

Article 3: Land Development Terms
Division 1: Definitions

§113.0103 Definitions

Abutting property through Luminous tube lighting [No change in text.]

Major transit stop means a site that contains an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods, or as defined in California Public Resources Code section 21064.3 as it may be amended.

Map, amended through Transit area [No change in text.]

~~Transit Ppriority Aarea~~ 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~~ major transit stop that is existing or planned, if the planned ~~stop~~ major transit stop is scheduled to be completed within the planning horizon included in a SANDAG Regional Transportation Improvement Program, or as defined in California Public Resources Code section 21099 as it may be amended.

Unaccepted offer of dedication through Yard [No change in text.]

Article 2: General Development Regulations
Division 5: Parking Regulations

142.0505 When Parking Regulations Apply

These regulations apply in all base zones and planned districts, with the exception of those areas specifically identified as being exempt from the regulations, whether or not a permit or other approval is required.

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

Table 142-05A
Parking Regulations Applicability

Type of <i>Development</i> Proposal	Applicable Regulations	Required Permit Type/ Decision Process
Any <i>single dwelling unit residential development</i> [No change in text.]	[No change in text.]	[No change in text.]
Any <i>multiple dwelling unit residential development</i> [No change in text.]	Sections 142.0510, 142.0525, <u>142.0528</u> , and 142.0560	[No change in text.]
Any <i>multiple dwelling unit residential development</i> that includes housing that meets the criteria stated in Section 142.0527 (Affordable Housing Parking Regulations) [No change in text.]	[No change in text.]	[No change in text.]
<u>Any <i>multiple dwelling unit residential development</i> that meets the criteria in Section 142.0528 (Transit Priority Area Parking Regulations)</u>	<u>Sections 142.0510, 142.0525, 142.0528, and 142.0560</u>	<u>No permit required by this division</u>
Any nonresidential <i>development</i> through Tandem Parking for commercial uses [No change in text.]	[No change in text.]	[No change in text.]

142.0525 Multiple Dwelling Unit Residential Uses — Required Parking Ratios

(a) [No change in text.]

Table 142-05C
Minimum Required Parking Spaces for
Multiple Dwelling Units and Related Accessory Uses

<i>Multiple Dwelling Unit Type and Related and Accessory Uses</i>	Automobile Spaces Required Per Dwelling Unit (Unless Otherwise Indicated)			Motorcycle Spaces Required Per Dwelling Unit	Bicycle ⁽⁵⁾ Spaces Required Per Dwelling Unit	
	Basic ⁽¹⁾	<i>Transit Area or Transit Priority Area</i> ⁽²⁾	<i>Transit Priority Area</i> ⁽³⁾			Parking Impact ⁽⁴⁾
Studio up to 400 square feet	1.25	1.0	<u>0</u>	1.5	0.05	0.3
1 bedroom or studio over 400 square feet	1.5	1.25	<u>0</u>	1.75	0.1	0.4
2 bedrooms	2.0	1.75	<u>0</u>	2.25	0.1	0.5
3-4 bedrooms	2.25	2.0	<u>0</u>	2.5	0.1	0.6
5+ bedrooms	2.25	2.0	<u>0</u>	(See footnote 6)	0.2	1.0
Affordable Housing dwelling units regulated by Section 142.0527	N/A	N/A	<u>0</u>	0.25 beyond that required in Section 142.0527	(See footnote 3)	(See footnote 3)
<i>Condominium conversion</i> ⁽⁸⁾			<u>0</u>			
1 bedroom or studio over 400 square feet	1.0	0.75	<u>0</u>	1.25	N/A	N/A
2 bedrooms	1.25	1.0	<u>0</u>	1.5	N/A	N/A
3 + bedrooms	1.5	1.25	<u>0</u>	1.75	N/A	N/A
Rooming house	1.0 per tenant	0.75 per tenant	<u>0.75 per tenant</u>	1.0 per tenant	0.05 per tenant	0.30 per tenant
Boarder and Lodger Accommodations	1.0 per two boarders or lodgers	1.0 per two boarders or lodgers	<u>1.0 per two boarders or lodgers</u>	1.0 per two boarders or lodgers, except 1.0 per boarder or lodger in beach impact area	N/A	N/A
Residential care facility (6 or fewer persons)	1 per 3 beds or per permit	1 per 4 beds or per permit	<u>1 per 4 beds or per permit</u>	1 per 3 beds or per permit	N/A	N/A

