

ORDINANCE NUMBER O-\_\_\_\_\_ (NEW SERIES)

DATE OF FINAL PASSAGE \_\_\_\_\_

AN ORDINANCE AMENDING CHAPTER 11, ARTICLE 3, DIVISION 1 OF THE SAN DIEGO MUNICIPAL CODE BY AMENDING SECTION 113.0103; AMENDING CHAPTER 14, ARTICLE 2, DIVISION 5 BY AMENDING SECTIONS 142.0505, 142.0525, AND ADDING NEW SECTION 142.0528; AMENDING CHAPTER 15, ARTICLE 6, DIVISION 3 BY AMENDING SECTION 156.0313; AMENDING CHAPTER 15, ARTICLE 7, DIVISION 4 BY AMENDING SECTION 157.0401; AMENDING CHAPTER 15, ARTICLE 11, DIVISION 4 BY AMENDING SECTION 1511.0401, ALL RELATING TO TRANSIT PRIORITY AREA PARKING REGULATIONS.

WHEREAS, to implement the Mayor's Housing SD initiative, the City must increase housing affordability and supply; and

WHEREAS, to implement Strategy 3 of the City's Climate Action Plan, the City must plan communities that reduce reliance on auto-oriented transportation in order to achieve reductions in vehicle-generated greenhouse gas emissions and surrounding roadway vehicular congestion; and

WHEREAS, Chen Ryan Associates, Inc., conducted a study to update the City's parking data, review approaches of other cities in implementing parking reduction strategies, and analyze existing parking demand of multiple dwelling unit residential development within the City, and prepared a report, dated January 2019, based on the results of that study (Parking Study); and

WHEREAS, the Parking Study showed an oversupply of parking within multiple dwelling unit residential development in the City, and concluded that removing minimum parking requirements could increase housing production and reduce housing costs, and would allow developers flexibility to provide parking based on market demand; and

WHEREAS, the Parking Study shows that eliminating minimum parking requirements has allowed for an increase in residential units at a more affordable price; and

WHEREAS, the Council finds that new parking regulations for multiple dwelling unit residential development within transit priority areas that eliminate minimum parking requirements, require any parking that is provided to be sold or leased separately from the price of the dwelling units, and require the provision of transportation amenities, with certain specified exceptions, would decrease vehicle miles traveled (VMT), increase Citywide active transportation mode share, and provide a greater supply of housing at a more affordable rate;  
NOW, THEREFORE,

BE IT ORDAINED, by the Council of the City of San Diego, as follows:

Section 1. That Chapter 11, Article 3, Division 1 of the San Diego Municipal Code is amended by amending section 113.0103, to read as follows:

**§113.0103 Definitions**

*Abutting property* through *Lowest floor* [No change in text.]

*Major transit stop* means a site as defined in California Public Resources Code section 21064.3, as may be amended, or 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.

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

*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 planning horizon included in a  
Transportation Improvement Program.

*Unaccepted offer of dedication* [No change in text.]

*Unbundled parking* means an *off-street parking space* that is leased or sold  
separately from, rather than included in, the rent or purchase price of a *dwelling*  
*unit*.

*Uncontrolled fill through Yard* [No change in text.]

Section 2. That Chapter 14, Article 2, Division 5 of the San Diego Municipal Code is  
amended by amending sections 142.0505, 142.0525, and adding new section 142.0528, to read  
as follows:

**§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**

<b>Type of <i>Development</i> Proposal</b>	<b>Applicable Regulations</b>	<b>Required Permit Type/ Decision Process</b>
<i>Any single dwelling unit residential development</i>	[No change in text.]	[No change in text.]
<i>Any multiple dwelling unit residential development</i>	Sections 142.0510, 142.0525, 142.0528, and 142.0560	[No change in text.]

Type of <i>Development Proposal</i>	Applicable Regulations	Required Permit Type/ Decision Process
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.]
Any <i>multiple dwelling unit residential development</i> that meets the criteria in Section 142.0528 (Parking Standards Transit Priority Area Regulations)	Sections 142.0510, 142.0525, 142.0528, and 142.0560	No permit required by this division
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 <sup>(5)</sup> Spaces Required Per Dwelling Unit
	Basic <sup>(1)</sup>	Transit Area <sup>(2)</sup>	Parking Standards Transit Priority Area <sup>(9)</sup>	Parking Impact <sup>(4)</sup>		
Studio up to 400 square feet	1.25	1.0	0	1.5	0.05	0.3
1 bedroom or studio over 400 square feet	1.5	1.25	0	1.75	0.1	0.4
2 bedrooms	2.0	1.75	0	2.25	0.1	0.5
3-4 bedrooms	2.25	2.0	0	2.5	0.1	0.6
5+ bedrooms	2.25	2.0	0	(See footnote 6)	0.2	1.0
Affordable Housing <i>dwelling units</i> regulated by Section 142.0527	N/A	N/A	0	0.25 beyond that required in Section 142.0527	(See footnote 3)	(See footnote 3)
<i>Condominium conversion</i> <sup>(8)</sup> 1 bedroom or studio over 400 Square feet	1.0	0.75	0	1.25	N/A	N/A

