



THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: April 19, 2018 REPORT NO. PC-18-014
HEARING DATE: April 26, 2018
SUBJECT: Midway-Pacific Highway Community Plan and Local Coastal Program Amendment. Process Five Decision

SUMMARY

Issue: Should the Planning Commission recommend to the City Council approval of the Midway-Pacific Highway Community Plan update, General Plan amendments, Municipal Code amendments, and Local Coastal Program amendment?

Staff Recommendations:

1. RECOMMEND to the City Council **CERTIFICATION** of Program Environmental Impact Report No. 561546/Sch. No. 2015111013.
2. RECOMMEND to the City Council **APPROVAL** of a resolution amending the Midway-Pacific Highway Community Plan, amending the General Plan, and amending the City's certified Local Coastal Program.
3. RECOMMEND to the City Council **APPROVAL** of an ordinance amending the Land Development Code [which will include amendments to Chapter 13 Article 1 Division 5 (Commercial Base Zones); Chapter 13 Article 2 Division 9 (Residential Tandem Parking Overlay Zone); Chapter 13 Article 2 Division 14 (Community Plan Implementation Overlay Zone); and Chapter 14 Article 2 Division 5 (Parking Regulations)] and amending the City's certified Local Coastal Program.
4. RECOMMEND to the City Council **APPROVAL** of an ordinance rezoning land within the Midway-Pacific Highway Community consistent with the Midway-Pacific Highway Community Plan.

Community Planning Group Recommendation: On March 21, 2018, the Midway-Pacific Highway Community Planning Group voted 10-0-0 to support the proposed community plan, with a recommendation to add policy language regarding creative and thoughtful transportation systems on a regional and local level and policy language that includes flexibility for the implementation of mobility innovation and technology within the plan. Staff has made edits to the proposed community plan's Mobility Element in the Introduction (Page ME-52 of Attachment 2) and Street and Freeway Systems section (Pages ME-65 through ME-67 of Attachment 2) to address the Community Planning Group's recommendation.

Technical Advisory Committee: On September 13, 2017, the Technical Advisory Committee voted 11-0-0 to recommend the use of Citywide base zones, including the creation of new

Citywide zones (CN-1-6 and CO-3-1), along with the Community Plan Implementation Overlay Zone (CPIOZ) to implement the proposed Midway-Pacific Highway Community Plan.

Park and Recreation Board: On January 18, 2018, the Park and Recreation Board voted 9-1-0 to recommend approval of the Midway-Pacific Highway Community Plan Recreation Element.

Historical Resources Board: On March 22, 2018, the Historical Resources Board voted 9-0-0 (on consent) to recommend approval of the Midway-Pacific Highway Historic Context Statement, Midway-Pacific Highway Historic Survey, the Community Plan Historic Preservation Element, and the related Program Environmental Impact Report Historical and Tribal Cultural Resources section.

Environmental Review: A Program Environmental Impact Report (PEIR) No. 561546/SCH No. 2015111013 (Attachment 3) has been prepared pursuant to the California Environmental Quality Act (CEQA) for the above referenced project. A Notice of Preparation (NOP) soliciting input on the scope of the PEIR was issued on November 4, 2015. The Draft PEIR was made available for public review beginning December 20, 2017. The Final PEIR has been distributed with this report. Responses to public comments pertaining to the proposed community plan document and policies are addressed in Attachment 4.

Housing Impact Statement: There are approximately 1,982 residential dwelling units within the Midway-Pacific Highway community planning area. The adopted community plan has an estimated build out of 5,040 residential dwelling units. With the proposed community plan, 6,545 additional residential dwelling units could be built, for an estimated total build out of 11,585 residential dwelling units. This is a 130 percent increase over the adopted community plan.

BACKGROUND

A. Community Overview:

Midway-Pacific Highway has an estimated population of 5,633 and encompasses approximately 1,324 acres within the central area of the City, adjacent to the San Diego River, Interstate 5, San Diego International Airport, and the Peninsula community (Attachment 1). The community planning area is composed of three main elements: the Midway area, the Pacific Highway corridor, and the Marine Corps Recruit Depot San Diego. Midway-Pacific Highway's resources are its central location; proximity to Downtown, the San Diego River, Mission Bay, San Diego Bay; access to the Old Town Transit Center and highways; local bus service; and trolley service at two stations in the community (Washington Street and Palm Street/Middletown).

Historically an area of tidal marshes and flats where the San Diego River branched at the mouth of Mission Valley, Midway-Pacific Highway's topography is predominantly flat. The community has long been a crossroads for transportation routes connecting Old Town, New Town (Downtown), Point Loma, and Ocean Beach, and transportation improvements have shaped its development. The community has been home to Kumeyaay paths between coastal and inland settlements; the trail between the Spanish landing point at La Playa and the Old Town settlement; a portion of the Santa Fe Railroad's transcontinental rail line; San Diego's

first streetcar line; U.S. Highway 101; aviation training and manufacturing; and Interstates 5 and 8. Midway-Pacific Highway's long development history and diverse development influences have resulted in a broad mix of commercial, industrial, military, and residential land uses.

The General Plan City of Villages strategy calls for focusing growth into mixed-use activity centers that are pedestrian-friendly centers of community activity and linked to the regional transit system. The 1991 Midway/Pacific Highway Corridor Community Plan primarily focused new development along the planned Bay-to-Bay canal. It did not comprehensively integrate land use and mobility to create a pedestrian, bicycle and transit-oriented community. In contrast, the proposed Midway-Pacific Highway Community Plan Update provides a strategy for addressing the automobile-oriented land use and circulation system and barriers to connectivity by placing emphasis on mixed-use village and districts connected by bicycle and pedestrian linkages.

B. Community Participation and Outreach Effort:

Planning Department staff conducted an extensive public outreach process focused around community and stakeholder engagement. Midway-Pacific Highway residents, business and property owners, other interested parties, and agencies (San Diego Unified Port District, U.S. Navy, U.S. Marine Corps, County of San Diego, etc.) participated in public outreach meetings and activities. The Midway-Pacific Highway Community Planning Group served as the Community Plan Update Advisory Committee (CPUAC). Starting in November 2010, there were regular presentations and discussions at the Midway-Pacific Highway Community Planning Group meetings throughout the update process.

In addition to engagement with the CPUAC, a community workshop was held in 2012 to gather input for the preparation of the proposed plan. The outreach program also included stakeholder interviews and presentations to the Peninsula Community Planning Board, the Mission Bay Park Committee, the Community Forest Advisory Board, and the Park and Recreation Board. Staff coordinated with institutional stakeholders including representatives of the Marine Corps Recruit Depot, Naval Base Point Loma, San Diego Unified Port District, and California Coastal Commission. Staff has provided regular updates to the project website, emails, two workshops with the Planning Commission, and a PEIR scoping meeting.

DISCUSSION

A. Why is an update to the current Midway-Pacific Highway Community Plan needed?

Midway-Pacific Highway is a community that has been the focus of revitalization efforts for many years. The current Midway/Pacific Highway Corridor Community Plan was adopted in 1991 and amended in 1999 to incorporate the Bay-to-Bay connection and canal concept. In 2003, a study determined that the Bay-to-Bay canal was not feasible due to engineering challenges and high construction cost. Later that year, community stakeholders undertook the preparation of the North Bay Conceptual Plan, which prepared architectural and landscape design guidelines for the community. Following that effort, in 2004, City Council initiated an amendment to the Midway/Pacific Highway Corridor Community Plan with direction to: 1) remove the Bay-to-Bay concept from the community plan; 2) incorporate an

alternative strategy for open space and recreation, including development of several parks to be linked by pedestrian/bike routes; 3) incorporate architectural and landscaping guidelines similar to those identified in the North Bay Conceptual Plan; 4) identify portions of the community where mixed-use, urban, transit-oriented development should be encouraged; and 5) make other appropriate changes needed to bring the community plan up to date with relevant community and redevelopment goals.

Community plan amendment preparation activities took place from 2004 to 2007, when the process was put on hold pending adoption of the City's updated General Plan. A full update of the Midway/Pacific Highway Corridor Community Plan was initiated by City Council in 2008. In late 2010, the Planning Department staff, with a consultant team, began to work on the community plan update. The direction provided by City Council in the 2004 community plan amendment initiation has continued to guide the community plan update process.

B. What does the Midway-Pacific Highway Community Plan update attempt to accomplish?

The community plan update seeks to improve Midway-Pacific Highway's sense of place and foster livability by transforming it into a vibrant urban, pedestrian-friendly community with unique districts and villages. The proposed community plan will provide a land use framework allowing for more housing opportunities within Transit Priority Areas (TPAs) and encouraging commercial activity and job opportunities for residents of the community and neighboring communities. It also aims to improve mobility for pedestrian, bicyclists and motorists; improve connections to transit by identifying mobility infrastructure improvements for implementation; and provide policies that attempt to influence travel mode choice toward active transportation modes and transit use.

In order to meet the City Council's direction regarding the Bay-to-Bay connection, the community plan update proposes to implement a Bay-to-Bay multi-use path that will support bicycle and pedestrian travel between Mission Bay and San Diego Bay. It also proposes two linear parks connected by enhanced streetscapes that complement the multi-use path. Additional parks, park equivalencies, and recreational facilities are identified in the updated community plan to serve future residents, along with public facilities and services. It also aims to capitalize on the community's unique location by creating an outdoor-focused character that encourages pedestrian activity and gathering places that highlight Midway-Pacific Highway's natural setting. In concert with land use designations and policies that encourage and guide new development, the Community Plan's Historic Preservation Element aims to identify, preserve, commemorate, and educate the public about Midway-Pacific Highway's historical and cultural resources.

C. What are some of the more significant changes being proposed in the Community Plan update?

1. Land Use, Villages and Districts

The updated Land Use, Villages and Districts Element defines areas within the community as districts and villages to create distinct activity nodes. The locations, goals, policies, and land use designations for the village areas are guided by the General Plan's City of Villages strategy and emphasize mixed use, transit- and

pedestrian-oriented development supported by parks and active transportation infrastructure. This element also reflects the General Plan's identification of Midway-Pacific Highway as a sub-regional employment center, as well as the influence of the Airport Land Use Compatibility Plan for San Diego International Airport on planned land uses along Lytton Street, Barnett Avenue and Pacific Highway. In general, the land use plan provides for additional opportunities for residential development and maintains a variety of commercial and industrial land use designations that permit base-sector and non-base sector employers to locate in the community. The land use plan also allows residential uses to be integrated with complementary uses to support vibrant activity nodes, transit use and multi-modal mobility.

The Land Use, Villages and Districts Element contains general as well as village- and district-specific policies for the future development of residential, commercial, industrial, mixed-use, institutional, and village-designated areas within Midway-Pacific Highway. The community plan identifies the following four villages.

a. Sports Arena Community Village

This village includes the City-owned properties along Kurtz Street including the Sports Arena. The community plan envisions the Sports Arena Community Village as a vibrant, pedestrian- and transit-oriented entertainment area that is a landmark and attraction for the Midway-Pacific Highway community. It also provides a connection to the San Diego River Park and Mission Bay Park. It will incorporate a mix of entertainment, office, retail, residential, public, and park uses within a framework of new public and private streets; as well as multimodal mobility facilities including pedestrian and bicycle infrastructure and a Rapid Bus station with a mobility hub (Pages LU-27 through LU-29 of Attachment 2). The village has the potential to be developed with the existing Sports Arena, with a new Sports Arena, or without a Sports Arena.

b. Dutch Flats Urban Village

The Dutch Flats Urban Village includes the former Midway Post Office building, the Navy's Regional Plant Equipment Office site, and nearby properties. The community plan land uses and policies encourage the development of the area as an employment and residential-focused urban employment village that will support and complement the Naval Base Point Loma - SPAWAR complex. The village will incorporate retail, parks, and public spaces along with new streets and pedestrian and bicycle facilities and a Rapid Bus station with a mobility hub (Pages LU-30 through LU-32 of Attachment 2).

c. Hancock Transit Corridor

The community plan seeks to take advantage of the rising topography of the Pacific Highway corridor northwest of Washington Street and the Washington Street Trolley Station to create a high-density mixed- and multiple-use village. Residential development, which could include workforce and affordable housing, and new pedestrian and bicycle facilities will activate the area and

complement the village's existing access to trolley service. Active pedestrian-oriented retail uses and public spaces along Pacific Highway and Hancock Street will complement residential and office uses. (Pages LU-40 through LU-42 of Attachment 2).

d. Kemper Neighborhood Village

The community plan's vision for the Kemper Neighborhood Village, located around Kemper Street southwest of Midway Drive, is for a pedestrian-oriented mixed use neighborhood incorporating residential, retail, office, and educational uses focused on the West City Continuing Education Center. Mixed-use land use designations, new public space, and new pedestrian and bicycle connections will to enhance the village and build upon its existing and planned mix of uses. (Page LU-33 of Attachment 2).

2. Multi-Modal Mobility Network

The community plan calls for the development of a balanced, multi-modal transportation network that improves pedestrian, bicycle and transit mobility while also addressing vehicular traffic capacity, improved access to freeways, and improved connections over/under freeways to adjacent communities. A major component of the community plan is to enhance pedestrian and bicycle mobility through the creation of a system of multi-use paths that will accommodate both modes of travel and provide connections through the community. This includes access to the Old Town Transit Center, the Washington Street Trolley station, local bus stops, future Rapid stations, and adjacent communities. One of the multi-use paths will provide the bay-to-bay connection directed by City Council in the initiation of this community plan update. Another major component of the mobility strategy is the recommendation of five new streets that will provide connections between major street corridors through "superblocks" to take local vehicle trips off the major streets including Rosecrans Street; provide new pedestrian and bicycle connections on the new streets through "complete streets" design; and create a more walkable street network for the community.

The Mobility Element also includes improvement recommendations for key intersections in the community, including the Sports Arena Boulevard/Camino Del Rio West/Rosecrans Street intersection, to enhance capacity, provide new mobility connections, improve the pedestrian and bicycle environment, and address flooding. Other planned multi-modal mobility improvements include new bicycle lanes and cycle tracks, the inclusion of Transit Priority Measures and Intelligent Transportation Systems, and Transportation Demand Management measures.

Additionally, the San Diego Association of Governments (SANDAG) Regional Plan includes the future development of an Intermodal Transit Center (ITC) in the Pacific Highway corridor southeast of Washington Street. The ITC will be a major transit and passenger rail transportation hub to serve San Diego International Airport, and will be a focal point for the southern Pacific Highway corridor. The proposed community plan provides a land use, urban design vision, and planned pedestrian and bicycle facility

improvements for the area around the planned ITC to support, complement, and enhance its future function.

3. Recreation

The Recreation Element provides a summary of the recreational and park needs in the community and identifies opportunities for parks and recreation. It establishes goals and policies for population-based parks, park equivalencies and non-traditional parks, and recreation and aquatic facilities, as well as goals to promote access to recreation facilities. Most park opportunities have been identified on City-owned property in the Sports Arena Community Village and also in the Dutch Flats Urban Village; including a system of linear parks that complement the bay-to-bay pedestrian and bicycle connection. Additional park opportunity sites can be seen within Recreation Element Figure 7-1 on Page RE-129 of Attachment 2, and further park opportunities may be identified through future development review. The Community currently does not have any parks or recreation facilities. The community plan identifies a new recreation center site and 29.86 acres of planned traditional and non-traditional parks.

4. Urban Design

The community plan seeks to improve Midway-Pacific Highway's sense of place and foster livability by transforming it into a vibrant urban, pedestrian-friendly community with unique districts and villages. It envisions transforming superblocks into smaller blocks to improve mobility for pedestrian, bicyclists and motorists. It also aims to capitalize on the community's unique location by creating an outdoor-focused character that encourages pedestrian activity and gathering places that highlight the Midway-Pacific Highway community's natural setting.

The Urban Design Element establishes direction for the community's urban framework of streets (public and private), community gateways and gateway nodes, pedestrian-oriented design, streetscapes, public space, green streets, and sustainable design. It also incorporates urban greening policies and tree palettes that were developed through the preparation of the grant-funded Midway-Pacific Highway Urban Greening Plan (Pages UD-89 through UD-93 and Appendix A of Attachment 2).