<i>Multiple Dwelling Unit Type and Related and Accessory Uses</i>	Automobile Spaces Required Per Dwelling Unit (Unless Otherwise Indicated)				Motorcycle Spaces Required Per Dwelling Unit	Bicycle⁽⁵⁾ Spaces Required Per Dwelling Unit
	Basic⁽¹⁾	<i>Transit Area</i> or <i>Transit Priority Area</i> ⁽²⁾	<u><i>Transit Priority Area</i></u> ⁽⁹⁾	Parking Impact⁽⁴⁾		
Small lot subdivision in accordance with Section 143.0365						
Studio up to 400 square feet	1.25	1.0	<u>1.0</u>	1.5	N/A	N/A
1 bedroom or studio over 400 square feet	1.5	1.25	<u>1.25</u>	1.75	N/A	N/A
2+ bedrooms	2.0	1.75	<u>1.75</u>	2.25	N/A	N/A
Transitional Housing (6 or fewer persons)	1 per 3 beds or per permit	1 per 4 beds or per permit	<u>1 per 4 beds or per permit</u>	1 per 3 beds or per permit	N/A	N/A
Continuing Care Retirement Communities						
<i>Dwelling units</i>	1.0	0.75	<u>0.75</u>	1.25	N/A	N/A
Convalescent and memory care rooms	1.0 per 3 beds	1.0 per 3 beds	<u>1.0 per 3 beds</u>	1.0 per 3 beds	N/A	N/A
Employees	1 per peak shift	0.75 per peak shift	<u>0.75 per peak shift</u>	1.25 per peak shift	See Section 142.0530(f)	See Section 142.0530(e)
Accessory uses (spaces per square feet⁽⁷⁾)	Retail Sales: 2.5 per 1,000 Eating and Drinking Estb.: 5 per 1,000	Retail Sales: 2.5 per 1,000 Eating and Drinking Estb.: 5 per 1,000	<u>Retail Sales: 2.5 per 1,000</u> <u>Eating and Drinking Estb.: 5 per 1,000</u>	Retail Sales: 2.5 per 1,000 Eating and Drinking Estb.: 5 per 1,000	N/A	N/A

Footnotes for Table 142-05C

- ¹ Basic. The basic parking ratio applies to *development* that does not qualify for a reduced parking requirement (in accordance with the *transit area* or *transit priority area* parking ratio or the *very low income* parking ratio), or for an increased parking requirement in accordance with the Parking Impact Area as described in Chapter 13, Article 2, Division 8 (Parking Impact Overlay Zone). *Development* qualifying for both a reduced parking ratio (*transit area*, ~~*transit priority area*~~, or *very low-income* parking ratio) and an increased parking ratio (Parking Impact Area) shall also use the basic parking ratio.
- ² ~~*Transit Area*~~ or ~~*Transit Priority Area*~~. The ~~*transit area*~~ or ~~*transit priority area*~~ parking ratio applies to *development premises* that is at least partially within any portion of a *transit area* as

described in Chapter 13, Article 2, Division 10 (Transit Area Overlay Zone), ~~a transit priority area~~, or that is subject to Chapter 13, Article 2, Division 11 (Urban Village Overlay Zone).

³ [No change in text.]

⁴ Parking Impact. The parking impact ratio applies to *development premises* ~~that is at least partially within any portion of~~ a designated beach impact area or a campus impact area as described in Chapter 13, Article 2, Division 8 (Parking Impact Overlay Zone), unless otherwise noted, but does not apply to *development premises* within any portion of a *transit priority area*.

⁵ through ⁸ [No change in text.]

⁹ The Transit Priority Area Parking Regulations set forth in Section 142.0528 apply to *development premises* within any portion of a *transit priority area*. *Development premises* within a *transit priority area* shall supersede any other applicable *off-street parking space* requirements.