<i>Multiple Dwelling Unit Type and Related and Accessory Uses</i>	<b>Automobile Spaces Required Per Dwelling Unit</b> (Unless Otherwise Indicated)				<b>Motorcycle Spaces Required Per Dwelling Unit</b>	<b>Bicycle<sup>(5)</sup> Spaces Required Per Dwelling Unit</b>
	<b>Basic <sup>(1)</sup></b>	<b>Transit Area <sup>(2)</sup></b>	<b>Parking Standards Transit Priority Area<sup>(9)</sup></b>	<b>Parking Impact<sup>(4)</sup></b>		
	1.25	1.0	0	1.5	N/A	N/A
	1.5	1.25	0	1.75	N/A	N/A
<b>Rooming house</b>	1.0 per tenant	0.75 per tenant	0.75 per tenant	1.0 per tenant	0.05 per tenant	0.30 per tenant
<b>Boarder &amp; Lodger Accommodations</b>	1.0 per two boarders or lodgers	1.0 per two boarders or lodgers	1.0 per two boarders or lodgers	1.0 per two boarders or lodgers, except 1.0 per boarder or lodger in beach impact area	N/A	N/A
<b>Residential care facility (6 or fewer persons)</b>	1 per 3 beds or per permit	1 per 4 beds or per permit	1 per 4 beds or per permit	1 per 3 beds or per permit	N/A	N/A
<b>Small lot subdivision in accordance with Section 143.0365</b>						
<b>Studio up to 400 square feet</b>	1.25	1.0	1.0	1.5	N/A	N/A
<b>1 bedroom or studio over 400 square feet</b>	1.5	1.25	1.25	1.75	N/A	N/A
<b>2+ bedrooms</b>	2.0	1.75	1.75	2.25	N/A	N/A
<b>Transitional Housing (6 or fewer persons)</b>	1 per 3 beds or per permit	1 per 4 beds or per permit	1 per 4 beds or per permit	1 per 3 beds or per permit	N/A	N/A
<b>Continuing Care Retirement Communities</b>						
<b>Dwelling units</b>	1.0	0.75	0.75	1.25	N/A	N/A
<b>Convalescent and memory care rooms</b>	1.0 per 3 beds	1.0 per 3 beds	1.0 per 3 beds	1.0 per 3 beds	N/A	N/A
<b>Employees</b>	1 per peak shift	0.75 per peak shift	0.75 per peak shift	1.25 per peak shift	See Section 142.0530(f)	See Section 142.0530(e)
<b>Accessory uses (spaces per square feet<sup>(7)</sup>)</b>	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	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	N/A	N/A



**Footnotes for Table 142-05C**

- <sup>1</sup> Basic. The basic parking ratio applies to *development* that does not qualify for a reduced parking requirement (in accordance with the *transit area* or Parking Standards 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* or *very low-income* parking ratio) and an increased parking ratio (Parking Impact Area) shall also use the basic parking ratio.
- <sup>2</sup> *Transit Area*. The *transit area* parking ratio applies to *development* where all or a portion of the *premises* is located within a *transit area* as described in Chapter 13, Article 2, Division 10 (Transit Area Overlay Zone) or that is subject to Chapter 13, Article 2, Division 11 (Urban Village Overlay Zone).
- <sup>3</sup> [No change in text.]
- <sup>4</sup> Parking Impact. The parking impact ratio applies to *development* where all or a portion of the *premises* is located within 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* where all or a portion of the *premises* is located within a Parking Standards Transit Priority Area.
- <sup>5</sup> through <sup>8</sup> [No change in text.]
- <sup>9</sup> 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.

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

**§142.0528 Parking Standards Transit Priority Area Regulations**

The Parking Standards Transit Priority Area Regulations establish the parking requirements for *multiple dwelling unit* 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 planning horizon included in a San Diego Association of Governments (SANDAG) Regional Transportation Improvement Program (RTIP). *Multiple dwelling unit* residential *development* that involves four or fewer *dwelling units*,

or 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 determined in accordance with California Health and Safety Code section 50093 and is subject to an affordability restriction for a minimum of 55 years, is exempt from the *unbundled parking* requirement in subsection 142.0528(b)(1). *Multiple dwelling unit residential development* in the Centre City, Gaslamp, and Marina Planned Districts is exempt from the transportation amenity requirement in subsection 142.0528(c).