5. Conservation

The Conservation Element provides guidance for sustainable development practices and protection of natural resources, including coastal resources. Sustainable development policies address implementation of transit-supportive land use policies, multi-modal mobility improvements, resource conservation, urban forestry, and other measures to meet the City's sustainable development goals.

6. Historical Resources

The Historic Preservation Element contains policies to preserve historical and cultural resources in the Midway-Pacific Highway community, and to create commemorative,

interpretive, and educational opportunities for important sites and events in the community's history.

D. What is being proposed for the City-owned Sports Arena and adjacent City-owned properties?

The proposed community plan provides a vision and a framework for both infill development and new development on the City-owned Sports Arena site. The existing Sports Arena and adjacent City owned properties within the superblock bounded by Sports Arena Boulevard, Hancock Street, Kurtz Street, and Camino del Rio West (including three adjacent privately owned parcels fronting Kurtz Street), are identified as the Sports Arena Community Village. It is envisioned as a vibrant, pedestrian- and transit-oriented entertainment area that incorporates a mix of entertainment, office, residential, retail, and public/park uses. The land use map applies a land use designation of Community Commercial – Residential Permitted at 0-44 dwelling units per acre (du/ac) to the City-owned properties in the village. This provides broad flexibility for uses and development on the site including an Arena/Stadium use. The PEIR analyzed the proposed community plan land use scenario, as well as each of the PEIR alternative land use scenarios, with and without an Arena/Stadium use on the Sports Arena site.

Three new streets, two new parks, and a new linear park are also proposed within the City-owned area of the Sports Arena Community Village. The location of the new streets and parks will be determined at the time that future development is proposed. Future development has the potential to increase commercial floor area or add residential units, through the preparation of a specific plan or master planned development permit as required under the proposed Community Plan Implementation Overlay Zone (CPIOZ) supplemental development regulations (see Page LU-46 of Attachment 2).

The proposed community plan maintains the residential land use designation for the existing City-owned senior apartments. Other City owned properties along Hancock Street include a business park which the plan identifies as the site of a future community serving recreation center.

E. What is being proposed for property owned by other government agencies?

The community contains land owned by the U.S. Navy, U.S. Marine Corps, the Federal Government, the State of California, the County of San Diego, the San Diego Community College District, the San Diego Unified School District, and the San Diego Unified Port District. This includes the U.S. Navy's SPAWAR Complex and the U.S. Marine Corps Recruit Depot, which are important for national defense and the regional economy. The proposed community plan recognizes the importance of government and other institutional uses located in the Midway-Pacific Highway community, and provides land use designations (Military, Institutional, and Port Properties) and policies to support the continued operation of these facilities and uses. The proposed community plan also acknowledges that civic needs on non-military properties can change over time, and provides a vision and policies for the future use of government-owned sites in the community. However, the proposed plan does not propose new uses or private development on these sites.

F. How does the Community Plan address flooding and sea level rise?

The community is affected by occasional flooding during weather events and unusually high tides due to its low elevation and high water table. Additionally, portions of the community have a low potential for flooding due to sea level rise by the year 2050 and greater potential by 2100. The Public Facilities, Services and Safety Element of the plan includes policies addressing the design of future facilities and infrastructure to address sea level rise flooding and rising water table. The Urban Design Element of the plan provides policies and recommendations for storm water infrastructure and green street improvements to assist with storm water management.

G. Why does the Community Plan include a Local Coastal Program (LCP) amendment?

Portions of Midway-Pacific Highway community are within the California Coastal Zone; specifically the area north of Interstate 8 and a portion of the Pacific Highway corridor between Washington and Laurel Streets (Attachment 1). The Coastal Resources section of the Conservation Element and assorted policies in other community plan elements address Coastal Zone land resources, public access, recreation, marine/wetland environment, development, and climate change. The community plan will require certification by the California Coastal Commission. The proposed amendments to the San Diego Municipal Code for implementation of the community plan will also require Coastal Commission certification, as the Municipal Code is also part of the City's Local Coastal Program.

H. How does the Community Plan implement the Climate Action Plan?

The Climate Action Plan (CAP) is intended to ensure the City of San Diego achieves Greenhouse Gas (GHG) reductions through local action. The CAP identifies five primary strategies implemented by a number of programs and actions, which together will meet state GHG reduction targets. Community plan updates play a major role in implementing Strategy 3: Bicycling, Walking, Transit & Land Use. Key community plan-related measures under Strategy 3 include:

- Action 3.1: Implement the General Plan's Mobility Element and the City of Villages Strategy in Transit Priority Areas to increase the use of transit;
- Action 3.2: Implement pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities;
- Action 3.3: Implement the City of San Diego's Bicycle Master Plan to increase commuter bicycling opportunities; and
- Action 3.6: Implement transit-oriented development within Transit Priority Areas.

The proposed community plan complies with the CAP by doing the following: (1) identifying village locations in Transit Priority Areas; (2) applying land use designations, residential densities, and implementing zoning to support transit-oriented development; (3) providing policies and planned improvements to support transit operations and access; (4) and designing a planned multi-modal mobility network that includes robust pedestrian and bicycle facilities that connect people to transit. Attachment 6 provides additional information on how the plan complies with the requirements of the City's CAP.

I. How will the Community Plan be implemented?

The community plan contains community-specific land use designations and policies. It also contains supplemental development regulations implemented through the Community Plan Implementation Overlay Zone (CPIOZ). The plan will guide city staff, decision makers, property owners, and citizens engaged in community development. Key actions to implement the community plan include private investment through development consistent with the zoning program; public facilities included in the City's capital improvement program that are prioritized and funded in part through development impact fees; and other sources of public, private, and non-profit initiatives such as regional transportation improvements. Key tools to implement the plan include:

1. Zoning Program and Land Development Code Amendments

The plan includes application of Citywide zones (Attachment 7) to implement the land use map. Included on the proposed zoning map are two proposed new Citywide zones, CO-3-1 and CN-1-6, to implement the Business Park – Residential Permitted (0-44 du/ac) and Neighborhood Commercial – Residential Permitted (0-54 du/ac) land use designations respectively. An amendment to the Land Development Code is required to create these two new citywide zones and to add related parking requirements to the City's Parking Regulations. Two additional Land Development Code amendments are proposed as part of the plan. The first is to remove the existing Community Plan Implementation Overlay Zone (CPIOZ) and apply the amended CPIOZ to implement provisions of the plan (Attachment 9). The second is to apply the Residential Tandem Parking Overlay Zone to the entire Midway-Pacific Highway community. Attachment 10 identifies the proposed changes to the Land Development Code.

The proposed new application of the CPIOZ would implement the proposed requirement for the preparation of a specific plan or master planned development permit for the City-owned Sports Arena site; the proposed requirement for an enhanced streetscape between the proposed Sports Arena and Dutch Flats Linear Parks; and the proposed set-aside of land for the future development of the Dutch Flats Linear Park.

2. Impact Fee Study (IFS)

An IFS with an associated Development Impact Fee (DIF) for the Midway-Pacific Highway community is concurrently being prepared as a companion item to the community plan. The IFS and associated DIF will be presented to the City Council for consideration and approval, and a list of public facilities projects with cost estimates is provided with this report (Attachment 13). The DIF, when adopted, will be a partial funding source for the public facilities envisioned for the community and contained within the respective IFS. Portions of facilities costs not funded by DIF will need to be identified by future City Council actions in conjunction with the adoption of Capital Improvements Program (CIP) budgets.

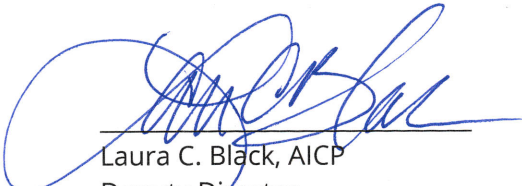
3. Streamlining for Infill Projects

As stated in the Summary section of this report, PEIR No. 561546/SCH No. 2015111013 (Attachment 3) has been prepared for this project pursuant to CEQA. CEQA Guidelines Sections 15162, 15183, and 15183.3 allow the City to streamline environmental review for individual infill projects. Under Section 15183.3, future development projects can rely on the analyses in the PEIR if the project meets applicable criteria for an infill project and would need to address project-specific impacts not addressed in the PEIR.

CONCLUSION

The proposed community plan considers current conditions and supports the desired future vision of the Midway-Pacific Highway community while establishing a framework for improved mobility, public space, and urban design. Implementation measures are clear and practical. Long-term realization of the community plan vision will require public, private and non-profit investment, as well as the active participation of city departments, other public agencies, and the community at large. The result will be a strong and vibrant Midway-Pacific Highway community.

Respectfully submitted,



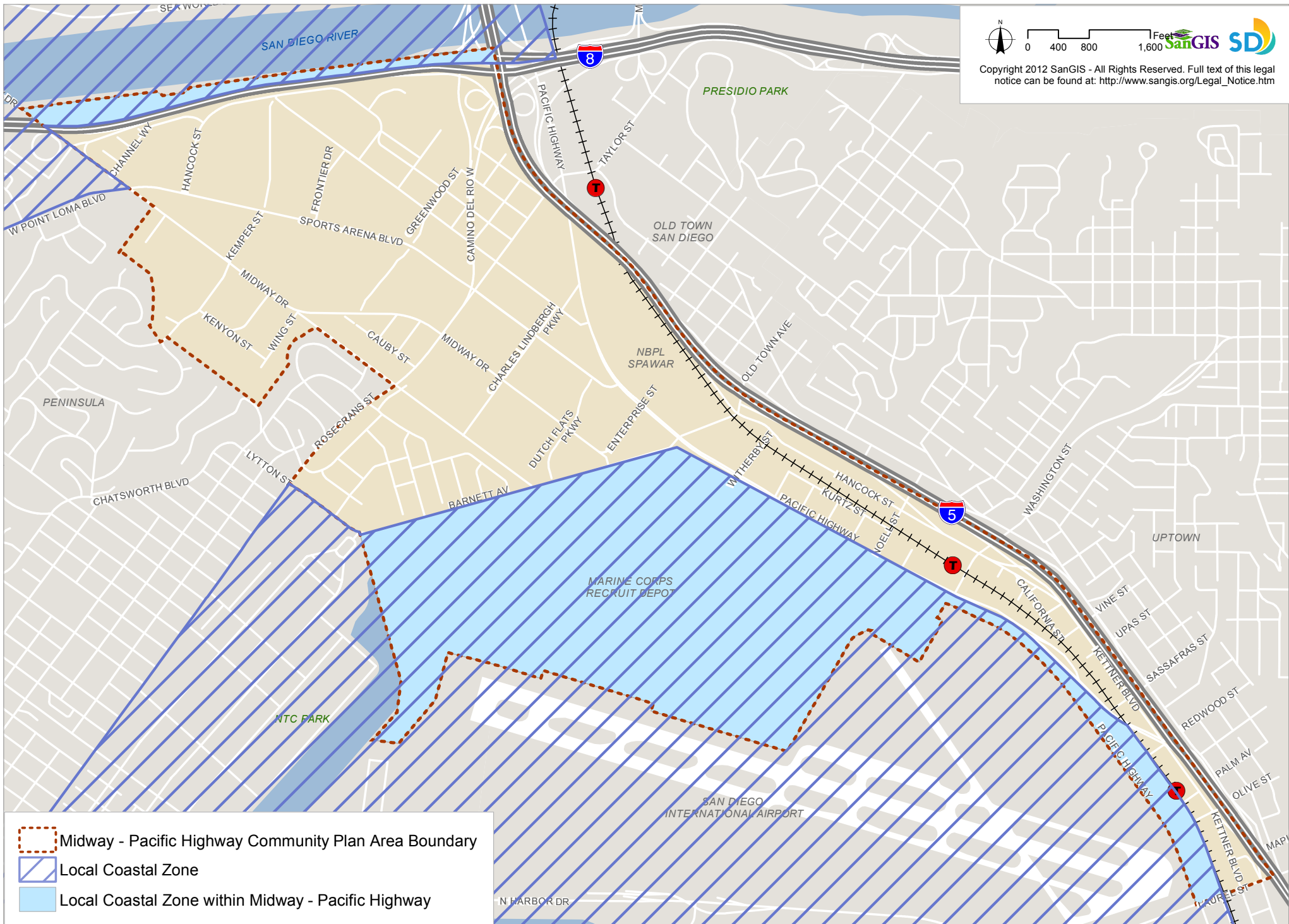
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Attachments:

1. Midway-Pacific Highway Community Plan Area and Coastal Zone Map
2. Proposed Midway-Pacific Highway Community Plan (April 2018) (Under Separate Cover)
3. Midway-Pacific Highway Community Plan Update Final PEIR (Under Separate Cover)
4. Community Plan Comment Topics
5. Community Plan Document Edits Since December 2017 Draft
6. Climate Action Plan (CAP) Conformance Evaluation
7. Midway-Pacific Highway Proposed Zoning Map (C-991)
8. Proposed List of Assessor's Parcel Numbers for Rezone
9. Midway-Pacific Highway Proposed Community Plan Implementation Overlay Zone Map (B-4331)
10. Draft Land Development Code Amendments
11. Draft Resolution – Amending the Midway Pacific Highway Community Plan, General Plan, and Local Coastal Program
12. Midway-Pacific Highway Community Planning Group Recommendation
13. Draft List of Public Facilities Projects for the Midway-Pacific Highway Community Plan



Midway-Pacific Highway Community Plan
April 2018 Draft

Available Under Separate Cover:

<https://www.sandiego.gov/planning/community/cpu/oldtownmidway/pchupdate>

Midway-Pacific Highway Community Plan Update
Final Program Environmental Impact Report (PEIR)
Project No. 561546 / SCH No. 2015111013

Available Under Separate Cover:

<https://www.sandiego.gov/planning/programs/ceqa#Final%20CEQA%20Documents>

MIDWAY-PACIFIC HIGHWAY COMMUNITY PLAN

Community Plan Comment Topics

The Draft Program Environmental Impact Report for the Midway-Pacific Highway Community Plan Update was made available for public review beginning December 20, 2017. Public review comments and responses to comments addressing the Environmental Impact Report are found in the Final Environmental Impact Report. Public review comments that specifically pertained to the Community Plan document and policies that were received during the public review period for the Draft Environmental Impact Report are addressed below.