§142.0528 Transit Priority Area Parking Regulations

The Transit Priority Area Parking Regulations establish the parking requirements for *multiple dwelling unit residential development premises* within any portion of a *transit priority area*. *Development* that includes at least 20 percent on-site housing that is affordable to persons with a household income equal to or less than 50 percent of the area median income as defined by California Health and Safety Code section 50093 and is subject to an affordability restriction for a minimum of 55 years and *development of four or fewer dwelling units* are exempt from the requirements for *transportation amenities* and *unbundled parking* in subsections 142.0528(d) and 142.0528(e)(1).

(a) Definitions. For the purposes of this Section, the following definitions apply:

(1) Unbundled Parking means *off-street parking spaces* that are leased or sold separately from the rental or purchase fees for the *development*.

(2) Transportation Amenity means a feature provided by a *development* that reduces vehicle trips by informing, educating, and incentivizing transit use, bicycling, walking, and ridesharing.

(b) Parking Requirement. *Off-street parking spaces* are not required.

(c) Reasonable Accommodations to these parking regulations shall be granted if necessary to afford *disabled persons* equal housing opportunities guaranteed under state or federal law. See Section 131.0466.

(d) Transportation Amenity Requirements. All *multiple dwelling unit residential development* within any portion of a *transit priority area* shall provide

Transportation Amenities as follows. The amount and type of required Transportation Amenities shall be determined in accordance with Land Development Manual, Appendix Q, and as follows:

- (1) Transportation Amenity Score. A Transportation Amenity Score shall be determined for the *development* by adding the sum of the scores set forth in Section 142.0528(c)(1)(A)-(D):
- (A) Bedroom Ratio Score. Divide the *development's* total number of *bedrooms* by the *development's* total number of *dwelling units*, and then determine the Bedroom Ratio Score as follows:
- (i) Greater than 3: 0 points
 - (ii) 2.5 to 3: 1 point
 - (iii) 2 to 2.49: 2 points
 - (iv) 1.75 to 1.99: 3 points
 - (v) 1.5 to 1.74: 4 points
 - (vi) Below 1.5: 5 points
- (B) Jobs-Housing Score. If the *development premises* is located within 1-mile from at least 4,500 jobs: 1 point. The Jobs-Housing Score shall be determined in accordance with Land Development Manual Appendix Q.
- (C) Environment Priority Index Score. The Environment Priority Index Score for the *development premises* shall be determined in accordance with Land Development Manual Appendix Q, and as follows:
- (i) 10 or less: 0 points
 - (ii) 10.1 to 25: 1 point
 - (iii) 25.1 to 40: 2 points
 - (iv) 40.1 to 55: 3 points
 - (v) Greater than 55: 4 points
- (D) Transit Commute Score. The Transit Commute Score for the *development premises* shall be based on the level of existing employment within a 30-minute transit trip from the nearest

transit priority area transit stop to the development determined in accordance with the Land Development Manual Appendix Q.

- (i) If the development premises is located within a half-mile of a major transit stop that serves greater than 25,000 jobs: 2 points
- (ii) If the development premises is located within a half-mile of a major transit stop that serves 25,000 jobs or less: 1 point

(2) Transportation Amenity Requirements.

- (A) Table 142-05E sets forth the Transportation Amenities that shall be required for multiple dwelling unit residential development based on the Transportation Amenity Score. The Transportation Amenity Requirements shall be satisfied using the Transportation Amenities set forth in Land Development Manual Appendix Q.

Table 142-05E
Transportation Amenity Requirements

Transportation Amenity Score	Transportation Amenity Requirements
1-3	6 points
4 -7	4 points
8-9	2 points
10+	0 points

- (B) Transportation Amenity requirements for the development shall be posted in a prominent and accessible location within a common area of the development where it can easily be seen by residents. The notice shall include a contact for information regarding the Transportation Amenities and a statement that the Transportation Amenities are required pursuant to the San Diego Municipal Code. This notice shall be posted to the in substantially the same form as set forth in Land Development Manual Appendix Q and to the satisfaction of the Development Services Department.
- (e) Provided Parking. If multiple dwelling unit residential development includes one or more off-street parking spaces within a transit priority area:

- (1) The off-street parking spaces shall consist only of unbundled parking.
- (2) 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).
- (3) The number of off-street electric vehicle charging spaces shall be provided in accordance with the California Green Building Standards Code.
- (4) Bicycle spaces shall comply with Table 142-05C.
- (5) Motorcycle parking spaces shall comply with Table 142-05C.