- (a) Parking Requirement. *Off-street parking spaces* are not required.
- (b) Provided Parking. If one or more *off-street parking spaces* are provided in a *development*, then the following requirements apply:
  - (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 spaces shall comply with Table 142-05C.
  - (6) *Reasonable accommodations* to these 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.

- (c) Transportation Amenities. All *multiple dwelling unit* residential *development* where all or a portion of the *premises* is located within a Parking Standards Transit Priority Area shall provide transportation amenities based on its Transportation Amenity Score. Transportation amenity, as used herein, means a feature provided by a *development* that reduces vehicle trips by informing, educating, and incentivizing transit use, bicycling, walking, and ridesharing. The types of transportation amenities are listed in Land Development Manual Appendix Q.
- (1) Transportation Amenity Score. The Transportation Amenity Score for the *development* shall be the sum of its Bedroom Ratio Score, Jobs-Housing Score, Environmental Priority Index Score, and Transit Commute Score, in accordance with Section 142.0528(c)(1)(A)-(D) below and Land Development Manual Appendix Q.
- (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* is located within one mile from at least 4,500 jobs: 1 point.
- (C) Environmental Priority Index Score. The Environmental Priority Index Score shall be determined by the *development's* CalEnviroScreen Score, 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* shall be based on the level of existing employment within a 30-minute transit trip of the nearest *major transit stop* to the *development*.
  - (i) If the *development* is located within a half-mile of a *major transit stop* that serves greater than 25,000 jobs: 2 points
  - (ii) If the *development* is located within a half-mile of a *major transit stop* that serves 25,000 jobs or less: 1 point

- (2) Transportation Amenity Requirement. The transportation amenity requirement for a *development* shall be determined by the Transportation Amenity Score as follows:
  - (A) Transportation Amenity Score of 1-3 points requires transportation amenities worth at least 6 points.
  - (B) Transportation Amenity Score of 4-7 points requires transportation amenities worth at least 4 points.
  - (C) Transportation Amenity Score of 8-9 points requires transportation amenities worth at least 2 points.
  - (D) Transportation Amenity Score of 10 points or higher does not require any transportation amenities.
- (3) Notice. A notice describing the provided transportation amenities 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 contact information and a statement that the transportation amenities are required pursuant to the San Diego Municipal Code and to the satisfaction of the Development Services Department. This notice shall be in the form as set forth in Land Development Manual Appendix Q.

Section 3. That Chapter 15, Article 6, Division 3 of the San Diego Municipal Code is amended by amending section 156.0313, to read as follows:

**§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</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>	Shall be determined through Conditional Use Permit review.		Shall be determined through Conditional Use Permit review.		The intent of this provision is to accommodate requests for reduction in parking requirements.

- (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) [No change in text.]

(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</i>	0		1 space per <i>dwelling unit</i>		
<i>Living Units &amp; 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>	Shall be determined through Conditional Use Permit review.		Shall be determined through Conditional Use Permit review.		The intent of this provision is to accommodate requests for reduction in parking requirements.
Office through Restaurant [No change in text.]	[No change in text.]				

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

Section 4. That Chapter 15, Article 7, Division 4 of the San Diego Municipal Code is amended by amending section 157.0401, to read as follows:

**§157.0401 Off-Street Parking Requirements**

- (a) New developments located on sites that are greater than 10,000 square feet shall comply with the parking requirements established in Table 157-0401-A. *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.

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

- (g) **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.
- (h) **Provided Parking.** If one or more *off-street parking spaces* are provided in a *development*, then the following requirements apply:
- (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) One motorcycle parking space shall be provided for every ten parking spaces.
- (i) **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 157-0401-A if all of the following apply:*

- (1) The *development floor area ratio* is no less than 80 percent of the base maximum *floor area ratio*; and
- (2) 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
- (3) The *development* provides transportation amenities in accordance with Section 142.0528(c) worth at least four points; and
- (4) All *off-street parking spaces* that exceed the allowed maximum shall be within an underground parking garage on the same *premises*.

