>	2.8	N/A
Radio & Television Broadcasting	3.3	<u>2.9</u>	2.9	5.0
Retail Sales: See Table 142-05E				
Commercial Services				

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 ⁽¹⁾			
	Minimum Required Outside a Transit Area and of <u>Parking Standards Transit Priority Area</u>	<u>Minimum Required Within a Parking Standards Transit Priority Area</u> ⁽⁷⁾⁽⁸⁾⁾	Minimum Required Within a Transit Area of <u>Transit Priority Area</u> ⁽²⁾	Maximum Permitted
Eating & Drinking Establishments	See Table 142-05F			
Public assembly & entertainment				
Theaters	1-3 screens: 1 per 3 seats 4+ screens: 1 per 3.3 seats Per assembly area if not fixed seats: 50.0	<u>0</u>	85% of Minimum	N/A
Health clubs	5.0 Clubs with Courts: 1 additional space per the maximum number of authorized players (Amateur Athletic Union) per court	<u>0</u>	85% of Minimum	N/A
Swimming pools	Commercial: 1 per 100 sq. ft. of pool surface area Community: 1 per 175 sq. ft. of pool surface area	<u>0</u>	85% of Minimum	N/A
All other assembly and entertainment	1 per 3 seats or 1 per 60 inches of bench or pew seating, whichever is greater; or 30 per 1,000 square feet of assembly area if seating is not fixed	<u>85% of Minimum</u>	85% of Minimum	N/A
Visitor accommodations	1 per guest room Conference Area: 10.0	<u>0</u>	1 per guest room Conference Area: 10.0	N/A
Separately Regulated Uses				
Child Care Centers	1 per staff	<u>85% of Minimum</u>	85% of Minimum	N/A
Funeral parlors & Mortuaries	1 per 3 seats; 30.0 for assembly area if no fixed seats	<u>85% of Minimum</u>	85% of minimum	N/A
Private clubs, lodges, fraternal organizations (except	1 per guest room, or 2.5, whichever is greater ⁽³⁾	<u>0</u>	85% of Minimum	N/A

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 ⁽¹⁾			
	Minimum Required Outside a Transit Area and or <u>Parking Standards Transit Priority Area</u>	<u>Minimum Required Within a Parking Standards Transit Priority Area⁽⁷⁾⁽⁸⁾</u>	Minimum Required Within a Transit Area or <u>Transit Priority Area⁽²⁾</u>	Maximum Permitted
fraternities and sororities)				
Single room occupancy hotels (For SRO Hotels that meet the criteria for affordable housing dwelling units stated in Section 142.0527, see Section 142.0527 for parking requirements)	1 per room	<u>0</u>	0.5 per room	N/A
Veterinary clinics & hospitals	2.5	<u>2.1</u>	2.1	N/A
Offices⁽⁴⁾				
Business & professional/ Government/ Regional & corporate headquarters (except in IS Zone)	3.3	<u>0</u>	2.9	5.0
Medical, dental, & health practitioners (except in IS Zone)	4.0	<u>0</u>	3.5	6.0
All office uses in the IS Zone	1.0 ⁽⁵⁾	<u>0</u>	1.0 ⁽⁵⁾	5.0
Vehicle & Vehicular Equipment Sales & Service				
Automobile service stations	2 per Station; with Maintenance Facility, 3 per Station Plus 1 per Service Bay Retail Sales: 3.0	<u>85% of Minimum</u>	85% of Minimum	N/A
Vehicle repair & maintenance	5.0	<u>4.3</u>	4.3	N/A
Vehicle sales & rentals	1 per each 10 display cars	<u>85% of Minimum</u>	85% of Minimum	N/A