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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.)

156.0313 Parking, Loading, Traffic and Transportation Demand Management Standards

- a) Residential *Off-Street Parking Space and Loading Bay* Requirements.
The parking requirements in Table 156-0313-A and Section 156.0313(a) shall apply to residential uses. ~~All parking spaces required by Table 156-0313-A shall be reserved for the exclusive use of residents of the development.~~

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

Use Category	Minimum		Maximum		Notes
<i>Dwelling units</i>	0 <u>1 space per dwelling unit</u>		<u>1 space per dwelling unit</u>		See Section 156.0313 (a)(1), (3) & (4) for Guest, Motorcycle & Bicycle <u>Guest, Motorcycle & Bicycle Parking storage</u> Requirements
<i>Living Units</i>	Market rate unit	0 <u>0.5 spaces per unit</u>	<u>Market rate unit</u>	<u>0.5 spaces per unit</u>	<u>Maximum</u> parking shall be based on the occupancy/rent restriction applied to the specific unit
	50% AMI	0 <u>0.2 spaces per unit</u>	<u>50% AMI</u>	<u>0.2 spaces per unit</u>	
	At or below 40% AMI	0 <u>None</u>	<u>At or below 40% AMI</u>	<u>None</u>	
<i>Group Living</i>	0 <u>0.1 spaces per room</u>		<u>0.1 spaces per room</u>		
<i>Senior Housing*</i>	Shall be determined through Conditional Use Permit review.		<u>Shall be determined through Conditional Use Permit review.</u>		The intent of this provision is to accommodate requests for reduction in parking requirements.
<i>Live/Work or Shop Keeper Unit</i>	0 <u>1 space per unit</u>		<u>1 space per unit</u>		
<i>Residential Care Facilities*</i>	0 <u>1 space per every ten (10) beds</u>		<u>1 space per every 10 beds</u>		
<i>Transitional Housing Facilities*</i>	Shall be determined through Conditional Use Permit review.		<u>Shall be determined through Conditional Use Permit review.</u>		The intent of this provision is to accommodate requests for reduction in parking requirements.

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

- (1) ~~Guest or Service Parking. Multi-family residential *development* shall provide additional off-*street* parking spaces at a ratio of one space for every thirty units. These spaces shall be permanently reserved and clearly marked for visitor or service use only. *Development* containing fewer than fifty *dwelling units* shall be exempt from this requirement.~~
- (2) ~~Off-Street Loading. The following standards shall apply for multi-family residential *development*:~~
- (A) ~~*Development* containing 100 or more *dwelling units* shall provide at least one off-*street* loading bay that shall be at least 35 feet deep, 13 feet wide, and 13 feet tall (measured from the inside walls);~~
- (B) ~~Loading bays shall have direct access into the internal circulation system of the *development* and elevators;~~
- (C) ~~Loading bays shall share the parking access driveway, unless separate driveways better facilitate access to the loading bay and parking areas and decrease potential conflicts; and~~
- (D) ~~Loading bay location shall not create traffic conflicts.~~
- (3) ~~Motorecycle Parking. One motorecycle parking space shall be provided for every twenty *dwelling units*.~~
- (4) ~~)~~
- (b) 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.
- (c) Provided Parking. If multiple *dwelling unit* residential *development* includes one or more off-*street* parking spaces within a transit priority area:

- (1) The off-street parking spaces shall consist only of unbundled parking.
- (2) 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).
- (3) The number of off-street electric vehicle charging spaces shall be provided in accordance with the California Green Building Standards Code.
- (4) Bicycle spaces shall comply with Table 142-05C.
- (5) Motorcycle parking spaces shall comply with Table 142-05C.

(b) [No change in text.]

Table 156-0313-B [No change in text.]