TABLE 157-0401-A: OFF-STREET PARKING REQUIREMENTS			
Use Category	Minimum	Maximum	Notes
Office	[No change in text.]	N/A	[No change in text.]
Commercial/Retail	[No change in text.]	N/A	[No change in text.]
Hotel	[No change in text.]	N/A	[No change in text.]
<i>Dwelling Units</i>	0	1.0	

Section 5. That Chapter 15, Article 11, Division 4 of the San Diego Municipal Code is amended by amending section 1511.0401, to read as follows:

**§1511.0401 Off-Street Parking and Loading Regulations**

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

The parking requirements in Table 1511-04-A and Section 1511.0401(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 1511-04A**  
**RESIDENTIAL OFF-STREET PARKING SPACE REQUIREMENTS**

Use Category	Minimum		Maximum		Notes
<i>Dwelling units</i>	0		1 space per <i>dwelling unit</i>		Maximum parking shall be based on the occupancy/rent restriction applied to the specific unit.
<i>Living Units</i>	Market rate unit	0	Market rate unit	0.3 spaces per unit	Maximum parking shall be based on the occupancy/rent restriction applied to the specific unit.
	50% AMI	0	50% AMI	0.1 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>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>	Shall be determined through Conditional Use Permit review.		Shall be determined through Conditional Use Permit review.		The intent of this provision is to accommodate requests for reduction in parking requirements.

- (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 1511-04A 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) [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. *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 1511-04C 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 1511-04C**  
**NORTH EMBARCADERO OFF-STREET PARKING REQUIREMENTS**

Use Category	Minimum		Maximum		Notes
<i>Dwelling units</i>	0		1 space per <i>dwelling unit</i>		
<i>Living Units &amp; Single Room Occupancy Units</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>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>	Shall be determined through Conditional Use Permit review.		Shall be determined through Conditional Use Permit review.		The intent of this provision is to accommodate requests for reduction in parking requirements.
Office through Restaurant [No change in text.]	[No change in text.]				

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

Section 6. That a full reading of this Ordinance is dispensed with prior to passage, a written copy having been made available to the Council and the public prior to the day of its passage.

Section 7. That prior to becoming effective, this Ordinance shall be submitted to the San Diego County Regional Airport Authority (SDCRAA) for a consistency determination.

That if the SDCRAA finds this Ordinance consistent with the Airport Land Use Compatibility Plans (ALUCP) for San Diego International Airport, Marine Corps Air Station Miramar, Gillespie Field, Montgomery Field, and Brown Field Airports (collectively, Airports),

this Ordinance shall take effect and be in force on the thirtieth day from and after the finding of consistency, or on the thirtieth day from and after its final passage, whichever is later, except that the provisions of this Ordinance inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment, shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

That if the SDCRAA determines that this Ordinance is inconsistent or conditionally consistent, subject to proposed modifications, with the ALUCPs for the Airports, the Ordinance shall be submitted to the City Council for reconsideration.

That if the SDCRAA determines that this Ordinance is conditionally consistent with the ALUCPs for the Airports, but that consistency is subject to proposed modifications, the City Council may amend this Ordinance to accept the proposed modifications, and this Ordinance as amended shall take effect and be in force on the thirtieth day from and after its final passage, except that the provisions of this Ordinance as amended inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment, shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

That a proposed decision by the City Council to overrule a determination of inconsistency or to reject the proposed modifications for a finding of conditional consistency shall include the findings required pursuant to Public Utilities Code section 21670 and require a two-thirds vote. The proposed decision and findings shall be forwarded to the SDCRAA, the California Department of Transportation, Division of Aeronautics, and the airport operators for the Airports. The City Council shall hold a second hearing not less than 45 days from the date the proposed decision and findings were provided, at which hearing any comments submitted by



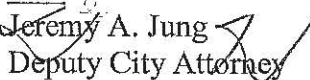
the public agencies shall be considered and a final decision to overrule a determination of inconsistency shall require a two-thirds vote.

That if the City Council makes a final decision to overrule a determination of inconsistency, this Ordinance shall take effect and be in force on the thirtieth day from and after that final decision, except that the provisions of this Ordinance inside the Coastal Overlay Zone, which are subject to California Coastal Commission jurisdiction as a City of San Diego Local Coastal Program amendment, shall not take effect until the date the California Coastal Commission unconditionally certifies those provisions as a local coastal program amendment.

Section 8. No permit shall be issued for development that is inconsistent with the provisions of this Ordinance unless a complete application for such permit is submitted to the City prior to the date on which the applicable provisions of this Ordinance become effective.

APPROVED: MARA W. ELLIOTT, City Attorney

By

  
Jeremy A. Jung  
Deputy City Attorney

JAJ:als

02/14/2019

03/01/2019 Cor. Copy

03/06/2019 Rev. Copy

Or.Dept: Planning

Doc. No.: 1946199\_2

I hereby certify that the foregoing Ordinance was passed by the Council of the City of San Diego, at this meeting of \_\_\_\_\_.

ELIZABETH S. MALAND  
City Clerk

By \_\_\_\_\_  
Deputy City Clerk

Approved: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN L. FAULCONER, Mayor

Vetoed: \_\_\_\_\_  
(date)

\_\_\_\_\_  
KEVIN L. FAULCONER, Mayor