Comment Topic: At-Grade Rail Crossings	
<p><i>California Public Utilities Commission (CPUC) Comments Regarding Pedestrian and Bicycle Safety:</i></p> <p>"In the Community Plan Updates, there are proposed policies that encourage walking, bicycling, and transit use. There is discussion of improving "pedestrian and bicycle facilities that provide connections to transit stops, stations, and the Old Town Transit Center." The policy should recognize that a number of the pedestrian and bicycle routes must cross the railroad and/or transit tracks to get to a station or transit center."</p> <p>"For the current community plan updates, a policy addressing the safety of at-grade rail crossings should be clearly identified. RCEB suggests the following policy in the Mobility Element of both community plans: "Coordinate with MTS, North County Transit District, CPUC and other agencies as appropriate to construct vehicular and pedestrian safety improvements at existing rail crossings. Specific rail crossings that should be targeted for improvement are identified below.""</p>	<p><i>Planning Department Response:</i></p> <p>Policy ME-4.9 has been revised as follows: "Coordinate with MTS, North County Transit District, and the California Public Utilities Commission as appropriate to reduce trolley, vehicle, and pedestrian conflicts. Strategies may include elevated tracks and platforms, rail realignment, vehicular and pedestrian safety improvements at existing rail crossings, and aesthetic improvements to strengthen pedestrian access and walkability. Specific rail crossings within the community that may be targeted for improvements are Noell Street, Washington Street, Sassafras Street, and Palm Street."</p> <p>Additional policies related to pedestrian and bicycle access in the immediate vicinity of the Old Town Transit Center are found in the Draft Old Town San Diego Community Plan (Mobility Element Policies ME-4.8 and ME-4.9).</p>
<p><i>CPUC Comment Regarding Truck Access:</i></p> <p>"In the Midway-Pacific Highway plan, there is a proposed policy regarding truck access: "ME-9.4 Coordinate with Caltrans, the San Diego Unified Port District, and the San Diego County Regional Airport Authority to improve truck access to and</p>	<p><i>Planning Department Response:</i></p> <p>Policy ME-9.4 have been revised as follows: Coordinate with Caltrans, the San Diego Unified Port District, the San Diego County Regional Airport Authority, and California Public Utilities</p>

<p>from the San Diego International Airport and I-5." Trucks can present a concern at the rail crossings, such as Sassafras Street and Washington Street, due to the limited distance between the tracks and nearby intersections. If trucks are directed to use particular at-grade rail crossings, additional safety measures may need considerations at those locations."</p>	<p>Commission to improve truck access to and from the San Diego International Airport and I-5.</p>
<p>Comment Topic: Port Tidelands & CPU Relationship to Port Master Plan</p>	
<p><i>San Diego Unified Port District Comment:</i></p> <p>"As currently drafted, the CPU and the Project site boundaries in the Draft EIR include parcels in the Kettner District of the CPU that are within the land management authority of the District, as shown on Attachment 1 to this letter. Pursuant to Section 30711 of the California Coastal Act, "...each city, county, or city and county which has a port within its jurisdiction shall incorporate the certified port master plan in its local coastal plan" for informational purposes. However, as currently drafted in the CPU and Draft EIR, specifically, the existing and proposed land use maps of the Draft EIR, Figure 2-3 and Figure 3-1, respectively, do not accurately portray the land uses defined in the certified Port Master Plan. The District refers the City to look at the certified Port Master Plan, Figure 9, Planning District 2: Harbor Island/Lindbergh Field Precise Plan, for the existing land use designations, and for purposes of analyzing consistency with the Port Master Plan in the Draft EIR. For consistency purposes, with regard to the proposed land use designations for the District parcels, the District recommends the City refer the reader to the certified Port Master Plan and not show specific land use designations as these may be modified in the PMPU [Port Master Plan Update]. Additionally, the CPU and Draft EIR should clearly state that the District has land management authority over these parcels and that the District parcels are included in the Draft EIR and CPU for informational purposes only. It should also be noted, parcels that are owned by</p>	<p><i>Planning Department Response:</i></p> <p>The Draft Community Plan Figure 2-1 (Land Use Map) and Figure 2-16 (Kettner District) have been revised to show a land use designation of "Port Properties (See Port Master Plan)" for all properties owned by the San Diego Unified Port District in the Midway-Pacific Highway Community.</p> <p>In the draft Midway-Pacific Highway Community Plan, the discussion in Introduction Section 1.5 regarding the plan's relationship to other government agencies has been revised and clarified, as has the discussion in Land Use, Villages and Districts Element Section 2.2, Land Use Framework, and Section 2.4.11, Kettner District.</p>

<p>the District but are not currently included in the Port Master Plan, are under the coastal permitting authority of the California Coastal Commission. As the Draft EIR and CPU are currently written, it is inaccurate for the Draft EIR to base its analysis on inconsistent characterization of the District's parcels. The above comments apply specifically to the Executive Summary, Environmental Setting, Project Description, Land Use, and Alternatives sections of the Draft EIR."</p>	
<p>Comment Topic: Community Plan Area and Marine Corps Recruit Depot</p>	
<p><i>Midway-Pacific Highway Community Planning Group Comment:</i></p> <p>"MCRD was not previously included in planning area. Why is it now? If it is to be included in the planning area, shouldn't it have future zoning proposed as the other military properties already have? MCRD comprises approximately 1/3 of the acreage of the planning area and its potential usage will have significant impacts on the planning area and our neighbors."</p>	<p><i>Planning Department Response:</i></p> <p>The inclusion of MCRD in the Community Plan area was discussed at a meeting of the Community Plan Update Advisory Committee (CPUAC) in July 2012. CPUAC committee members were in consensus that MCRD should be included in the Community Plan area. Based on this input, and because MCRD shares transportation local and regional transportation facilities with the Midway area and Pacific Highway corridor, MCRD is included in the Community Plan area.</p>
<p>Comment Topic: Park Planning at Community Plan Level and Park Level</p>	
<p><i>Midway-Pacific Highway Community Planning Group Comment:</i></p> <p>"Page 5.11-3 Impact Analysis Issue 1b Parks and recreation identifies a deficit at build out of population-based parks. Considering the proposed increase in population, why hasn't a dedicated dog park been proposed for the community?"</p>	<p><i>Planning Department Response:</i></p> <p>The Draft Midway-Pacific Highway Community Plan identifies locations and sizes for planned parks to serve the estimated future population of the community. Planning for specific park uses, components and amenities occurs through the preparation of a General Development Plan for each park. The General Development Plan preparation process will occur as park projects are funded, and are required to incorporate community outreach and input.</p>

Comment Topic: Park Planning at Community Plan Level and Park Level: Residential Tandem Parking Overlay Zone and On-Street Parking

Midway-Pacific Highway Community Planning Group Comment:

"The Residential Tandem Parking Overlay Zone is being proposed for amendment to include the MPH community. Has Tandem Parking been shown to improve parking issues in other areas where implemented or does it result in more on-street parking?"

Planning Department Response:

The proposed application of the RTPOZ would allow, but not require, a tandem parking space to be counted as two parking spaces to meet residential parking requirements; both tandem spaces must be assigned to the same dwelling unit. The Residential Tandem Parking Overlay Zone (RTPOZ) currently applies in parts of Midway-Pacific Highway (around the Midway Drive and Rosecrans Street corridors); also, project sites which are at least 25% within the Transit Area Overlay Zone can currently utilize the RTPOZ. The intent of the proposed application of the RTPOZ in the portions of Midway-Pacific Highway that are not currently in the overlay zone is to facilitate and encourage residential development in the community, since it has transit service and is connected to a major transit hub in Old Town.

Parking is one of the greatest users of land in the urban environment and presents major challenges to designing pedestrian-oriented, transit-supportive, and more affordable homes. The General Plan advocates that residential densities permitted by the zone should be achievable; tandem parking helps to accomplish this goal by reducing the area that must be devoted to parking by 25 percent. No data on residential tandem parking utilization was found specifically regarding development in the City of San Diego. However, the city of Richmond, British Columbia conducted a residential tandem parking study and found that "the streets surrounding the developments generally have excess on-street parking capacity for both residents and visitors of these neighbourhoods."

Comment Topic: Proposed Business Park – Residential Permitted Land Use Designation in Camino Del Rio District

Land Solutions, Inc. Comments:

The proposed land use designation of the Midway-Frontier/Queen Anne holdings [see map on page 10 of Attachment 8] as “Business Park – Residential Permitted (0-44 du/ac)” and proposed zoning designation of “CO-3-1” is inappropriate. We request that these properties be designated as “Mixed Commercial Residential (0-73 du/ac) and zoned as CC-3-8 for the following reasons.

1. While the surrounding properties are proposed to be designated for Mixed Commercial Residential (0-73 du/ac) and zoned CC-3-8, carving out these few properties for the lower density unfairly places them at a market disadvantage to other properties in the area. We question how and why it was decided that a business park is needed in this area, and how and why it was decided that these specific properties were chosen for the stronger Business Park restrictions.
2. 9.14 acres is not large enough to attract business park tenants or developers. The types of businesses permitted by the proposed CO zone prefer to locate where there are other similar businesses in the immediate area. Such a small secluded business park as is proposed here would not be effective in attracting such businesses.
3. This location for a business park is not adequately served by the street network. Employees, customers, and services to such a business park would be required to turn off of Sports Arena Boulevard, onto Hancock Street and again onto Kurtz St. Not only is such an out-of-the-way destination poorly accessible, but cannot accommodate the traffic for these uses. Kurtz Street’s designation as 2-lane Collector street is insufficient for a business park.

Planning Department Response:

The proposed land use designation of Business Park – Residential Permitted (0-44 dwelling units per acre) and associated proposed zone of CO-3-1 for the properties located on Hancock Street is consistent with the Community Plan vision and General Plan goals. The draft Community Plan’s vision, expressed in its Guiding Principles, includes the community as a center of economic activity with employment land for the development of office and research uses, and the General Plan identifies the Midway-Pacific Highway Community as a sub-regional employment center.

The properties that are proposed as Business Park – Residential Permitted are currently designated for Light Industrial use and zoned IS-1-1. The 2013 draft Community Plan had designated the properties Urban Industrial. In 2017, the Midway-Pacific Highway Community Planning Group requested that Planning staff consider options to change the land use designation for the area generally bounded by Kurtz Street, Camino Del Rio West, and Interstate 8 from Urban Industrial to land use(s) that would better complement the proposed Sports Arena Community Village. In response, Planning staff developed a revised land use map that would apply a Mixed Commercial Residential (0-73 dwelling units per acre) land use designation to the smaller parcels in this area, and apply a Business Park – Residential Permitted land use designation to larger parcels in this area in order to support the revitalization of the area while maintaining some employment-focused land to support existing and future businesses.

The Business Park – Residential Permitted (0-44 dwelling units per acre) land use designation and associated proposed CO-3-1 zone allow non-residential uses including Business

4. This location is not consistent with the planning documentation that preceded the draft land use plan and zoning and was ostensibly a basis for the proposed land use distribution. The Keyser-Marston report Financial Feasibility of Development Prototypes, Midway/Pacific Highway Corridor Community Planning Area (October 2012) uses as a prototype for a Business Park (page 10) the San Diego Spectrum in Kearny Mesa. That example has frontage on the highly visible and accessible 6-lane Major street of Kearny Villa Rd. and the 4-lane Major street of Lightwave Ave. The Midway-Frontier/Queen Anne properties designated for business park use do not have similar advantages. We question why they were designated for a business park in contradiction of the Keyser-Marston study for this community.

5. This location is also too far from available public transit for the employees of a business park. The community plan update's own standard for walking distance from transit is ¼ mile, as indicated on Figure 3-4, page ME-62. That figure shows these properties as beyond the "0.25 Mile walkshed Buffer around Station/Stop". If all transit routes, including the Rapid Bus system, are to be on Sports Arena Blvd., the proposed plan for a business park greater than that standard, where employees would have to walk through commercial and residential developments to get to and from work, is not a practical location.

6. We question why the Midway-Frontier/Queen Ann properties are reserved for a business park when there is already a highly successful business park at Sports Arena Village on the City-owned property on Hancock St. The street in front of that property is designated for 4-lanes, which is much more appropriate for a business park than is the 2-lane Kurtz St. There is a good reason why Sports Arena Village is a successful business park; it is in the right location with high visibility and ease of access.

Services, Business Support, Visitor Accommodations, Retail Sales (subject to FAR limitation), Business & Professional Office, Medical Office, and Research & Development. Per the proposed development regulations of the draft CO-3-1 zone, twenty-five (25) percent of the total gross floor area on each premises must be occupied by uses in the Offices or Research and Development use categories in order to maintain space for employment uses in the community.

The draft Community Plan's planned mobility network has been designed to meet the needs of forecast future land uses in the community. Notably, the draft Community Plan recommends mobility improvements throughout the community, including three planned new roads through the Sports Arena site connecting Sports Arena Boulevard to Kurtz Street in the vicinity of the properties designated as Business Park – Residential Permitted. These new roads will also provide improved pedestrian and bicycle connections from Kurtz Street to transit services along Sports Arena Boulevard. The business park designated properties are located approximately one-quarter mile (5-minute walk) to one-half mile (10-minute walk) from an existing transit stop on Sports Arena Boulevard, via the conceptual routes of planned new streets.

The Keyser-Marston study referenced in the letter, which was updated in 2016, shows that business park development (without a residential component) would have a positive residual land value (the value of the land that remains after any and all deductions associated with the cost of developing, maintaining, or reselling the land). Multi-family residential development does have a higher residual land value than business park development, so a development combining business park and multi-family residential uses may be able to achieve a residual land value that is higher than that of business park-only development.

7. The designation of these properties is not consistent with the Economic Prosperity Element of the draft Community Plan Update. While the Midway-Frontier/Queen Anne properties are within the area labeled as the Camino del Rio District, the Economic Prosperity Element identifies four other areas – and not the Camino del Rio District – as appropriate for employment uses: the Dutch Flats, Kettner, and Kemper districts, and the Sports Arena Village (page EP-105, specifically:

- “The Community Plan envisions that Dutch Flats Urban Village will provide office and research space for defense, high-tech, and clean-tech R&D businesses in a mixed use environment, along with flex space for other businesses.”
- “Opportunities also exist in the Kettner District for development of technology and R&D uses.”
- The Kemper Neighborhood Village and Sports Arena Community Village also offer opportunities for professional and multi-tenant office development.”

If the plan’s own Economic Prosperity Element designates those four areas for employment but not the Camino del Rio District, why is the Midway-Frontier/Queen Ann properties in Camino del Rio District designated with the more restrictive employment designation of “Business Park”, while the Kemper and Sports Arena villages are designated entirely for commercial and residential uses with no employment land whatsoever?

Plan areas to the east are more appropriate locations for business park designations due to their proximity to the airport and transit station and better highway access to I-5. Business Park designations should be prioritized in these locations – the Kettner District, Hancock Transit Corridor, Kurtz District, and Dutch Flats, and not on a few small and poorly accessible parcels in the Camino del Rio District.

The Midway-Pacific Highway community, as an underutilized, centrally located community, has potential existing business to continue as additional development occurs. This potential is recognized in the Economic Prosperity Element of the draft Community Plan. The Economic Prosperity Element discusses some of the many opportunity areas in the community for business and employment uses, but does not exhaustively discuss all opportunity areas. The discussion of Industrial and Heavy Commercial uses in Section 5.1, Business Improvement, Attraction, Retention, and Expansion, is tailored toward the previously proposed land use that included Urban Industrial and Heavy Commercial land use designations within the Camino del Rio District, and has been updated to be more relevant to the proposed land use map.

<p>On February 14, the Midway Community Planning Group (Item 6.b.) voted to recommend revising the designations of my client's properties to "Mixed Commercial Residential (O-73 du/ac) and the zoning to CC-3-8.</p> <p>For these reasons, we request that the Midway/Pacific Highway Community Plan Update designate the Midway-Frontier/Queen Anne properties for "Mixed Commercial Residential (O-73 du/ac) and zoned as CC-3-8, to be consistent with the surrounding properties, the Plan's own analyses and conclusions, the position of the community planning group, and good planning principals.</p>	
<p>Comment Topic: Proposed Bicycle Lanes on Hancock Street</p>	
<p><i>Hancock Street Neighborhood Business Association and Supporters Comments:</i></p> <p>The Hancock Neighborhood Business Association (HNBA) is composed of the following participating businesses; Culture Shock Dance Center, San Diego Circus Center, Cali-Coast Elite Gymnastics, Bikram Yoga College, Vertical Hold Climbing Gym, and Murphy Construction.</p> <p>We are specifically concerned with the portion of the plan described on page 45 of the mobility report, section 3.4.2 Bicycle Improvements.</p> <p>"Class II Bike Lanes in both directions along Hancock Street between Old Town Avenue and Noell Street."</p> <p>We are happy to see improvements being made for bicyclists, but as our neighborhood has major parking congestion issues, we would like for the city to consider our proposal, "The South Hancock Shareway" alternative. It is an inexpensive solution that is balanced and serves the local business community, and provides for the safety of bicyclists.</p>	<p><i>Planning Department Response:</i></p> <p>Planning staff acknowledges that the existing businesses along Hancock Street have a high parking demand with limited off-street parking and that a majority of parking is provided by on-street parking. Angled parking without time limits and parking meters currently exists along the south side of Hancock Street approximately from Coutts Street to Sutherland Street. Additionally, parallel parking currently exists on the north side of Hancock Street from Witherby Street to Sutherland Street.</p> <p>The draft Community Plan proposes Class II bike lanes along Hancock Street from Old Town Avenue to Washington Street. These bike lanes will provide an important connection for the Hancock Street neighborhood and from the communities of Old Town and Uptown to the Washington Street Trolley Station.</p> <p>After discussing the proposed Hancock Street bicycle facilities with business representatives in 2017 and again after receiving this comment, Planning staff evaluated a number of potential roadway configurations to see if it would be</p>

Instead of two Class II Bike Lanes, we would like for the planning board to consider:

The South Hancock Shareway

- A Class III Bike Route through this corridor, creating "shareways" in both directions along Hancock St. between Witherby and Noell. There should be abundant signage and painted "sharrows".
- Back in Angled parking along the eastern curblineline of Hancock St. Currently, this side of Hancock has non-designated parallel parking. This parallel parking should be replaced with back-in angled parking stalls. When leaving the back-in angled parking space, drivers have an unobstructed view of traffic and can enter the traffic stream directly. According to the Pedestrian and Bicycle Information Center, back-in angle parking provides motorists with better vision of pedestrians, bicyclists, motor vehicles, and other road users as they exit a parking space and enter moving traffic. Back-In angle parking also eliminates the danger of bicycles colliding with open car doors, which would be a problem with the current Community Plan.
- Back in Angled parking along the western curblineline of Hancock St. Currently, this side of the street has wide and crudely painted angled parking stalls. Repainting with back in angled parking along the western curblineline of Hancock would help with bicycle safety and help add to the parking.
- Narrowing of the traffic corridor. This would have a speed softening effect, helping with pedestrian, cyclist and motorist safety.