(c) [No change in text]

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

Use Category	Minimum		Maximum		Notes
<i>Dwelling units</i>	<u>0</u> 1 space per <i>dwelling unit</i> plus 1 space for every 30 units for guests		<u>1</u> space per <i>dwelling unit</i>		
<i>Living Units & Single Room Occupancy Hotel Rooms</i>	Market rate unit	<u>0</u> 0.5 spaces per unit	<u>Market rate unit</u>	<u>0.5</u> spaces per unit	<u>Maximum parking shall be based on the occupancy or rent restriction applied to the specific unit.</u>
	50% AMI	<u>0</u> 0.2 spaces per unit	<u>50% AMI</u>	<u>0.2</u> spaces per unit	
	At or below 40% AMI	<u>0</u> None	<u>At or below 40% AMI</u>	<u>None</u>	
<i>Group Living*</i>	<u>0</u> 0.1 spaces per room		<u>0.1</u> spaces per room		
<i>Senior Housing*</i>	Shall be determined through Conditional Use Permit review.		<u>Shall be determined through Conditional Use Permit review.</u>		The intent of this provision is to accommodate requests for reduction in parking requirements.
<i>Live/Work or Shop Keeper Unit</i>	<u>0</u> 1 space per unit		<u>1</u> space per unit		
<i>Residential Care Facilities*</i>	<u>0</u> 1 space per every ten (10) beds		<u>1</u> space per every ten beds		
<i>Transitional Housing Facilities*</i>	Shall be determined through Conditional Use Permit review.		<u>Shall be determined through Conditional Use Permit review.</u>		The intent of this provision is to accommodate requests for reduction in parking requirements.
Office through Restaurant [No change in text.]					

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

(d) through (o) [No change in text.]

Article 11: The Marina Planned District
(*“The Marina Planned District” added 3-27-2007 by O-19600 N.S.*)

Division 4: General and Supplemental Regulations
(*“General and Supplemental Regulations” added 3-27-2007 by O-19600 N.S.*)

1511.0401 Off-Street Parking and Loading Regulations

- a) Residential *Off-Street Parking Space and Loading Bay* Requirements.
The parking requirements in Table 1511-04-A and Section 1511.0401(a) shall apply to residential uses. ~~All parking spaces required by Table 156-0313-A shall be reserved for the exclusive use of residents of the development.~~

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

Use Category	Minimum		Maximum		Notes
<i>Dwelling units</i>	<u>0-1 space per dwelling unit</u>		<u>1 space per dwelling unit</u>		<u>Maximum</u> parking shall be based on the occupancy/rent restriction applied to the specific unit.
<i>Living Units</i>	Market rate unit	<u>0-0.3 spaces per unit</u>	<u>Market rate unit</u>	<u>0.3 spaces per unit</u>	<u>Maximum</u> parking shall be based on the occupancy/rent restriction applied to the specific unit.
	50% AMI	<u>0-0.1 spaces per unit</u>	<u>50% AMI</u>	<u>0.1 spaces per unit</u>	
	At or below 40% AMI	<u>0 None</u>	<u>At or below 40% AMI</u>	<u>None</u>	
<i>Group Living</i>	<u>0-0.1 spaces per room</u>		<u>0.1 spaces per room</u>		
<i>Senior Housing*</i>	Shall be determined through Conditional Use Permit review.		<u>Shall be determined through Conditional Use Permit review.</u>		The intent of this provision is to accommodate requests for reduction in parking requirements.
<i>Live/Work or Shop Keeper Unit</i>	<u>0-1 space per unit</u>		<u>1 space per unit</u>		
<i>Residential Care Facilities*</i>	<u>0-1 space per every ten (10) beds</u>		<u>1 space per every ten beds</u>		
<i>Transitional Housing Facilities*</i>	Shall be determined through Conditional Use Permit review.		<u>Shall be determined through Conditional Use Permit review.</u>		The intent of this provision is to accommodate requests for reduction in parking requirements.