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 ⁽¹⁾			
	Minimum Required Outside a Transit Area and Parking Standards Transit Priority Area	Minimum Required Within a Parking Standards Transit Priority Area ⁽⁷⁾⁽⁸⁾⁾	Minimum Required Within a Transit Area or Transit Priority Area ⁽²⁾	Maximum Permitted
Distribution and Storage⁽⁴⁾				
All distribution and storage uses	1.0 ⁽⁵⁾	<u>0</u>	1.0 ⁽⁵⁾	4.0
Self Storage Facilities	1.0 space/10,000 sq ft plus 3.3 space per 1,000 square foot of accessory office space	<u>0</u>	N/A	N/A
Industrial				
Heavy Manufacturing (except in IS Zone)	1.5 ⁽⁶⁾	<u>1.5</u> ⁽⁶⁾	1.5 ⁽⁶⁾	4.0
Light manufacturing (except in IS Zone)	2.5 ⁽⁶⁾	<u>2.1</u> ⁽⁶⁾	2.1 ⁽⁶⁾	4.0
Research & development (except in IS Zone)	2.5	<u>0</u>	2.1	4.0
All industrial uses in the IS Zone	1.0 ⁽⁵⁾	<u>0</u>	1.0 ⁽⁵⁾	4.0

Footnotes For Table 142-05G

- ¹ Parking spaces for carpool vehicles and zero emissions vehicles are required in accordance with Section 142.0530(d). Bicycle parking is required in accordance with Section 142.0530(e).
- ² ~~Transit Area or Transit Priority Area~~. The transit area ~~or transit priority area~~ minimum parking ratios apply in the Transit Area Overlay Zone (Chapter 13, Article 2, Division 10), ~~transit priority areas~~, and in the Urban Village Overlay Zone (Chapter 13, Article 2, Division 11).
- ³ In the beach impact area, one parking space per guest room or 5.0, whichever is greater.
- ⁴ 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.
- ⁵ 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 142-05G. 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.
- ⁶ Facilities with a majority of floor area dedicated to large equipment, tanks, vessels, and automated machinery, or any similar combination of equipment may provide parking using a minimum ratio of 1.0 parking space per 1,000 square feet of floor area instead of the parking ratio shown in Table 142-05G.

- ⁷ The *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 142.0531 and supersedes any other applicable parking ratio.
- ⁸ Where no off-street parking spaces are provided, the development shall provide an accessible passenger loading zone near the accessible entrance, per City of San Diego Standard Drawings, to the greatest extent feasible. The development shall also provide an on-street accessible space along the property frontage, per the City of San Diego Standard Drawings, to the greatest extent feasible.

- (d) Parking Spaces for Carpool/Vanpool Vehicles, Electric Vehicles, and Zero Emissions Vehicles
 - (1) Designated parking spaces for carpool/vanpool vehicles (vehicles containing two or more persons), electric vehicles, and zero emissions vehicles (any vehicles certified to zero-emissions standards) shall be provided for non-residential *development* at the ratio indicated in Section 142.0530(d)(1)(B), unless exempt under Section 142.0530(d)(1)(C).
 - (A) The required designated parking spaces for carpool vehicles and zero emissions vehicles are to be provided within the overall minimum parking requirement, not in addition to it.
 - (B) The required number of designated parking spaces for carpool vehicles and zero emissions vehicles shall be calculated based on the total number of automobile parking spaces required for the *premises* as follows:
 - (i) Zero designated parking spaces for carpool vehicles and zero emissions vehicles if there are 0-9 automobile parking spaces on the *premises*.
 - (ii) One designated parking space for carpool vehicles and zero emissions vehicles if there are 10-25 automobile parking spaces on the *premises*.
 - (iii) Three designated parking spaces for carpool vehicles and zero emissions vehicles if there are 26-50 automobile parking spaces on the *premises*.
 - (iv) Six designated parking spaces for carpool vehicles and zero emissions vehicles if there are 51-75 automobile parking spaces on the *premises*.
 - (v) Eight designated parking spaces for carpool vehicles and zero emissions vehicles if there are 76-100 automobile parking spaces on the *premises*.
 - (vi) Eleven designated parking spaces for carpool vehicles and zero emissions vehicles if there are 101-150 automobile parking spaces on the *premises*.