We are asking for the support of our District #2 City Councilmember Lori Zapf, and we hope those tasked with reviewing the Midway Pacific Community Plan will consider the needs of the neighborhood businesses and our community. This is an opportunity for a fair compromise. Please support this common sense plan and help our neighborhood.

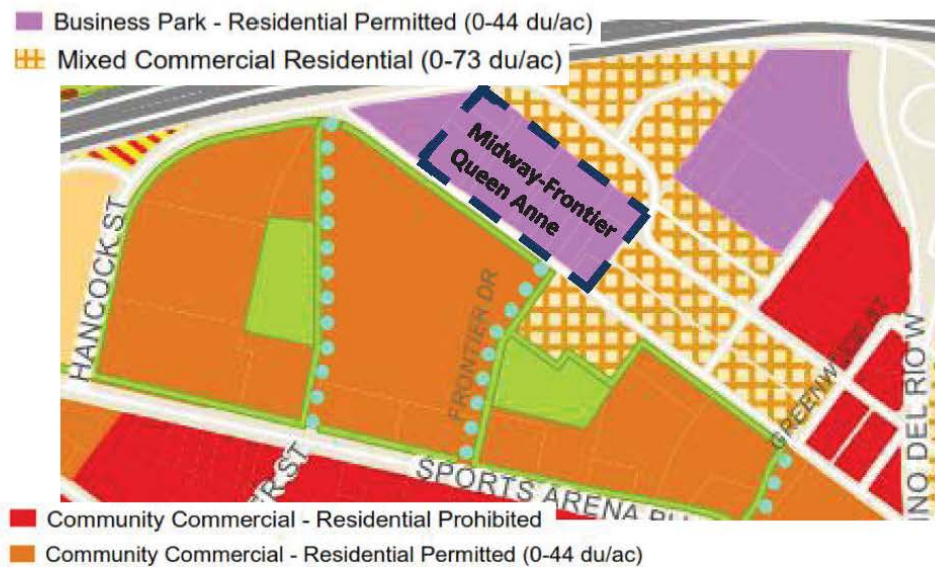
possible to accommodate the requested additional angled parking on the north side of Hancock Street as well as Class II bike lanes. Staff considered ADA accessibility, parking net gain associated with each roadway configuration, and the balance of all transportation modes. However, none of the potential roadway configurations could accommodate bike lanes and additional diagonal parking. Therefore, staff evaluated the request and the recommended Class II bicycle lanes in the light of relevant City goals and policy documents.

Mobility goals for the draft Midway-Pacific Highway Community include enhancements to streetscapes and street functionality that support pedestrian, bicycle, and transit activity. Policies in the draft Community Plan and the City's General Plan are aimed at re-examining the existing right-of-way dedicated to vehicular use, and how to accommodate other modes of transportation for complete, safe, and efficient bicycle and pedestrian networks. These goals and policies reinforce the City's Climate Action Plan, in which a multimodal network is necessary to enact modal shift from single-occupancy vehicles to transit, cycling, and walking. A Class III bicycle route marked with sharrows, as requested by the Hancock Street Neighborhood Business Association, would require less road right-of-way to implement but would result in a higher rider level of stress than Class II bike lanes. Based on our technical engineering analysis and the aforementioned considerations, it is recommended that Class II Bike Lanes be constructed on each side of Hancock Street.

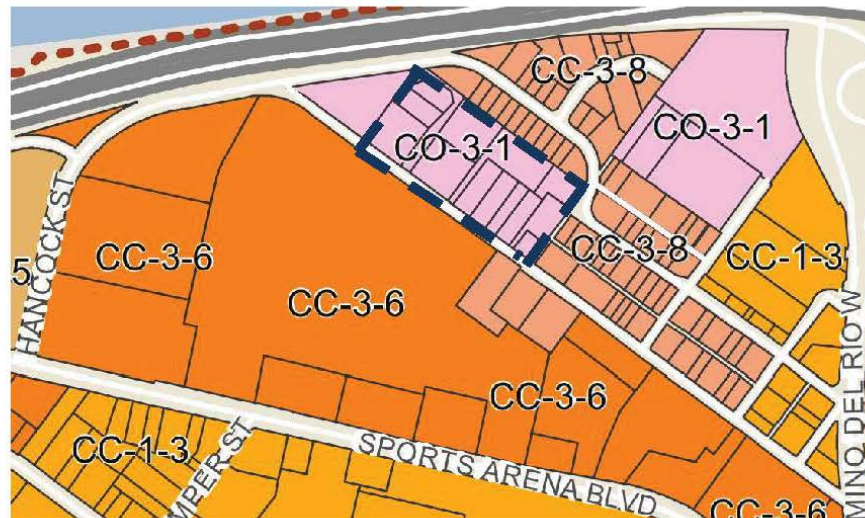
Planning staff will continue to work with Hancock Street business and property owners to investigate additional opportunities to improve parking availability. These measures could include use of a city-owned property nearby as a parking lot and/or implementation of parking management strategies for existing on-street parking.

Midway-Frontier/Queen Anne Properties

City Proposed Land Use Map



City Proposed Zoning



MIDWAY-PACIFIC HIGHWAY COMMUNITY PLAN

Changes to Proposed Community Plan Since December 2017 Draft

Revisions made to the proposed Midway-Pacific Highway Community Plan since the December 2017 draft include the following edits as a result of subsequent comment provided by the public and review by City staff.

Introduction, Pages IN-10 and IN-11, Section 1.5, Legislative Framework

In the first paragraph, the description of the San Diego Unified Port District lands within the California Coastal Zone in the Midway-Pacific Highway has been revised to clarify the relationship between the State of California, the San Diego Unified Port District, and the Midway-Pacific Highway Community Plan.

A new map, Figure 1-3, was inserted to depict the areas in Midway-Pacific Highway that are within the California Coastal Zone.

Land Use, Villages & Districts Element, Page LU-17, Paragraph 5

New paragraph added to describe the new land use designation, Port Properties, which has been applied to properties within the jurisdiction of the San Diego Unified Port District.

Land Use, Villages & Districts Element, Page LU-19, Figure 2-1: Land Use Map

Figure 2-1 has been edited as follows:

- Applied a land use designation of “Port Properties” to properties within the jurisdiction of the San Diego Unified Port District
 - Changed the land use designation for the City-owned parcels on Sports Arena Boulevard where the Orchard Apartments senior housing complex is located from Residential – Medium (15-29 dwelling units per acre) to Residential – Medium High (30-54 dwelling units per acre) to reflect the existing and future planned residential density on the site.
-

Land Use, Villages & Districts Element, Page LU-20, Table 2-1: Midway-Pacific Highway Community Plan Land Use Designations

Table 2-3 has been edited to add the new land use designation, Port Properties, which has been applied to properties within the jurisdiction of the San Diego Unified Port District.

Land Use, Villages & Districts Element, Page LU-36, Figure 2-10: Channel District

Figure 2-10 has to change the land use designation for the City-owned parcels on Sports Arena Boulevard where the Orchard Apartments senior housing complex is located from Residential – Medium (15-29 dwelling units per acre) to Residential – Medium High (30-54 dwelling units per acre) to reflect the existing and future planned residential density on the site.

Land Use, Villages & Districts Element, Page LU-41, Hancock Transit Corridor

Added a new Policy LU-4.73 as follows: “Collaborate with neighborhood business on Hancock Street to identify and evaluate options to improve multimodal mobility and safety and increase and manage the supply of public parking, which could include the use of the City-owned lot at Hancock and Witherby Streets for additional public parking.” Also, updated numbering of subsequent policies.

Land Use, Villages & Districts Element, Pages LU-43 and LU-44, Kettner District

The discussion and Policy LU-4.85 (formerly number Policy LU-4.84) regarding properties within the jurisdiction of the San Diego Unified Port District have been revised to clarify the relationship between the California Coastal Act, the San Diego Port Master Plan, and the Midway-Pacific Highway Community Plan.

Land Use, Villages & Districts Element, Page LU-43, Figure 2-16: Kettner District

Figure 2-1 has been edited to apply a land use designation of “Port Properties” to properties within the jurisdiction of the San Diego Unified Port District

Mobility Element, Page 52, Introduction

Revised discussion to address recommendation from Midway-Pacific Highway Community Planning Group.

Mobility Element, Page ME-65 through ME-67, Streets and Freeway Systems

Revised discussion; added new Policy ME-5.6 to address recommendation from Midway-Pacific Highway Community Planning Group; and moved existing Policy ME-5.6 to Policy ME-5.14.

Urban Design Element, Page UD-89, Green Streets

Revised discussion and added new Policy UD-3.2 to clarify that all proposed new streets are planned to incorporate green street features. Also, clarified the wording of Policy UD-3.1.

Economic Prosperity Element, Page EP-107, Section 5.1, Business Improvement, Attraction, Retention, and Expansion

Revised first paragraph, Industrial and Heavy Commercial, to reflect proposed land use map. Previous text reflected a prior iteration of the land use map.

Noise Element, Page NE-152, Figure 9-1: Projected Road & Rail Noise Contours

Figure 9-1 has been updated to reflect the revision to Figure 2-1, Land Use Map, that modified the land use designation for the City-owned parcels on Sports Arena Boulevard where the Orchard Apartments senior housing complex is located from Residential – Medium (15-29 dwelling units per acre) to Residential – Medium High (30-54 dwelling units per acre) to reflect the existing and future planned residential density on the site.

Historic Preservation Element, Page HP-170, Educational Opportunities and Incentives Related to Historical Resources

Added a new Policy HP-3.3 (“Explore options to better demarcate, either physically or visually, the La Playa Trail and inform the public of its location and history.”) in response to comments received during the public comment period for the Draft Environmental Impact Report. Also, revised policy numbering for former policies HP-3.3 and HP-3-4 to HP-3.4 and HP-3.5 respectively.

CLIMATE ACTION PLAN CONFORMANCE EVALUATION FOR COMMUNITY PLAN UPDATES

The following Climate Action Plan (CAP) conformance questions relate to implementation actions identified in the CAP. These questions are to serve as a tool to help guide the CAP-related discussion and inform the community plan update process in conjunction with other quantifiable evaluation programs as well as an understanding of the local context of each community planning area. This information should be considered at the outset of the community plan update process and written analysis should be prepared demonstrating conformance with the following questions prior to presenting the plan to the public, the Planning Commission, and the City Council for approval.

COMMUNITY PLAN:

1. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE GENERAL PLAN'S CITY OF VILLAGES STRATEGY IN TRANSIT PRIORITY AREAS (TPAS) TO INCREASE THE CAPACITY FOR TRANSIT-SUPPORTIVE RESIDENTIAL AND/OR EMPLOYMENT DENSITIES? (STRATEGY 3)

Considerations:

- Does the land use and zoning associated with the plan provide capacity for transit-supportive residential densities within TPAs?

- Is a majority of the additional residential density proposed within TPAs?

- Does the land use and zoning associated with the plan provide capacity for transit-supportive employment intensities within TPAs?

- Has an economic analysis been performed to demonstrate that the proposed land use mix will lead to an increased number of jobs within TPAs?

- Does the plan identify sites suitable to accommodate mixed-use, village development, as defined in the General Plan, within identified TPAs?

- Does the plan include community-specific policies to facilitate the development of affordable housing within TPAs?

- Does the plan update process include accompanying implementation regulations to facilitate achievement of the plan's densities and intensities?

2. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE GENERAL PLAN'S MOBILITY ELEMENT IN TRANSIT PRIORITY AREAS TO INCREASE THE USE OF TRANSIT? (STRATEGY 3)

Considerations:

- Does the plan support identified transit routes and stops/stations?

- Does the plan identify transit priority measures, such as: exclusive transit lanes, transit ways, direct freeway HOV access ramps, transit signal priority, Safe Routes to Transit, and first mile/last mile initiatives?

- Does the plan circulation system address the potential for re-purposing of existing street right-of-way for multi-modal transportation?

3. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT PEDESTRIAN IMPROVEMENTS IN TRANSIT PRIORITY AREAS TO INCREASE WALKING OPPORTUNITIES? (STRATEGY 3)

Considerations:

- Does the plan's circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers, such as transit stations, schools, shopping centers, and libraries?

- Does the plan's urban design element include design recommendations for walkability to promote pedestrian supportive design?

4. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE CITY OF SAN DIEGO'S BICYCLE MASTER PLAN TO INCREASE BICYCLING OPPORTUNITIES? (STRATEGY 3)

Considerations:

- Does the plan's circulation system identify bicycle improvements in consideration of the Bicycle Master Plan that include, but are not limited to: Class I bicycle path, Class II bicycle lanes with buffers, Class III bicycle routes, or Class IV protected bicycle facilities?

- Does the plan's circulation system provide a balanced, multimodal, "complete streets" approach to accommodate mobility needs of all users?

5. DOES THE PROPOSED COMMUNITY PLAN IDENTIFY IMPLEMENTATION MECHANISMS TO SUPPORT TRANSIT ORIENTED DEVELOPMENT? (STRATEGY 3)

Considerations:

- Does the plan identify new or expanded urban public spaces such as plazas, pocket parks, or greenways in TPAs?

- Does the plan locate new public facilities that generate large numbers of person trips, such as libraries and recreational facilities in TPAs?

- Does the plan and associated Impact Fee Study include new transit-supportive infrastructure within TPAs and census tracks ranking in the top 30% of [CalEnviroScreen](#) scores? (Where Applicable)

- Do the zoning/implementing regulations associated with the plan support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?

- For increases in density/intensity outside of a TPA, does the plan include policies to reduce auto dependence at those locations?

6. DOES THE PROPOSED COMMUNITY PLAN INCLUDE ANY COMMUNITY-SPECIFIC ADAPTATION AND RESOURCE CONSERVATION MEASURES? (STRATEGY 5)

Considerations:

- Does the plan include a street tree master plan that provides at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?

- Does the plan include policies or strategies for preserving existing trees?

- Does the plan call for tree planting in villages, sidewalks, and other urban public spaces or include a strategy for contributing to the City's tree canopy goal?

- Does the plan include policies which address climate resiliency measures (sea-level rise, increased fire risk, flooding, urban heat island, or other locally specific impact of climate change)?