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

- (1) ~~Guest or Service Parking. Multi-family residential *development* shall provide additional off-*street* parking spaces at a ratio of one space for every thirty units. These spaces shall be permanently reserved and clearly marked for visitor or service use only. *Development* containing fewer than fifty *dwelling units* shall be exempt from this requirement.~~
- (2) ~~Off-Street Loading. The following standards shall apply for multi-family residential *development*:~~
- (A) ~~*Development* containing 100 or more *dwelling units* shall provide at least one off-*street* loading bay that shall be at least 35 feet deep, 13 feet wide, and 13 feet tall (measured from the inside walls);~~
- (B) ~~Loading bays shall have direct access into the internal circulation system of the *development* and elevators;~~
- (C) ~~Loading bays shall share the parking access driveway, unless separate driveways better facilitate access to the loading bay and parking areas and decrease potential conflicts; and~~
- (D) ~~Loading bay location shall not create traffic conflicts.~~
- (3) ~~Motorecycle Parking. One motorecycle parking space shall be provided for every twenty *dwelling units*.~~
- (4) ~~(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. Any off-*street* parking spaces [provided by/included in a *development*] shall comply with the following:
- (A) The *parking spaces* shall not be included in the rent or purchase price for the residential units.
- (B) The number of accessible *parking spaces* shall be provided in accordance with Title 24 of the California Code of Regulations (California Building Standards Code).
- (C) The number of electric vehicle charging spaces (EV Spaces) shall be provided in accordance with the California Green Building Standards Code.

(D) Motorcycle parking spaces shall be provided at a ratio of one motorcycle space for every 20 parking spaces.

(b) [No change in text.]

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

The parking requirements in Table 1511-04C shall apply to *development* located west of California Street between Harbor Drive and West F Street. The regulations found in Section 1511.0401(b) and (c) shall apply within the area described in Section 1511.0401(c).

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

Use Category	Minimum		Maximum		Notes
<i>Dwelling units</i>	<u>0</u> 1 space per <i>dwelling unit</i> plus 1 space for every 30 units for guests		<u>1</u> space per <i>dwelling unit</i>		To a maximum of two spaces per unit.
<i>Living Units & Single Room Occupancy Units</i>	Market rate unit	<u>0</u> 0.5 spaces per unit	Market rate unit	<u>0.5</u> spaces per unit	Maximum parking shall be based on the occupancy or rent restriction applied to the specific unit.
	50% AMI	<u>0</u> 0.2 spaces per unit	50% AMI	<u>0.2</u> spaces per unit	
	At or below 40% AMI	<u>0</u> None	At or below 40% AMI	None	
<i>Group Living</i>	<u>0</u> 0.1 spaces per room		<u>0.1</u> spaces per room		
<i>Senior Housing*</i>	Shall be determined through Conditional Use Permit review.		<u>Shall be determined through Conditional Use Permit review.</u>		The intent of this provision is to accommodate requests for reduction in parking requirements.
<i>Shop Keeper Unit</i>	<u>0</u> 1 space per unit		<u>1</u> space per unit		
<i>Residential Care Facilities*</i>	<u>0</u> 1 space per every ten (10) beds		<u>1</u> space per every ten beds		
<i>Transitional Housing Facilities*</i>	N/A Shall be determined through Conditional Use Permit review.		<u>Shall be determined through Conditional Use Permit review.</u>		The intent of this provision is to accommodate requests for reduction in parking requirements.
Office through Restaurant [No change in text.]					

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

(d) through (m) [No change in text.]

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Article 7: Gaslamp Planned District*("Gaslamp Planned District" added 3-27-2007 by O-19588 N.S.)***Division 4: General and Supplemental Regulations***("General and Supplemental Regulations" added 3-27-2007 by O-19588 N.S.)***157.0401 Off-Street Parking Requirements**

(a) through (f) [No change in text.]

Use Category	Minimum	Notes
Office	1.5 spaces per 1,000 sf	Projects containing less than 50,000 square feet of office space are exempt.
Commercial/Retail	1.0 space per 1,000 sf	Projects containing less than 30,000 square feet of commercial/retail space are exempt.
Hotel	0.3 space per room	Projects containing less than 25 guest rooms are exempt.
<i>Dwelling Units</i>	<u>0</u> 1.0 space per unit	