- (vii) Sixteen designated parking spaces for carpool vehicles and zero emissions vehicles if there are 151-200 automobile parking spaces on the *premises*.
 - (viii) Designated parking spaces for carpool vehicles and zero emissions vehicles equal to at least 8% of the total automobile parking spaces on the *premises* if there are 201 or more automobile parking spaces on the *premises*.
 - (C) The following are exempt from the requirements of Section 142.0530(d)(1)(B):
 - (i) Proposed building additions that are less than 1,000 square feet; and
 - (ii) Improvements valued at less than \$200,000.
 - (2) Required designated parking spaces for carpool/vanpool vehicles, electric vehicles, and zero emissions vehicles shall be conveniently located close to building entrances. Each parking space shall include surface identification, painted with the same paint used for defining the parking stall, with the lower edge of the identification aligned with the end of the parking space and visible beneath a parked vehicle. The identification shall include the following characters:

CLEAN AIR/
VANPOOL/EV
 - (3) If there is a charge for parking, designated parking spaces for carpool vehicles and zero emissions vehicles shall be offered at a lower rate than the charge for other vehicles.
 - (4) Required designated parking spaces for carpool vehicles and zero emissions vehicles may also be used by low-emitting and fuel-efficient vehicles, if the *applicant* determines that the designated parking spaces are otherwise underutilized.
- (e) Bicycle Parking Spaces and Facilities
- (1) Short-Term Bicycle Parking Spaces

- (A) Short-term bicycle parking spaces are intended for use by visitors and shall be calculated based on the total number of automobile parking spaces required for the *premises*. Unless exempt under Section 142.0530(e)(1)(D), short-term bicycle parking spaces are required for non-residential *development*. The minimum number of required short-term bicycle parking spaces shall be two; or 0.1 per 1,000 square feet of building *floor* area, excluding *floor* area devoted to parking; or 5% of the required automobile parking space minimum, whichever is greater.
- (B) Short-term bicycle parking spaces shall be convenient and secure and shall consist of permanently-anchored bicycle racks located within 200 feet of a visitor entrance.
- (C) A credit may be applied towards the short-term bicycle parking space requirement for existing bicycle parking spaces that are located in a permanently-anchored bicycle rack in the *public right-of-way* within 200 feet of a visitor entrance for the *development*.
- (D) The following are exempt from the short-term bicycle parking space requirements:
- (i) Proposed building additions that are less than 1,000 square feet; and
 - (ii) Improvements valued at less than \$200,000; and
 - (iii) The following uses:
 - Cemeteries, mausoleums, crematories;
 - Maintenance and repair uses;
 - Boarding kennels;
 - Pet grooming services;
 - Veterinary clinics and hospitals;
 - Vehicle and vehicular equipment sales and service uses; and
 - Industrial uses

(2) Long-Term Bicycle Parking Spaces and Facilities

- (A) Long-term bicycle parking spaces are intended for use by employees and shall be required for non-residential *development* at a rate of 5% of the required automobile parking for any *premises* with more than ten full-time employees, unless exempt under Section 142.0530(e)(2)(D). The minimum number of required long-term bicycle parking spaces is one.
- (B) Long-term bicycle parking spaces shall include the following features:
 - (i) Covered lockable enclosures with permanently-anchored bicycle racks;
 - (ii) Lockable bicycle rooms with permanently-anchored bicycle racks; or
 - (iii) Lockable, permanently-anchored bicycle lockers.
- (C) Where 10 or more long-term bicycle parking spaces are required, employee shower facilities shall be provided on the *premises*.
- (D) The following are exempt from the long-term bicycle parking space and facilities requirements:
 - (i) Proposed building additions that are less than 1,000 square feet; and
 - (ii) Improvements valued at less than \$200,000.
- (f) Unspecified Uses. For uses not addressed by Tables 142-05E, 142-05F, and 142-05G 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) Motorcycle Parking. Motorcycle parking shall be provided at a ratio of 2 percent of the minimum number of automobile parking spaces required or two spaces, whichever is greater.

- (h) Rideshare Information. All nonresidential uses with more than 100,000 square feet of *gross floor* area are required to provide a kiosk or bulletin board that displays information on transit use, carpooling, and other forms of ridesharing.

(Amended 6-12-2001 by O-18948 N.S.; effective 12-12-2001.)

(Amended 3-1-2006 by O-19467 N.S.; effective 8-10-2006.)