- 7. DOES THE PROPOSED COMMUNITY PLAN INCLUDE ANY COMMUNITY-SPECIFIC STRATEGIES TO SUPPORT CITYWIDE ENERGY, WATER, WASTE REDUCTION OR ANY OTHER CAP GOALS IN ADDITION TO THOSE DESCRIBED ABOVE? (STRATEGIES 1, 2,3,4, AND 5)**



<h2 style="margin: 0;">Midway-Pacific Highway Rezone</h2>			
ORD. NO. _____	BEFORE _____	REQUEST _____	
EFF. DATE ORD. _____	EFF. DATE ZONING _____	AREA _____	
ZONING SUBJECT TO _____	MAP NAME _____	CASE _____	
PLAN, COMM. RECOMMENDATION		<div style="display: flex; justify-content: space-between; align-items: center;"> CITY OF SAN DIEGO C-991 </div>	
CITY COUNCIL ACTION			
_____ SECRETARY OF COMMISSION			

Attachment 8

Midway-Pacific Highway Community Plan Update Rezone Parcel List by Assessor's Parcel Number (APN)

4411810700	4412703700	4412902521	4412902561
4411810800	4412704000	4412902522	4412902562
4411811300	4412704100	4412902523	4412902563
4411811400	4412704200	4412902524	4412902564
4411820600	4412704300	4412902525	4412902601
4411820700	4412705000	4412902526	4412902602
4411820800	4412705100	4412902527	4412902603
4411820900	4412705200	4412902528	4412902604
4411821000	4412705300	4412902529	4412902605
4411821100	4412705600	4412902530	4412902606
4411821900	4412705700	4412902531	4412902607
4411822500	4412705800	4412902532	4412902608
4411822600	4412705900	4412902533	4412902609
4411831100	4412706000	4412902534	4412902610
4411831200	4412706100	4412902535	4412902611
4411831400	4412706200	4412902536	4412902612
4411831500	4412901400	4412902537	4412902613
4411831900	4412901600	4412902538	4412902614
4411832000	4412901900	4412902539	4412902615
4411832200	4412902400	4412902540	4412902616
4411832400	4412902501	4412902541	4412902617
4411841600	4412902502	4412902542	4412902618
4411841800	4412902503	4412902543	4412902619
4411841900	4412902504	4412902544	4412902620
4411842000	4412902505	4412902545	4412902621
4412500300	4412902506	4412902546	4412902622
4412501100	4412902507	4412902547	4412902623
4412501200	4412902508	4412902548	4412902624
4412501300	4412902509	4412902549	4412902625
4412502100	4412902510	4412902550	4412902626
4412700400	4412902511	4412902551	4412902627
4412700800	4412902512	4412902552	4412902628
4412700900	4412902513	4412902553	4412902629
4412701000	4412902514	4412902554	4412902630
4412702300	4412902515	4412902555	4412902631
4412702700	4412902516	4412902556	4412902632
4412703000	4412902517	4412902557	4412902633
4412703100	4412902518	4412902558	4412902634
4412703200	4412902519	4412902559	4412902635
4412703400	4412902520	4412902560	4412902636

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Midway-Pacific Highway Community Plan Update Rezone Parcel List by Assessor's Parcel Number (APN)

4412902637	4412902737	4413400301	4415305300
4412902638	4412902738	4413400302	4415305600
4412902639	4412902739	4413400501	4415305900
4412902640	4412902740	4413400502	4415306200
4412902701	4412902801	4413400800	4415306300
4412902702	4412902802	4413401001	4415306400
4412902703	4412902803	4413401002	4415306500
4412902704	4412902804	4413401800	4415306600
4412902705	4412902805	4413401900	4415306700
4412902706	4412902806	4413402000	4415306800
4412902707	4412902807	4413402100	4415306900
4412902708	4412902808	4413402200	4415307000
4412902709	4412902809	4413402300	4415401300
4412902710	4412902810	4413402400	4415401400
4412902711	4412902811	4413402800	4415401600
4412902712	4412902812	4413402900	4415401800
4412902713	4412902813	4413403000	4415402100
4412902714	4412902814	4413403100	4415402300
4412902715	4412902815	4413600800	4415402400
4412902716	4412902816	4413601100	4415500100
4412902717	4412902817	4413602000	4415500200
4412902718	4412902818	4413603800	4415500300
4412902719	4412902819	4415302200	4415500400
4412902720	4412902820	4415302800	4415500500
4412902721	4412902821	4415303200	4415500600
4412902722	4412902822	4415303300	4415500700
4412902723	4412902823	4415303500	4415500800
4412902724	4412902824	4415303800	4415501100
4412902725	4412902825	4415304100	4415501200
4412902726	4412902826	4415304200	4415501300
4412902727	4412903000	4415304300	4415501400
4412902728	4412903200	4415304400	4415501500
4412902729	4412903300	4415304500	4415501600
4412902730	4412903400	4415304600	4415501700
4412902731	4413000100	4415304700	4415501800
4412902732	4413000600	4415304800	4415501900
4412902733	4413000700	4415304900	4415502000
4412902734	4413300100	4415305000	4415502100
4412902735	4413301100	4415305100	4415502200
4412902736	4413301200	4415305200	4415502300

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Midway-Pacific Highway Community Plan Update Rezone Parcel List by Assessor's Parcel Number (APN)

4415502500	4415702600	4415821400	4416401013
4415502600	4415702700	4415821500	4416401014
4415503100	4415702800	4415821600	4416401015
4415503200	4415702900	4415821900	4416401016
4415503400	4415703000	4415822000	4416401017
4415503500	4415703100	4415822100	4416401018
4415600200	4415703200	4415822200	4416401019
4415601300	4415703300	4415822500	4416401020
4415601500	4415810100	4415822900	4416401021
4415601600	4415810200	4415823000	4416401022
4415601700	4415810300	4415823100	4416401023
4415601800	4415810400	4415823200	4416401024
4415602000	4415810700	4415823300	4416401025
4415602100	4415810800	4415823400	4416401026
4415602200	4415810900	4415823600	4416401027
4415602400	4415811000	4415823700	4416401028
4415602500	4415811100	4415823800	4416401029
4415602600	4415811200	4415900400	4416401030
4415700100	4415811300	4415900500	4416401031
4415700200	4415811400	4415900600	4416401032
4415700500	4415811500	4416000300	4416401033
4415700600	4415811600	4416000400	4416401034
4415700700	4415811700	4416000500	4416401035
4415700800	4415811800	4416100200	4416401036
4415700900	4415811900	4416100700	4416401037
4415701000	4415812000	4416100800	4416401038
4415701100	4415812100	4416201000	4416401039
4415701200	4415812300	4416201100	4416401040
4415701300	4415812400	4416401001	4416401041
4415701400	4415820100	4416401002	4416401042
4415701500	4415820200	4416401003	4416401043
4415701600	4415820300	4416401004	4416401044
4415701700	4415820400	4416401005	4416401045
4415701800	4415820500	4416401006	4416401046
4415701900	4415820800	4416401007	4416401047
4415702000	4415820900	4416401008	4416401048
4415702100	4415821000	4416401009	4416401049
4415702300	4415821100	4416401010	4416401050
4415702400	4415821200	4416401011	4416401051
4415702500	4415821300	4416401012	4416401052

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Midway-Pacific Highway Community Plan Update Rezone Parcel List by Assessor's Parcel Number (APN)

4416401053	4504120700	4505000200	4506010300
4416401054	4504120800	4505000500	4506010400
4416401055	4504120900	4505000700	4506010500
4416401056	4504121000	4505000800	4506010600
4416401057	4504121400	4505000900	4506020200
4416401058	4504121500	4505001000	4506020500
4416401059	4504121600	4505001100	4506020600
4416401060	4504121700	4505210100	4506020700
4416401061	4504121800	4505210200	4506021000
4416401062	4504121900	4505210300	4506021600
4416401063	4504200100	4505210400	4506021800
4416401064	4504200300	4505210500	4506021900
4416401065	4504200400	4505210600	4506110700
4416401066	4504200500	4505220100	4506112200
4416401067	4504300700	4505220200	4506112300
4416401068	4504400200	4505220300	4506120200
4416401069	4504400300	4505500900	4506120700
4416401070	4504400400	4505501000	4506120800
4416401071	4504500100	4505501100	4506121000
4416401072	4504500200	4505501200	4506130900
4416401073	4504500300	4505701400	4506310100
4416401074	4504500400	4505701500	4506310200
4416401075	4504500500	4505701600	4506310700
4416401076	4504500600	4505702000	4506310800
4416401077	4504500700	4505702300	4506310900
4416401078	4504501100	4505702400	4506320500
4416401079	4504501200	4505702500	4506320600
4416401080	4504501300	4505820900	4506321000
4416401081	4504501400	4505830500	4506410900
4416401082	4504502400	4505830600	4506411000
4416401083	4504502500	4505830700	4506411100
4416401084	4504502600	4505831000	4506411200
4504110500	4504600100	4505831200	4506411300
4504120200	4504800300	4505831300	4507400900
4504120300	4504801100	4505840700	4507510300
4504120400	4504801200	4505840800	4507510400
4504120500	4504900600	4505840900	4507510500
4504120601	4504900700	4505850300	4507510800
4504120602	4504900800	4505850400	4507511300
4504120603	4504900900	4506010200	4507511800

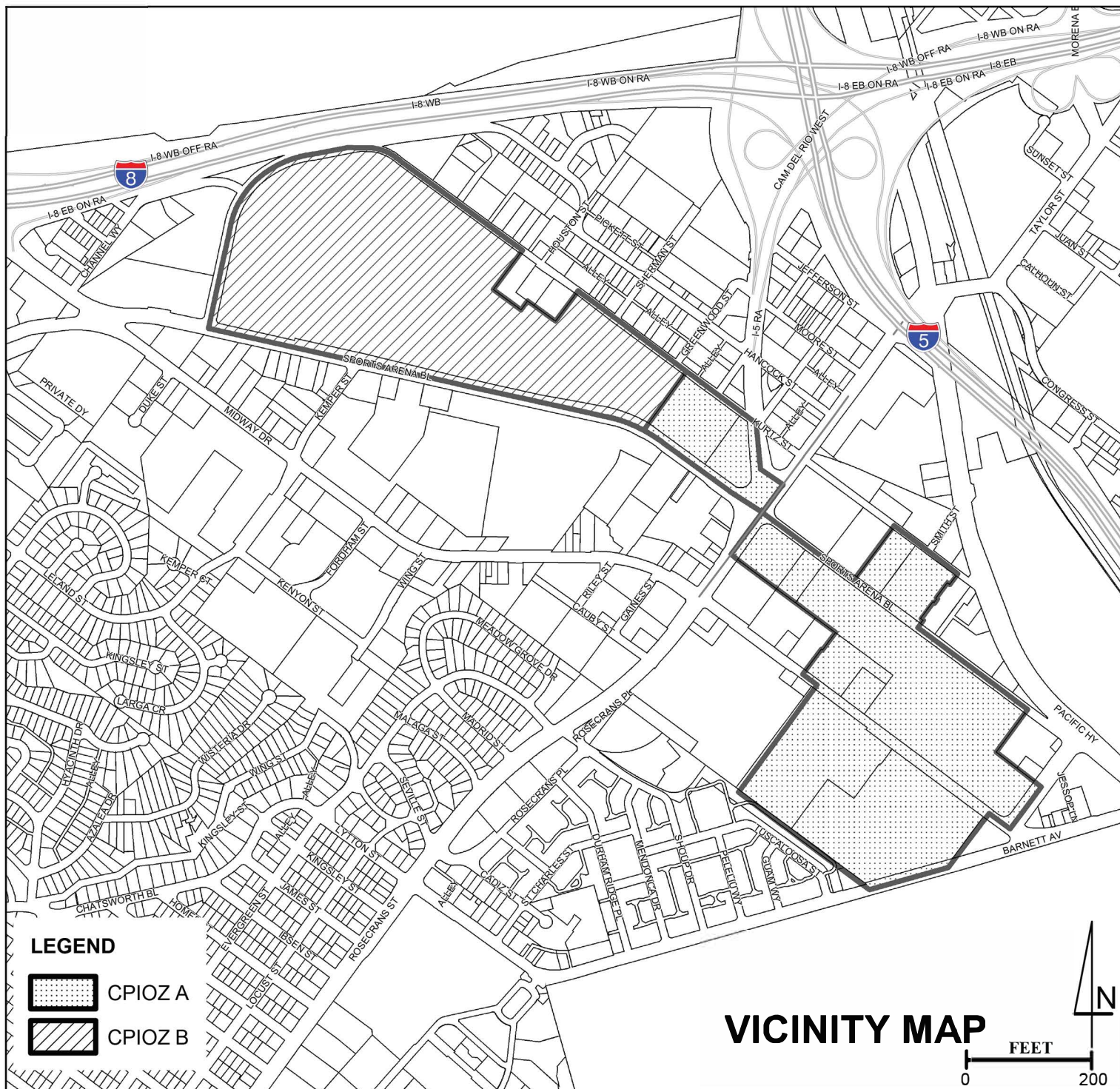
Attachment 8

Midway-Pacific Highway Community Plan Update Rezone Parcel List by Assessor's Parcel Number (APN)

4507511900	4508010932	4516020800	7601020400
4507512000	4508010933	4516020900	7601020500
4507512100	4508010934	4516021000	7601020600
4507520300	4508010935	4516021100	7601021500
4507520400	4508010936	4516021200	7601023200
4507520500	4508010937	4516021300	7601024000
4507520600	4508010938	4516021400	7601025600
4507520700	4508010939	4516021600	7601026900
4507620100	4508010940	4516021700	7601027000
4508010901	4508010941	4516021900	7601028800
4508010902	4508010942	4516210600	7602168500
4508010903	4508010943	4516251600	7602168600
4508010904	4508010944	4516510300	7602168700
4508010905	4508010945	4516520100	7602168900
4508010906	4508010946	4516520200	7602169300
4508010907	4508010947	4516520300	7602170500
4508010908	4508010948	4516520400	7602172700
4508010909	4508010949	4516520500	7602172800
4508010910	4508010950	4516520600	7602173900
4508010911	4508020400	4516901100	7602174200
4508010912	4508020900	4516901300	7602174300
4508010913	4508021000	4516901400	7602174400
4508010914	4508021300	4516901500	7602174500
4508010915	4508021400	4516901600	7602174600
4508010916	4508021500	4516901700	7602174700
4508010917	4508021600	4516904500	7602174800
4508010918	4515902700	4516905600	7602174900
4508010919	4515903000	4516905700	7602175000
4508010920	4515903100	5330110100	7602175100
4508010921	4515903200	5330110200	7602175200
4508010922	4515905200	5330110500	7602176700
4508010923	4515906300	5330111000	7602450700
4508010924	4515906400	5330111100	7602450800
4508010925	4515906500	5330111200	7602450900
4508010926	4515907600	5330111300	7602451000
4508010927	4515908100	5330111400	7602451100
4508010928	4516010600	5330111500	7602452600
4508010929	4516020100	5330111600	7602454100
4508010930	4516020200	7601020100	7602454700
4508010931	4516020300	7601020200	



PROPOSED REZONING



MIDWAY-PACIFIC HIGHWAY

ORDINANCE NO. _____
EFF. DATE ORD. _____
ZONING SUBJ. TO _____
BEFORE DATE _____
EFF. DATE ZONING _____
MAP NAME AND NO. _____

REQUEST **CPIOZ A & CPIOZ B**

PLANNING COMM.
RECOMMENDATION

CITY COUNCIL
ACTION

CASE NO.

DEVELOPMENT SERVICES MANAGER

B- 4331

APN:

(210-1701) 1-24-18 ldj

Article 1: Base Zones**Division 5: Commercial Base Zones***("Commercial Base Zones" added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)***§131.0501 Purpose of Commercial Zones**

The purpose of the commercial zones is to provide for the employment, shopping, services, recreation, and lodging needs of the residents of and visitors to the City. The intent of the commercial zones is to provide distinct regulations for size, intensity, and design to reflect the variety of the desired *development* patterns within San Diego's communities.

*(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)***§131.0502 Purpose of the CN (Commercial--Neighborhood) Zones**

- (a) The purpose of the CN zones is to provide residential areas with access to a limited number of convenient retail and personal service uses. The CN zones are intended to provide areas for small scale, low intensity *developments* that are consistent with the character of the surrounding residential areas. The zones in this category may include residential *development*. Property within the CN zones will be primarily located along local and selected collector *streets*.
- (b) The CN zones are differentiated based on the permitted *lot* size and pedestrian orientation as follows:
- CN-1-1 allows *development* of a limited size with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 3,000 square feet of *lot* area
 - CN-1-2 allows *development* with an auto orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
 - CN-1-3 allows *development* with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
 - CN-1-4 allows *development* with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,000 square feet of *lot* area

Ch. Art. Div.

13	1	5	1
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- CN-1-5 allows *development* with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 600 square feet of *lot* area
- CN-1-6 allows *development* with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 800 square feet of *lot* area

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

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

(Amended 12-1-2016 by O-20752 N.S.; effective 12-31-2016.)