(Amended 8-4-2011 by O-20081 N.S.; effective 10-6-2011.)

(Amended 11-16-2012 by O-20216 N.S.; effective 12-16-2012.)

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

(Amended 4-11-2014 by O-20361 N.S.; effective 5-18-2014.)

(Amended 5-5-2015 by O-20481 N.S.; effective 6-4-2015.)

(Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

(Amended 4-5-2016 by O-20634 N.S.; effective 5-5-2016.)

(Amended 5-5-2017 by O-20823 N.S.; effective 6-4-2017.)

(Amended 3-22-2018 by O-20917 N.S.; effective 4-21-2018.)

(Amended 10-10-2018 by O-20991 N.S.; effective 11-9-2018.)

[Editors Note: Amendments as adopted by O-20991 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies O-20991 N.S. 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-20991-SO.pdf]

(Amended 9-12-2019 by O-21118 N.S.; effective 10-12-2019.)

[Editors Note: Amendments as adopted by O-21118 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-21118-SO.pdf]

§142.0531 Parking Standards Transit Priority Area Regulations for Non-Residential Uses

The Parking Standards Transit Priority Area Regulations establish the parking requirements for non-residential development where all or a portion of the premises is located within a Parking Standards Transit Priority Area. For purposes of this section, Parking Standards Transit Priority Area means the area defined in California Public Resources Code Section 21099, as may be amended, or an area within one-half mile of a major transit stop that is existing or planned, if the planned major transit stop is scheduled to be completed within the San Diego Association of Governments (SANDAG) Regional Transportation Improvement Program (RTIP). The RTIP covers five fiscal years and incrementally implements the long-range Regional Transportation Plan for the San Diego region.

- (a) Table 142-05E establishes the ratio of required parking spaces within a parking standard transit priority area in the commercial zones, industrial zones, mixed-use zones, and planned districts shown.
- (b) Table 142-05F 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.
- (c) Table 142-05G 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 142.0531(a) and (b).

§142.0535 Off-Premises Parking Regulations in Urbanized Communities

Required *off-street parking spaces* for uses in *Urbanized Communities* may be located off-premises, subject to the following regulations.

- (a) Residential Uses. Some portion of the off-premises parking shall be within a 25-foot horizontal distance of the *premises* on which the use requiring *off-street parking spaces* is located, and in the Coastal Overlay Zone, the site of the off-premises parking shall be identified with appropriate signs. Within the beach impact area of the Parking Impact Overlay Zone, off-premises parking shall not be permitted for residential uses.
- (b) Nonresidential Uses. Some portion of the off-premises parking shall be within a non-residential zone and within a 600-foot horizontal distance of the *premises* on which the use requiring *off-street parking spaces* is located, and in the Coastal Overlay Zone, the site of the off-premises parking and the site of the use shall be identified with appropriate signs within the Coastal Overlay Zone.
- (c) Control of Parking Spaces. The off-premises parking, which shall be identified with appropriate directional signs for *development* in the Coastal Overlay Zone, shall be owned or controlled by the owner of the use requiring the *off-street parking spaces*.

When off-premises parking is to be provided, the owner or lessee of record of the *premises* shall furnish evidence that is satisfactory to the City Manager that they own or have a sufficient interest in the property to provide the minimum *off-street parking spaces* required by the Land Development Code. Whether *off-street parking spaces* are to be provided on property that is owned by the *applicant* or another owner, the *applicant* shall provide to the County Recorder for recordation, covenants that have been executed by the owners of the property on which the off-premises parking is proposed and the owners of the use requiring the off-street parking spaces.

The covenant shall be for the benefit of the City, in a form approved by the City Attorney, to the effect that the owners will continue to maintain the parking spaces as long as the use it serves exists. The covenant shall also recite that the title to, and right to, use the *lots* upon which the parking is to be provided will be subservient to the title to the *premises* where the *primary use* it serves is situated and shall warrant that the *lots* are not and will not be made subject to any other covenant or contract for use without prior written consent of the City.