[Editors Note: Amendments as adopted by O-20752 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-20752-SO.pdf]

§131.0503 Purpose of the CR (Commercial--Regional) Zones

- (a) The purpose of the CR zones is to provide areas for a broad mix of business/professional office, commercial service, retail, wholesale, and limited manufacturing uses. The CR zones are intended to accommodate large-scale, high intensity *developments*. Property within these zones will be primarily located along major *streets*, primary arterials, and major public transportation lines.
- (b) The CR zones are designed for auto-oriented *development* and are differentiated based on the uses allowed as follows:
 - CR-1-1 allows a mix of regional serving commercial uses and residential uses with an auto orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
 - CR-2-1 allows regional serving commercial and limited industrial uses with an auto orientation but no residential use

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

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

§131.0504 Purpose of the CO (Commercial--Office) Zones

- (a) The purpose of the CO zones is to provide areas for employment uses with limited, complementary retail uses and residential use as specified. The CO zones are intended to apply in large-scale activity centers or in specialized areas where a full range of commercial activities is not desirable.
- (b) The CO zones are differentiated based on the uses and development scale allowed as follows:
- (1) The following zones allow residential *development*:
- CO-1-1 is intended to accommodate a mix of office and residential uses with a neighborhood scale and orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,000 square feet of *lot* area
 - CO-1-2 is intended to accommodate a mix of office and residential uses that serve as an employment center and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
- (2) The following zones prohibit residential *development*:
- CO-2-1 is intended to accommodate office uses with a neighborhood scale and orientation
 - CO-2-2 is intended to accommodate office uses that serve as an employment center
- (3) The following zones allow residential *development* in a-high intensity, pedestrian--oriented business park development:
- CO-3-1 is intended to accommodate a mix of office uses that serve as a high-intensity employment center with residential uses and limited, complementary retail uses and permits a maximum density of 1 dwelling unit for each 1,000 square feet of lot area
 - CO-3-~~12~~ is intended to accommodate a mix of office and residential uses and permits a maximum *density* of 1 *dwelling unit* for each 800 square feet of *lot* area
 - CO-3-~~23~~ is intended to accommodate a mix of office and residential uses and permits a maximum *density* of 1 *dwelling unit* for each 600 square feet of *lot* area

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

§131.0505 Purpose of the CV (Commercial--Visitor) Zones

- (a) The purpose of the CV zones is to provide areas for establishments catering to the lodging, dining, and recreational needs of both tourists and the local population. The CV zones are intended for areas located near employment centers and areas with recreational resources or other visitor attractions.
- (b) The CV zones are differentiated based on *development* size and orientation as follows:
- CV-1-1 is intended to accommodate a mix of large-scale, visitor-serving uses and residential uses and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
 - CV-1-2 is intended to accommodate a mix of visitor-serving uses and residential uses with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

§131.0506 Purpose of the CP (Commercial--Parking) Zone

The purpose of the CP zone is to provide off-street parking areas for passenger automobiles. The CP zone is intended to be applied in conjunction with established commercial areas to provide needed or required off-street parking.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0507 Purpose of the CC (Commercial--Community) Zones

- (a) The purpose of the CC zones is to accommodate community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. The CC zones are intended to provide for a range of *development* patterns from pedestrian-friendly commercial *streets* to shopping centers and auto-oriented strip commercial *streets*. Some of the CC zones may include residential *development*. Property within the CC zones will be primarily located along collector *streets*, major *streets*, and public transportation lines.

- (b) The CC zones are differentiated based on the uses allowed and regulations as follows:
- (1) The following zones allow a mix of community-serving commercial uses and residential uses:
- CC-1-1 is intended to accommodate *development* with strip commercial characteristics and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
 - CC-1-2 is intended to accommodate *development* with high intensity, strip commercial characteristics and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
 - CC-1-3 is intended to accommodate *development* with an auto orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
- (2) The following zones allow community-serving uses with no residential uses:
- CC-2-1 is intended to accommodate *development* with strip commercial characteristics
 - CC-2-2 is intended to accommodate *development* with high intensity, strip commercial characteristics
 - CC-2-3 is intended to accommodate *development* with an auto orientation
 - CC-2-4 is intended to accommodate *development* with a pedestrian orientation
 - CC-2-5 is intended to accommodate *development* with a high intensity, pedestrian orientation
- (3) The following zones allow a mix of pedestrian-oriented, community-serving commercial uses and residential uses:
- CC-3-4 is intended to accommodate *development* with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area

- CC-3-5 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
- CC-3-6 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,000 square feet of *lot area*
- CC-3-7 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 800 square feet of *lot area*
- CC-3-8 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 600 square feet of *lot area*
- CC-3-9 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 400 square feet of *lot area*

(4) The following zones allow heavy commercial uses and residential uses:

- CC-4-1 is intended to accommodate *development* with strip commercial characteristics and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
- CC-4-2 is intended to accommodate *development* with high intensity, strip commercial characteristics and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
- CC-4-3 is intended to accommodate *development* with an auto orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
- CC-4-4 is intended to accommodate *development* with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*
- CC-4-5 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot area*

- CC-4-6 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,000 square feet of *lot* area
- (5) The following zones allow a mix of heavy commercial and limited industrial uses and residential uses:
- CC-5-1 is intended to accommodate *development* with strip commercial characteristics and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
 - CC-5-2 is intended to accommodate *development* with high intensity, strip commercial characteristics and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
 - CC-5-3 is intended to accommodate *development* with an auto orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
 - CC-5-4 is intended to accommodate *development* with a pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
 - CC-5-5 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,500 square feet of *lot* area
 - CC-5-6 is intended to accommodate *development* with a high intensity, pedestrian orientation and permits a maximum *density* of 1 *dwelling unit* for each 1,000 square feet of *lot* area

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

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

§131.0515 Where Commercial Zones Apply

On the effective date of Ordinance O-18692, all commercial zones that were established in Municipal Code Chapter 10, Article 1, Division 4 were amended and replaced with the base zones established in this division.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

(Amended 11-13-2008 by O-19801 N.S.; effective 12-13-2008.)

§131.0520 Use Regulations of Commercial Zones

The regulations of Section 131.0522 apply in the commercial zones where indicated in Table 131-05B.

- (a) The uses permitted in any commercial zone may be further limited by the following:
 - (1) Section 131.0540 (Maximum permitted residential *density* and other residential regulations);
 - (2) Use limitations applicable to the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15); -
 - (3) The presence of *environmentally sensitive lands*, pursuant to Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations); or
 - (4) Any other applicable provision of the San Diego Municipal Code.
- (b) Within the commercial zones, no *structure* or improvement, or portion thereof, shall be constructed, established, or altered, nor shall any *premises* be used or maintained except for one or more of the purposes or activities listed in Table 131-05B. It is unlawful to establish, maintain, or use any *premises* for any purpose or activity not listed in this section or Section 131.0522.
- (c) All uses or activities permitted in the commercial zones shall be conducted entirely within an enclosed building unless the use or activity is traditionally conducted outdoors.
- (d) *Accessory uses* in the commercial zones may be permitted in accordance with Section 131.0125.

- (e) Temporary uses may be permitted in the commercial zones for a limited period of time with a Temporary Use Permit in accordance with Chapter 12, Article 3, Division 4.
- (f) For any use that cannot be readily classified, the City Manager shall determine the appropriate use category and use subcategory pursuant to Section 131.0110.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

(Amended 10-25-2011 by O-20047 N.S.; effective 1-1-2012.)

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

§131.0522 Use Regulations Table for Commercial Zones

The uses allowed in the commercial zones are shown in Table 131-05B.

Legend for Table 131-05B

Symbol in Table 131-05B	Description of Symbol
P	Use or use category is permitted. Regulations pertaining to a specific use may be referenced.
L	Use is permitted with limitations, which may include location limitations or the requirement for a use or <i>development permit</i> . Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
N	Neighborhood Use Permit Required. Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
C	Conditional Use Permit Required. Regulations are located in Chapter 14, Article 1 (Separately Regulated Use Regulations).
-	Use or use category is not permitted.

Table 131-05B
Use Regulations Table for Commercial Zones

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zon	Zones																	
	e																		
	1st & 2nd >>	CN ⁽¹⁾ -					CR-		CO-						CV-		CP-		
	3rd >>	1-					1-	2-	1-	2-	3-	1-		2-	1-				
		1	2	3	4	5	6	1	1	1	2	1	2	1	2	3	1	2	1
Open Space																			
Active Recreation							-	-	-	-	-	-	-	-	-	-	-	-	-
Passive Recreation							-	-	-	-	-	-	-	-	-	-	-	-	-
Natural Resources Preservation							-	-	-	-	-	-	-	-	-	-	-	-	-
Park Maintenance Facilities							-	-	-	-	-	-	-	-	-	-	-	-	-
Agriculture																			
Agricultural Processing							-	-	-	-	-	-	-	-	-	-	-	-	-
Aquaculture Facilities							-	-	-	-	-	-	-	-	-	-	-	-	-
Dairies							-	-	-	-	-	-	-	-	-	-	-	-	-
Horticulture Nurseries & Greenhouses							-	-	-	-	-	-	-	-	-	-	-	-	-
Raising & Harvesting of Crops							-	-	-	-	-	-	-	-	-	-	-	-	-
Raising, Maintaining & Keeping of Animals							-	-	-	-	-	-	-	-	-	-	-	-	-
Separately Regulated Agriculture Uses																			
Agricultural Equipment Repair Shops							-	P	P	-	-	-	-	-	-	-	-	-	-
Commercial Stables							-	-	-	-	-	-	-	-	L	-	-	-	-
Community Gardens							L	L	L	L	L	-L	-L	L	L	-	-	-	-
Equestrian Show & Exhibition Facilities							-	-	-	-	-	-	-	C	-	-	-	-	-
Open Air Markets for the Sale of Agriculture-related Products & Flowers							-	-	-	-	-	-	-	-	-	-	-	-	-
Residential																			
Mobilehome Parks							-	-	-	-	-	-	-	-	-	-	-	-	-
Multiple Dwelling Units							P ⁽²⁾	P ⁽²⁾	-	P ⁽²⁾	-	P ⁽²⁾	-	P ⁽²⁾	P ⁽²⁾	-	-	-	-
Rooming House [See Section 131.0112(a)(3)(A)]							P ⁽²⁾	P	-	P	-	P	-	P	P ⁽²⁾	-	-	-	-
Shopkeeper Units							P ⁽²⁾	P ⁽²⁾	-	P ⁽²⁾	-	P ⁽²⁾	-	P ⁽²⁾	P ⁽²⁾	-	-	-	-
Single Dwelling Units							-	-	-	-	-	-	-	-	-	-	-	-	-
Separately Regulated Residential Uses																			
Boarder & Lodger Accommodations							L ⁽²⁾	L	-	L	-	-	-	L ⁽²⁾	-	-	-	-	-
Companion Units							-	-	-	-	-	-	-	-	-	-	-	-	-
Continuing Care Retirement Communities							C ⁽²⁾	C	-	C	-	C	-	C	C ⁽²⁾	-	-	-	-

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones																	
	1st & 2nd >>>	CN ⁽¹⁾ -					CR-		CO-						CV-		CP-		
	3rd >>>	1-					1-	2-	1-	2-	3-	1-	2-	3-					
	4th >>>	1	2	3	4	5	6	1	1	1	2	1	2	1	2	3	1	2	1
Employee Housing:																			
6 or Fewer Employees		-					-	-	-	-	-	-	-	-	-	-	-	-	-
12 or Fewer Employees		-					-	-	-	-	-	-	-	-	-	-	-	-	-
Greater than 12 Employees		-					-	-	-	-	-	-	-	-	-	-	-	-	-
Fraternities, Sororities and Student Dormitories		C ⁽²⁾					C	-	C	-	-	-	-	-	-	C ⁽²⁾	-	-	-
Garage, Yard, & Estate Sales		-					-	-	-	-	-	-	-	-	-	-	-	-	-
Guest Quarters		-					-	-	-	-	-	-	-	-	-	-	-	-	-
Home Occupations		L					L	-	L	-	L	-	L	-	L	-	L	-	-
Live/Work Quarters		-					L	-	-	-	-	-	L	-	-	-	-	-	-
Residential Care Facilities:																			
6 or Fewer Persons		P ⁽²⁾					P	-	P	-	P	-	P	-	P	-	P ⁽²⁾	-	-
7 or More Persons		C ⁽²⁾					C	-	C	-	C	-	C	-	C	-	C ⁽²⁾	-	-
Transitional Housing:																			
6 or Fewer Persons		P ⁽²⁾					P	-	P	-	P	-	P	-	P	-	P ⁽²⁾	-	-
7 or More Persons		C ⁽²⁾					C	-	C	-	C	-	C	-	C	-	C ⁽²⁾	-	-
Watchkeeper Quarters		-					-	L	-	-	-	-	-	-	-	-	-	-	-
Institutional																			
Separately Regulated Institutional Uses																			
Airports		-					C	C	C	C	-	-	-	-	-	-	C ⁽¹⁰⁾	-	-
Botanical Gardens & Arboretums		-					P	P	C	C	-	-	-	-	-	-	P	-	-
Cemeteries, Mausoleums, Crematories		-					C	C	C	C	-	-	-	-	-	-	C ⁽¹⁰⁾	-	-
Correctional Placement Centers		-					C	C	C	C	-	-	-	-	-	-	C ⁽¹⁰⁾	-	-
Educational Facilities:																			
Kindergarten through Grade 12		C ⁽¹⁰⁾					L	L	C	C	C	C	C	C	C	C	C ⁽¹⁰⁾	-	-
Colleges / Universities		-					C	C	C	C	C	C	C	C	C	C	C ⁽¹⁰⁾	-	-
Vocational / Trade School		-					P	P	P	P	C	-	-	-	-	-	-	-	-
Electric Vehicle Charging Stations		L					L	L	L	L	L	L	L	L	L	L	L	L	L
Energy Generation & Distribution Facilities		C ⁽¹⁰⁾					P	C	P	P	PC	-	-	-	-	-	P ⁽¹⁰⁾	-	-
Exhibit Halls & Convention Facilities		-					P	P	C	C	-	-	-	-	-	-	P	-	-
Flood Control Facilities		L					L	L	L	L	L	L	L	L	L	L	L	-	-
Historical Buildings Used for Purposes Not Otherwise Allowed		C ⁽¹⁰⁾					C	C	C	C	C	C	C	C	C	C	C ⁽¹⁰⁾	-	-

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones																
	1st & 2nd >> 3rd >> 4th >>	CN ⁽¹⁾ -						CR-		CO-						CV-		CP-
		1-						1-	2-	1-	2-	3-	1-	2-	1-			
		1	2	3	4	5	6	1	1	1	2	1	2	1	2	3	1	2
Homeless Facilities:																		
Congregate Meal Facilities		C ⁽¹⁰⁾						C	-	C	C	C	C	C ⁽¹⁰⁾	-			
Emergency Shelters		C ⁽¹⁰⁾						C	-	C	C	C	C	C ⁽¹⁰⁾	-			
Homeless Day Centers		C ⁽¹⁰⁾						C	-	C	C	C	C	C ⁽¹⁰⁾	-			
Hospitals, Intermediate Care Facilities & Nursing Facilities		-						P	P	C	C	C	P ⁽¹⁰⁾	-				
Interpretive Centers		-						-	-	-	-	-	-	-	-			
Museums		-						P	P	C	C	C	P	-				
Major Transmission, Relay, or Communications Switching Stations		-						C	C	C	C	C	C ⁽¹⁰⁾	-				
Satellite Antennas		L						L	L	L	L	L	L	L				
Social Service Institutions		-						C	C	C	C	C	C ⁽¹⁰⁾	-				
Solar Energy Systems		L						L	L	L	L	L	L	L				
Wireless Communication Facility:																		
Wireless communication facility in the public right-of-way with subterranean equipment adjacent to a non-residential use		L						L	L	L	L	L	L	L				
Wireless communication facility in the public right-of-way with subterranean equipment adjacent to a residential use		N						N	N	N	N	N	N	N				
Wireless communication facility in the public right-of-way with above ground equipment		C						C	C	C	C	C	C	C				
Wireless communication facility outside the public right-of-way		L						L	L	L	L	L	L	L				
Retail Sales																		
Building Supplies & Equipment		P ⁽¹¹⁾						P ⁽¹¹⁾	P ⁽¹¹⁾	-	-	-	-	-				
Food, Beverages and Groceries		P ⁽¹¹⁾						P ⁽¹¹⁾	P ⁽¹¹⁾	P ⁽¹¹⁾	P ⁽¹¹⁾	P ^(11,18)	P ⁽¹¹⁾	-				
Consumer Goods, Furniture, Appliances, Equipment		P ⁽¹¹⁾						P ⁽¹¹⁾	P ⁽¹¹⁾	P ^(3,11)	P ^(3,11)	P ^(3,11,18)	P ⁽¹³⁾	-				
Pets & Pet Supplies		P ⁽¹¹⁾						P ⁽¹¹⁾	P ⁽¹¹⁾	-	-	-	-	-				
Sundries, Pharmaceutical, & Convenience Sales		P ⁽¹¹⁾						P ⁽¹¹⁾	P ⁽¹¹⁾	P ⁽¹¹⁾	P ⁽¹¹⁾	P ^(11,18)	P ⁽¹¹⁾	-				
Wearing Apparel & Accessories		P ⁽¹¹⁾						P ⁽¹¹⁾	P ⁽¹¹⁾	-	-	-P ^(11,18)	P ⁽¹¹⁾	-				
Separately Regulated Retail Sales Uses																		

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones																	
	1st & 2nd >>	CN ⁽¹⁾ -						CR-		CO-						CV-		CP-	
	3rd >>	1-						1-	2-	1-	2-	3-	1-	2-	3-				
	4th >>	1	2	3	4	5	<u>6</u>	1	1	1	2	1	2	1	2	<u>3</u>	1	2	1
Agriculture Related Supplies & Equipment		-						P	P	-	-	-	-	-	-	-	-	-	
Alcoholic Beverage Outlets		L						L	L	L	L	L	L	L	L	L	L	-	
Farmers' Markets																			
Weekly Farmers' Markets		L						L	L	L	L	L	L	L	L	L	L	L	
Daily Farmers' Market Stands		L						L	L	L	L	L	L	L	L	L	L	-	
Plant Nurseries		P						P	P	-	-	-	-	-	-	-	-	-	
Retail Farms		L						L	L	L	L	L	L	L	L	L	-	-	
Retail Tasting Stores		L						L	L	L	L	L	L	L	L	L	L	-	
Swap Meets & Other Large Outdoor Retail Facilities		-						C	C	-	-	-	-	-	-	C ⁽¹⁰⁾	-	-	
Commercial Services																			
Building Services		-						P	P	P ⁽⁶⁾	P ⁽⁶⁾	P ⁽⁶⁾	P ⁽⁶⁾	P ⁽⁶⁾	-	-	-	-	
Business Support		P						P	P	P ⁽⁵⁾	P ⁽⁷⁾	P ⁽⁷⁾	P ⁽⁷⁾	P ⁽⁷⁾	-	-	-	-	
Eating & Drinking Establishments		P ⁽⁴⁾⁽¹⁶⁾						P ⁽¹⁶⁾	P ⁽¹⁶⁾	P ^(5,16)	P ^(5,16)	P ^(5,16)	P ^(5,16)	P ^(5,16)	P ⁽¹⁶⁾	-	-	-	
Financial Institutions		P						P	P	P	P	P	P	P	P	-	-	-	
Funeral & Mortuary Services		-						P	P	-	-	-	-	-	-	-	-	-	
Instructional Studios		P						P	P	P	P	P	P	P	P ⁽¹²⁾	-	-	-	
Maintenance & Repair		P						P	P	P ⁽⁶⁾	P ⁽⁶⁾	P ⁽⁶⁾	P ⁽⁶⁾	P ⁽⁶⁾	-	-	-	-	
Off-site Services		-						P	P	-	-	-	-	-	-	-	-	-	
Personal Services		P						P	P	-	-	-	-	<u>-P</u>	P	-	-	-	
Radio & Television Studios		-						P	P	-	-	-	-	<u>-P</u>	-	-	-	-	
Tasting Rooms		-						-	-	-	-	-	-	<u>-P</u>	-	-	-	-	
Visitor Accommodations		P						P	P	-	-	-	-	<u>-P</u>	P	-	-	-	
Separately Regulated Commercial Services Uses																			
Adult Entertainment Establishments:																			
Adult Book Store		L						L	L	-	-	-	-	-	-	-	-	-	
Adult Cabaret		-						L	L	-	-	-	-	-	L	-	-	-	
Adult Drive-In Theater		-						L	L	-	-	-	-	-	L	-	-	-	
Adult Mini-Motion Picture Theater		-						L	L	-	-	-	-	-	L	-	-	-	
Adult Model Studio		L						L	L	-	-	-	-	-	L	-	-	-	
Adult Motel		-						L	L	-	-	-	-	-	L	-	-	-	
Adult Motion Picture Theater		-						L	L	-	-	-	-	-	L	-	-	-	
Adult Peep Show Theater		-						L	L	-	-	-	-	-	L	-	-	-	
Adult Theater		-						L	L	-	-	-	-	-	L	-	-	-	

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones															
	1st & 2nd >>	CN ⁽¹⁾ -					CR-		CO-						CV-		CP-
	3rd >>	1-					1-	2-	1-	2-	3-	1-	2-	3-	1-	2-	1-
	4th >>	1	2	3	4	5	6	1	1	1	2	1	2	1	2	3	1
Body Painting Studio		L					L	L	-	-	-	L	-	-	-	-	-
Massage Establishment		L					L	L	-	-	-	-	-	-	-	-	-
Sexual Encounter Establishment		L					L	L	-	-	-	L	-	-	-	-	-
Assembly and Entertainment Uses, Including Places of Religious Assembly		L ⁽¹⁰⁾					L	L	L	L	L	L ⁽¹⁰⁾	-	-	-	-	-
Bed & Breakfast Establishments:																	
1-2 Guest Rooms		-					P	P	-	-	-	P	-	-	-	-	-
3-5 Guest Rooms		-					P	P	-	-	-	P	-	-	-	-	-
6+ Guest Rooms		-					P	P	-	-	-	P	-	-	-	-	-
Boarding Kennels/Pet Day Care		L					L	L	N	N	-	N ⁽¹⁰⁾	-	-	-	-	-
Camping Parks		-					C	C	C	C	-	C	-	-	-	-	-
Child Care Facilities:																	
Child Care Centers		L					L	-	L	L	L	L ⁽¹⁰⁾	-	-	-	-	-
Large Family Child Care Homes		L					L	-	L	L	L	L ⁽¹⁰⁾	-	-	-	-	-
Small Family Child Care Homes		L					L	-	L	L	L	L	-	-	-	-	-
Eating and Drinking Establishments with a Drive-in or Drive-through Component		-	C	-	-	-	-	P	P	P	-	P	-	-	-	-	-
Fairgrounds		-					C	C	-	-	-	C	-	-	-	-	-
Golf Courses, Driving Ranges, and Pitch & Putt Courses		-					C	C	C	C	-	C	-	-	-	-	-
Helicopter Landing Facilities		-					C	C	C	C	C	C ⁽¹⁰⁾	-	-	-	-	-
Massage Establishments, Specialized Practice		L					L	L	-	-	-	L ⁽¹⁴⁾	-	-	-	-	-
Medical Marijuana Consumer Cooperatives		-					-	C	-	-	-	-	-	-	-	-	-
Mobile Food Trucks		L ⁽¹⁵⁾					L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾	L ⁽¹⁵⁾
Nightclubs & Bars Over 5,000 Square Feet in Size		-					C	C	C	C	C	C	-	-	-	-	-
Parking Facilities as a <i>Primary Use</i> :																	
Permanent Parking Facilities		-					P	P	C	C	-	C	P	-	-	-	-
Temporary Parking Facilities		-					N	N	C	C	C	C	N	-	-	-	-
Private Clubs, Lodges and Fraternal Organizations		P ⁽¹⁰⁾					P	P	P	P	P	P ⁽¹⁰⁾	-	-	-	-	-
Privately Operated, Outdoor Recreation Facilities over 40,000 Square Feet in Size ⁽⁹⁾		-					P	P	C	C	-	C	-	-	-	-	-
Pushcarts:																	
Pushcarts on Private Property		L					L	L	L	L	L	L	-	-	-	-	-
Pushcarts in <i>Public Right-of-Way</i>		N					N	N	N	N	N	N	-	-	-	-	-

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones																	
	1st & 2nd >> 3rd >> 4th >>	CN ⁽¹⁾ -						CR-		CO-						CV-		CP-	
		1-						1-	2-	1-	2-	3-	1-	2-	1-	2-			
		1	2	3	4	5	<u>6</u>	1	1	1	2	1	2	1	2	<u>3</u>	1	2	1
Recycling Facilities:																			
Large Collection Facility		N						N	N	N	N	N	N	N ⁽¹⁰⁾		-			
Small Collection Facility		L						L	L	L	L	L	L	L ⁽¹⁰⁾		-			
Large Construction & Demolition Debris Recycling Facility		-						-	-	-	-	-	-	-		-			
Small Construction & Demolition Debris Recycling Facility		-						-	-	-	-	-	-	-		-			
Drop-off Facility		L						L	L	L	L	L	L	L		-			
Green Materials Composting Facility		-						-	-	-	-	-	-	-		-			
Mixed Organic Composting Facility		-						-	-	-	-	-	-	-		-			
Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic		-						-	-	-	-	-	-	-		-			
Large Processing Facility Accepting All Types of Traffic		-						-	-	-	-	-	-	-		-			
Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic		-						-	-	-	-	-	-	-		-			
Small Processing Facility Accepting All Types of Traffic		-						-	-	-	-	-	-	-		-			
Reverse Vending Machines		L						L	L	L	L	L	L	L		-			
Tire Processing Facility		-						-	-	-	-	-	-	-		-			
Sidewalk Cafes		L						L	L	L	L	L	L	L		-			
Sports Arenas & Stadiums		-						C	C	C	C	C	-	C		-			
Theaters that are Outdoor or Over 5,000 Square Feet in Size		-						C	C	C	C	C	-	C		-			
Urgent Care Facilities		N						N	N	N	N	N	N	N ⁽¹⁰⁾		-			
Veterinary Clinics & Animal Hospitals		L						L	L	N	N	N	-	-		-			
Zoological Parks		-						-	-	-	-	-	-	-		-			
Offices																			
Business & Professional		P ⁽⁷⁾						P	P	P	P	P	P ⁽¹⁸⁾	-		-			
Government		P						P	P	P	P	P	P ⁽¹⁸⁾	-		-			
Medical, Dental & Health Practitioner		P						P	P	P	P	P	P ⁽¹⁸⁾	P ⁽¹⁰⁾		-			
Regional & Corporate Headquarters		P						P	P	P	P	P	P ⁽¹⁸⁾	-		-			

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones																	
	1st & 2nd >> 3rd >> 4th >>	CN ⁽¹⁾ -						CR-		CO-						CV-		CP-	
		1-						1-	2-	1-	2-	3-	1-	2-	1-				
		1	2	3	4	5	6	1	1	1	2	1	2	1	2	3	1	2	1
Separately Regulated Office Uses																			
Real Estate Sales Offices & Model Homes		L						L	-	L	L	L	L	L	-				
Sex Offender Treatment & Counseling		L						L	L	L	L	L	L	L ⁽¹⁰⁾	-				
Vehicle & Vehicular Equipment Sales & Service																			
Commercial Vehicle Repair & Maintenance		-						P	P	-	-	-	-	-	-				
Commercial Vehicle Sales & Rentals		-						P	P	-	-	-	-	-	-				
Personal Vehicle Repair & Maintenance		-						P	P	-	-	-	-	-	-				
Personal Vehicle Sales & Rentals		-						P	P	-	-	-	-	-	-				
Vehicle Equipment & Supplies Sales & Rentals		-						P	P	-	-	-	-	-	-				
Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses																			
Automobile Service Stations		-						N	N	C	C	C	C	C	-				
Outdoor Storage & Display of New, Unregistered Motor Vehicles as a Primary Use		-						C	C	-	-	-	-	-	-				
Distribution and Storage																			
Equipment & Materials Storage Yards		-						-	P	-	-	-	-	-	-				
Moving & Storage Facilities		-						-	P	-	-	-	-	-	-				
Distribution Facilities		-						-	P ⁽⁸⁾	-	-	-	-	-	-				
Separately Regulated Distribution and Storage Uses																			
Impound Storage Yards		-						-	C	-	-	-	-	-	-				
Junk Yards		-						-	-	-	-	-	-	-	-				
Temporary Construction Storage Yards Located Off-site		L						L	L	L	L	L	L	L	-				
Industrial																			
Heavy Manufacturing		-						-	-	-	-	-	-	-	-				
Light Manufacturing		-						-	P ⁽⁸⁾	-	-	-	-	-	-				
Marine Industry		-						-	-	-	-	-	-	-	-				
Research & Development		-						P	P	P	P	P	P	-	-				
Trucking & Transportation Terminals		-						P	P	-	-	-	-	-	-				
Separately Regulated Industrial Uses																			
Artisan Food and Beverage Producer		N						-	-	-	-	-	-	-	-	-			

Use Categories/Subcategories	Zones																			
	1st & 2nd >> 3rd >> 4th >>		CN ⁽¹⁾ -						CR-		CO-						CV-		CP-	
			1-						1-	2-	1-		2-	3-		1-	1-			
			1	2	3	4	5	6	1	1	1	2	1	2	1	2	3	1	2	1
<i>Hazardous Waste</i> Research Facility			-						-	-	-	-	-	-	-	-	-	-		
<i>Hazardous Waste</i> Treatment Facility			-						-	-	-	-	-	-	-	-	-	-		
Marine Related Uses Within the Coastal Overlay Zone			-						C	C	C	L	-	-	-	C	-			
Mining and Extractive Industries			-						-	-	-	-	-	-	-	-	-	-		
Newspaper Publishing Plants			-						C	C	C	C	-	-	-	C ⁽¹⁰⁾	-			
Processing & Packaging of Plant Products & Animal By-products Grown Off-premises			-						-	-	-	-	-	-	-	-	-	-		
Very Heavy Industrial Uses			-						-	-	-	-	-	-	-	-	-	-		
Wrecking & Dismantling of Motor Vehicles			-						-	-	-	-	-	-	-	-	-	-		
Signs																				
Allowable Signs			P						P	P	P	P	P	P	P	P	P	P		
Separately Regulated Signs Uses																				
Community Entry Signs			L						L	L	L	L	L	L	L	L	L	L		
Neighborhood Identification Signs			-						-	-	-	-	-	-	-	-	-	-		
Comprehensive Sign Program			N						N	N	N	N	N	N	N	N	N	N		
Revolving Projecting Signs			N						N	N	N	N	N	N	N	N	N	N		
Signs with Automatic Changing Copy			N						N	N	N	N	N	N	N	N	N	N		
Theater Marquees			-						N	N	-	-	-	-	-	N	-	-		