If the owners of the use should thereafter provide parking equal in area within the same distance and under the same conditions as the ownership upon another *lot* than the *premises* made subservient in a previous covenant, the City will, upon written application accompanied by the filing of a similar covenant, release the original subservient *premises* from the previous covenant. The owners shall furnish at their own expense title reports or other evidence the City may require to insure compliance with the provisions of this section.

- (d) Off-Premises *Parking Spaces* Not to be Reduced. Off-premises *parking spaces* provided in accordance with this section shall be maintained as long as the *structure* or use for which they are provided exists unless an equivalent substitute number of spaces is provided and thereafter maintained in compliance with the Land Development Code. In no event shall parking facilities that are provided or maintained for a *structure* or use be considered as providing any of the required space for any other *structure* or use.

(Added 12-9-1997 by O-18451 N.S.)

(Amended 10-18-1999 by O-18691 N.S.; effective 1-1-2000.)

(Amended 4-8-2008 by O-19734 N.S; effective 5-8-2008.)

§142.0545 Shared Parking Requirements

- (a) Approval Criteria. In all zones except single unit residential zones, *shared parking* may be approved through a Building Permit subject to the following requirements.
- (1) *Shared parking* requests shall be for two or more different land uses located adjacent or near to one another, subject to the standards in this section.
 - (2) All *shared parking* facilities shall be located within a 1200-foot horizontal distance of the uses served.
 - (3) Parties involved in the shared use of a parking facility shall provide an agreement for the shared use in a form that is acceptable to the City Attorney.
 - (4) *Shared parking* facilities shall provide *signs* on the *premises* indicating the availability of the facility for patrons of the participating uses.
 - (5) Modifications to the *structure* in which the uses are located or changes in tenant occupancy require review by the City Manager for compliance with this section.

- (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) The *shared parking* formula is as follows:

A, B, C	=	proposed uses to share parking spaces
PA	=	parking demand in the peak hour for Use A
PB	=	parking demand in the peak hour for Use B
PC	=	parking demand in the peak hour for Use C
HA%	=	the percentage of peak parking demand for Use A in Hour H
HB%	=	the percentage of peak parking demand for Use B in Hour H
HC%	=	the percentage of peak parking demand for Use C in Hour H
P(A, B, C)	=	peak parking demand for Uses A, B and C combined

Formula:

$P(A, B, C) = (PA \times HA\%) + (PB \times HB\%) + (PC \times HC\%)$, where H = that hour of the day (H) that maximizes

$P(A, B, C)$

- (2) Table 142-05I contains the peak parking demand for selected uses, expressed as a ratio of parking spaces to *floor* area.

- (3) Table 142-05J 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) The parking demand that a use generates in a particular hour of the day is determined by multiplying the peak parking demand for the use by the percentage of peak parking demand the use generates in that hour.
 - (5) The parking demand of the proposed *development* in a particular hour of the day is determined by adding together the parking demand for each use in that hour.
 - (6) The minimum number of required *off-street parking spaces* for the proposed *development* is the highest hourly parking demand.
 - (7) The *applicant* may request approval of *shared parking* based on the latest Urban Land Institute Parking Study or equivalent study as an alternative to the parking demand rates provided in Tables 142-05I and 142-05J if the *applicant* provides evidence to the satisfaction of the City Engineer that the alternative parking demand rates more accurately represent the parking demand and peak parking demand for the *development*.
- (c) Single Use Parking Ratios. *Shared parking* is subject to the parking ratios in Table 142-05I.

Table 142-05I
Parking Ratios for Shared Parking

Use	Peak Parking Demand (Ratio of spaces per 1,000 square feet of <i>floor</i> area unless otherwise noted. <i>Floor</i> area includes gross <i>floor</i> area plus below grade <i>floor</i> area and excludes <i>floor</i> area devoted to parking)	Transit Area <i>Transit Priority Area⁽⁺⁾</i>
Office (except medical office)		
Weekday	3.3	2.8
Saturday	0.5	0.5
Medical office		
Weekday	4.0	3.4
Saturday	0.5	0.5
Retail sales	5.0	4.3
Eating & drinking establishment	15.0	12.8
Cinema 1-3 screens	1 space per 3 seats	.85 spaces per 3 seats

4 or more screens	1 space per 3.3 seats	.85 spaces per 3.3 seats
Visitor accommodations through Multiple Dwelling Units	1 space per <i>guest room</i>	1 space per <i>guest room</i>
Conference room	10.0	10.0
Multiple dwelling units	(see Section 142.0525)	

Footnote for Table 142-05I

- ¹ ~~Transit Area or Transit Priority Area.~~ The transit area ~~or transit priority area~~ peak parking demand applies in the Transit Area Overlay Zone (see Chapter 13, Article 2, Division 10) ~~or transit priority areas defined above in Section 142.0528.~~

- (d) Hourly Accumulation Rates. Table 142-05J 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 142-05J
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.	5%	-	5%	-	-	-	15%	20%	-	-
7 a.m.	15	30%	20	20%	10%	5%	55%	35%	-	-
8 a.m.	55	50	65	40	30	30	80	55	-	-
9 a.m.	90	80	90	80	50	50	65	70	-	-
10 a.m.	100	90	100	95	70	75	25	30	5%	-
11 a.m.	100	100	100	100	80	90	65	40	5	-
Noon	90	100	80	100	100	95	100	60	30	30%
1 p.m.	85	85	65	95	95	100	80	65	70	70
2 p.m.	90	75	80	85	85	100	55	60	70	70
3 p.m.	90	70	80	95	80	90	35	60	70	70
4 p.m.	85	65	80	50	75	85	30	50	70	70
5 p.m.	55	40	50	45	80	75	45	65	70	70

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 p.m.	25	35	15	45	80	65	65	85	80	80
7 p.m.	15	25	10	40	75	60	55	100	100	90
8 p.m.	5	20	5	5	60	55	55	100	100	100
9 p.m.	5	-	5	-	45	45	45	85	100	100
10 p.m.	5	-	5	-	30	35	35	75	100	100
11 p.m.	-	-	-	-	15	15	15	30	80	80
Midnight	-	-	-	-	-	-	5	25	70	70

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.	100%	90%	15%	20%	-	-
7 a.m.	95	80	55	35	--	-
8 a.m.	85	75	80	55	50%	50%
9 a.m.	85	70	65	70	100	100
10 a.m.	80	60	25	30	100	100
11 a.m.	75	55	65	40	100	100
Noon	70	50	100	60	100	100
1 p.m.	70	50	80	65	100	100
2 p.m.	70	50	55	60	100	100
3 p.m.	60	50	40	60	100	100
4 p.m.	65	50	30	50	100	100

Hour of Day	Visitor Accommodations					
	<i>Guest Room</i>		Eating & Drinking Establishment		Conference Room	Exhibit Hall and Convention Facility
5 p.m.	60	60	45	65	100	100
6 p.m.	65	65	65	85	100	100
7 p.m.	75	70	55	100	100	100
8 p.m.	85	70	55	100	100	100
9 p.m.	90	75	45	85	100	100
10p.m.	90	85	35	75	50	50
11p.m.	100	95	15	30	-	-
Midnight	100	100	10	25	-	-

Hour of Day	Residential	
	Weekday	Saturday
6 a.m.	100%	100%
7 a.m.	80	100
8 a.m.	60	95
9 a.m.	50	85
10 a.m.	40	80
11 a.m.	40	75
Noon	40	70
1 p.m.	35	65
2 p.m.	40	65
3 p.m.	45	65
4 p.m.	45	65

Hour of Day	Residential	
	Weekday	Saturday
5 p.m.	50	65
6 p.m.	65	70
7 p.m.	70	75
8 p.m.	75	80
9 p.m.	85	80
10 p.m.	90	85
11 p.m.	95	90
Midnight	100	95

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 3-1-2006 by O-19467 N.S.; effective 8-10-2006.)
(Amended 11-16-2012 by O-20216 N.S.; effective 12-16-2012.)
(Amended 6-18-2013 by O-20261 N.S.; effective 7-19-2013.)
(Amended 4-5-2016 by O-20634 N.S.; effective 5-5-2016.)
(Amended 3-22-2018 by O-20917 N.S.; effective 4-21-2018.)