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone	Zones																														
	Designator	CC-																														
	1st & 2nd >>																															
	3rd >>	1-			2-					3-					4-						5-											
4th >>	1	2	3	1	2	3	4	5	4	5	6	7	8	9	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Open Space																																
Active Recreation		-			-					-					-						-											
Passive Recreation		-			-					-					-						-											
Natural Resources Preservation		-			-					-					-						-											
Park Maintenance Facilities		-			-					-					-						-											
Agriculture																																
Agricultural Processing		-			-					-					-						-											
Aquaculture Facilities		-			-					-					-						-											
Dairies		-			-					-					-						-											
Horticulture Nurseries & Greenhouses		-			-					-					-						-											
Raising & Harvesting of Crops		-			-					-					-						-											
Raising, Maintaining & Keeping of Animals		-			-					-					-						-											
Separately Regulated Agriculture Uses																																
Agricultural Equipment Repair Shops		P			P					-					P						P											
Commercial Stables		-			-					-					-						-											
Community Gardens		L			L					L					L						L											
Equestrian Show & Exhibition Facilities		-			-					-					-						-											
Open Air Markets for the Sale of Agriculture-Related Products & Flowers		-			-					-					-						-											
Residential																																
Mobilehome Parks		-			-					-					-						-											
Multiple Dwelling Units		P ⁽²⁾			-					P ⁽²⁾					P ⁽²⁾						P ⁽²⁾											
Rooming House [See Section 131.0112(a)(3)(A)]		P			-					P					P						P											
Shopkeeper Units		P			-					P					P						P											
Single Dwelling Units		-			-					-					-						-											
Separately Regulated Residential Uses																																
Boarder & Lodger Accommodations		L			-					L					L						L											
Companion Units		-			-					-					-						-											
Continuing Care Retirement Communities		C			-					C					C						C ⁽¹⁵⁾											
Employee Housing:																																
6 or Fewer Employees		-			-					-					-						-											
12 or Fewer Employees		-			-					-					-						-											
Greater than 12 Employees		-			-					-					-						-											
Fraternities, Sororities and Student Dormitories		C			-					C					C						C											
Garage, Yard, & Estate Sales		-			-					-					-						-											

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone	Zones																														
	Designator																															
	1st & 2nd >>	CC-																														
	3rd >>	1-			2-			3-						4-						5-												
4th >>	1	2	3	1	2	3	4	5	4	5	6	7	8	9	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6
Guest Quarters		-			-					-						-					-						-					
Home Occupations		L			-					L						L					L						L					
Live/Work Quarters		L			-					L						L					L						L					
Residential Care Facilities:																																
6 or Fewer Persons		P			-					P						P					P						P					
7 or More Persons		C			-					C						C					C						C					
Transitional Housing:																																
6 or Fewer Persons		P			-					P						P					P						P					
7 or More Persons		C			-					C						C					C						C					
Watchkeeper Quarters		-			L					-						-					-						-					
Institutional																																
Separately Regulated Institutional Uses																																
Airports		C			C					C						C					C						C					
Botanical Gardens & Arboretums		C			C					C						C					C						C					
Cemeteries, Mausoleums, Crematories		C			C					C						C					C						C					
Correctional Placement Centers		C			C					C						C					C						C					
Educational Facilities:																																
Kindergarten through Grade 12		L			L					L						L					L						L					
Colleges / Universities		C			C					-						C					C						C					
Vocational / Trade School		P			P					-						P					P						P					
Electric Vehicle Charging Stations		L			L					L						L					L						L					
Energy Generation & Distribution Facilities		P			C					C						C					C						C					
Exhibit Halls & Convention Facilities		C			C					C						C					C						C					
Flood Control Facilities		L			L					L						L					L						L					
Historical Buildings Used for Purposes Not Otherwise Allowed		C			C					C						C					C						C					
Homeless Facilities:																																
Congregate Meal Facilities		C			-					C						C					C						C					
Emergency Shelters		C			-					C						C					C						C					
Homeless Day Centers		C			-					C						C					C						C					
Hospitals, Intermediate Care Facilities & Nursing Facilities		C			C					C						C					C						C					
Interpretive Centers		-			-					-						-					-						-					
Museums		C			C					P						C					C						C					
Major Transmission, Relay, or Communications Switching Stations		C			C					C						C					C						C					

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone	Zones																																				
	Designator																																					
	1st & 2nd >>	CC-																																				
	3rd >>	1-			2-					3-					4-						5-																	
4th >>	1	2	3	1	2	3	4	5	4	5	6	7	8	9	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6						
Satellite Antennas		L			L					L						L					L						L											
Social Service Institutions		C			C					C						C					C						C											
Solar Energy Systems		L			L					L						L					L						L											
Wireless Communication Facility:																																						
Wireless communication facility in the public right-of-way with subterranean equipment adjacent to a non-residential use		L			L					L						L					L						L											
Wireless communication facility in the public right-of-way with subterranean equipment adjacent to a residential use		N			N					N						N					N						N											
Wireless communication facility in the public right-of-way with above ground equipment		C			C					C						C					C						C											
Wireless communication facility outside the public right-of-way		L			L					L						L					L						L											
Retail Sales																																						
Building Supplies & Equipment		P(11)			P(11)					-						P(11)					P(11)						P(11)											
Food, Beverages and Groceries		P(11)			P(11)					P(11)						P(11)					P(11)						P(11)											
Consumer Goods, Furniture, Appliances, Equipment		P(11)			P(11)					P(11)						P(11)					P(11)						P(11)											
Pets & Pet Supplies		P(11)			P(11)					P(11)						P(11)					P(11)						P(11)											
Sundries, Pharmaceutical, & Convenience Sales		P(11)			P(11)					P(11)						P(11)					P(11)						P(11)											
Wearing Apparel & Accessories		P(11)			P(11)					P(11)						P(11)					P(11)						P(11)											
Separately Regulated Retail Sales Uses																																						
Agriculture Related Supplies & Equipment		-			-					-						P					P						P											
Alcoholic Beverage Outlets		L			L					L						L					L						L											
Farmers' Markets																																						
Weekly Farmers' Markets		L			L					L						L					L						L											
Daily Farmers' Market Stands		L			L					L						L					L						L											
Plant Nurseries		P			P					P						P					P						P											
Retail Farms		L			L					L						L					L						L											
Retail Tasting Stores		L			L					L						L					L						L											
Swap Meets & Other Large Outdoor Retail Facilities		-			-					-						-					-						-											
Commercial Services																																						
Building Services		-			-					-						P					P						P											

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone	Zones																															
	Designator																																
	1st & 2nd >>	CC-																															
	3rd >>	1-			2-					3-					4-					5-													
4th >>	1	2	3	1	2	3	4	5	4	5	6	7	8	9	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6	
Business Support				P				P				P				P				P				P									
Eating & Drinking Establishments				P ⁽¹⁶⁾				P ⁽¹⁶⁾				P ⁽¹⁶⁾				P ⁽¹⁶⁾				P ⁽¹⁶⁾				P ⁽¹⁶⁾									
Financial Institutions				P				P				P				P				P				P									
Funeral & Mortuary Services				P				P				P				P				P				P									
Instructional Studios				P				P				P				P				P				P									
Maintenance & Repair				P				P				P				P				P				P									
Off-site Services				-				-				-				P				P				P									
Personal Services				P				P				P				P				P				P									
Radio & Television Studios				P				P				P				P				P				P									
Tasting Rooms				_(17)				_(17)				_(17)				_(17)				P ⁽¹⁷⁾				P ⁽¹⁷⁾									
Visitor Accommodations				P				P				P				P				P				P									
Separately Regulated Commercial Services Uses																																	
Adult Entertainment Establishments:																																	
Adult Book Store				L				L				L				L				L				L									
Adult Cabaret				L				L				L				L				L				L									
Adult Drive-In Theater				L				L				L				L				L				L									
Adult Mini-Motion Picture Theater				L				L				L				L				L				L									
Adult Model Studio				L				L				L				L				L				L									
Adult Motel				L				L				L				L				L				L									
Adult Motion Picture Theater				L				L				L				L				L				L									
Adult Peep Show Theater				L				L				L				L				L				L									
Adult Theater				L				L				L				L				L				L									
Body Painting Studio				L				L				L				L				L				L									
Massage Establishment				L				L				-				-				-				L									
Sexual Encounter Establishment				L				L				L				L				L				L									
Assembly and Entertainment Uses, Including Places of Religious Assembly				L				L				L				L				L				L									
Bed & Breakfast Establishments:																																	
1-2 Guest Rooms				P				P				P				P				P				P									
3-5 Guest Rooms				P				P				P				P				P				P									
6+ Guest Rooms				P				P				P				P				P				P									
Boarding Kennels/Pet Day Care				L				L				L				L				L				L									
Camping Parks				C				C				C				C				C				C									
Child Care Facilities:																																	
Child Care Centers				L				-				L				L				L				L									

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones																														
	1st & 2nd >>	CC-																														
	3rd >>	1-			2-					3-					4-						5-											
	4th >>	1	2	3	1	2	3	4	5	4	5	6	7	8	9	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5
Large Family Child Care Homes		L			-					L					L						L						L					
Small Family Child Care Homes		L			-					L					L						L						L					
Eating and Drinking Establishments with a Drive-in or Drive-through Component		P			P					C					P						P						P					
Fairgrounds		C			C					-					C						C						C					
Golf Courses, Driving Ranges, and Pitch & Putt Courses		C			C					C					C						C						C					
Helicopter Landing Facilities		C			C					C					C						C						C					
Massage Establishments, Specialized Practice		L			L					L					L						L						L					
Medical Marijuana Consumer Cooperatives		-			C					-					-						-						-					
Mobile Food Trucks		L ⁽¹⁵⁾			L ⁽¹⁵⁾					L ⁽¹⁵⁾					L ⁽¹⁵⁾						L ⁽¹⁵⁾						L ⁽¹⁵⁾					
Nightclubs & Bars Over 5,000 Square Feet in Size		C			C					C					C						C						C					
Parking Facilities as a <i>Primary Use</i> :																																
Permanent Parking Facilities		P			C					P					P						P						P					
Temporary Parking Facilities		N			C					N					N						N						N					
Private Clubs, Lodges and Fraternal Organizations		P			P					P					P						P						P					
Privately Operated, Outdoor Recreation Facilities Over 40,000 Square Feet in Size ⁽⁹⁾		C			C					C					C						C						C					
Pushcarts:																																
Pushcarts on Private Property		L			L					L					L						L						L					
Pushcarts in <i>Public Right-of-Way</i>		N			N					N					N						N						N					
Recycling Facilities:																																
Large Collection Facility		N			N					N					N						N						N					
Small Collection Facility		L			L					L					L						L						L					
Large Construction & Demolition Debris Recycling Facility		-			-					-					-						-						-					
Small Construction & Demolition Debris Recycling Facility		-			-					-					-						-						-					
Drop-off Facility		L			L					L					L						L						L					
Green Materials Composting Facility		-			-					-					-						-						-					
Mixed Organic Composting Facility		-			-					-					-						-						-					

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone	Zones																																	
	Designator																																		
	1st & 2nd >>	CC-																																	
	3rd >>	1-			2-					3-					4-						5-														
4th >>	1	2	3	1	2	3	4	5	4	5	6	7	8	9	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6			
Large Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables from Commercial & Industrial Traffic		-			-					-					-						-						-								
Large Processing Facility Accepting All Types of Traffic		-			-					-					-						-						-								
Small Processing Facility Accepting at Least 98% of Total Annual Weight of Recyclables From Commercial & Industrial Traffic		-			-					-					C						C						C								
Small Processing Facility Accepting All Types of Traffic		-			-					-					C						C						C								
Reverse Vending Machines		L			L					L					L						L						L								
Tire Processing Facility		-			-					-					-						-						-								
Sidewalk Cafes		L			L					L					L						L						L								
Sports Arenas & Stadiums		C			C					C					C						C						C								
Theaters that are Outdoor or Over 5,000 Square Feet in Size		C			C					C					C						C						C								
Urgent Care Facilities		N			N					N					N						N						N								
Veterinary Clinics & Animal Hospitals		L			L					L					L						L						L								
Zoological Parks		-			-					-					-						-						-								
Offices																																			
Business & Professional		P			P					P					P						P						P								
Government		P			P					P					P						P						P								
Medical, Dental & Health Practitioner		P			P					P					P						P						P								
Regional & Corporate Headquarters		P			P					P					P						P						P								
Separately Regulated Office Uses																																			
Real Estate Sales Offices & Model Homes		L			-					L					L						L						L								
Sex Offender Treatment & Counseling		L			L					L					L						L						L								
Vehicle & Vehicular Equipment Sales & Service																																			
Commercial Vehicle Repair & Maintenance		-			-					-					P						P						P								
Commercial Vehicle Sales & Rentals		-			-					-					P						P						P								
Personal Vehicle Repair & Maintenance		P			P					-					P						P						P								
Personal Vehicle Sales & Rentals		P			P					-					P						P						P								

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone	Zones																																
	Designator																																	
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	3rd >>	1-			2-					3-					4-						5-													
4th >>	1	2	3	1	2	3	4	5	4	5	6	7	8	9	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5	6		
Vehicle Equipment & Supplies Sales & Rentals		P			P					-						P																		
Separately Regulated Vehicle & Vehicular Equipment Sales & Service Uses																																		
Automobile Service Stations		N			N					N						N																		
Outdoor Storage & Display of New, Unregistered Motor Vehicles as a <i>Primary Use</i>		C			C					-						C																		
Distribution and Storage																																		
Equipment & Materials Storage Yards		-			-					-						-																		
Moving & Storage Facilities		-			-					-						P																		
Distribution Facilities		-			-					-						-																		
Separately Regulated Distribution and Storage Uses																																		
Impound Storage Yards		-			-					-						C																		
Junk Yards		-			-					-						-																		
Temporary Construction Storage Yards Located Off-site		L			L					L						L																		
Industrial																																		
Heavy Manufacturing		-			-					-						-																		
Light Manufacturing		-			-					-						-																		
Marine Industry		-			-					-						-																		
Research & Development		P			P					-						P																		
Trucking & Transportation Terminals		-			-					-						-																		
Separately Regulated Industrial Uses																																		
Artisan Food and Beverage Producer		L			L					L						L																		
Hazardous Waste Research Facility		-			-					-						-																		
Hazardous Waste Treatment Facility		-			-					-						-																		
Marine Related Uses Within the Coastal Overlay Zone		C			C					C						C																		
Newspaper Publishing Plants		C			C					C						C																		
Processing & Packaging of Plant Products & Animal By-products Grown Off-premises		-			-					-						-																		
Very Heavy Industrial Uses		-			-					-						-																		
Wrecking & Dismantling of Motor Vehicles		-			-					-						-																		
Signs																																		
Allowable Signs		P			P					P						P																		

Use Categories/Subcategories [See Section 131.0112 for an explanation and descriptions of the Use Categories, Subcategories, and Separately Regulated Uses]	Zone Designator	Zones																														
	1st & 2nd >>	CC-																														
	3rd >>	1-			2-			3-					4-					5-														
	4th >>	1	2	3	1	2	3	4	5	4	5	6	7	8	9	1	2	3	4	5	6	1	2	3	4	5	6	1	2	3	4	5
Separately Regulated <i>Signs</i> Uses																																
Community Entry <i>Signs</i>		L			L			L					L					L														
Neighborhood Identification <i>Signs</i>		-			-			-					-					-														
Comprehensive <i>Sign</i> Program		N			N			N					N					N														
Revolving <i>Projecting Signs</i>		N			N			N					N					N														
<i>Signs</i> with Automatic Changing Copy		N			N			N					N					N														
Theater <i>Marquees</i>		N			N			N					N					N														

Footnotes for Table 131-05B

- ¹ Uses shall not begin operating before 6:00 a.m. or continue operating later than 12:00 midnight in Commercial-Neighborhood (CN) zones.
- ² See Section 131.0540.
- ³ Only office furniture, appliances, and equipment establishments are permitted. The *gross floor area* occupied by these uses shall not exceed 2,500 square feet for each *premises*.
- ⁴ Live entertainment and the sale of intoxicating beverages other than beer and wine are not permitted in the Commercial-Neighborhood (CN) zones, unless approval of a deviation is granted via a Planned Development Permit in accordance with Section 126.0602(b)(1). Within the North Park Community Plan area, the sale of intoxicating beverages are permitted in the CN zones. All uses or activities shall be conducted entirely within an enclosed building and front onto the primary street with no uses or commercial activities conducted outdoors in the rear *yard* adjacent to residentially-zoned properties.
- ⁵ The sale of alcoholic beverages is not permitted as a *primary use*.
- ⁶ The *gross floor area* occupied by these uses shall not exceed 2,500 square feet for each *premises*.
- ⁷ Hiring halls are not permitted.
- ⁸ These activities shall be located solely within an enclosed building that does not exceed 7,500 square feet of *gross floor area*. Activities that would require a permit from the Hazardous Materials Management Division of the County of San Diego or from the San Diego Air Pollution Control District are not permitted.
- ⁹ The 40,000 square feet includes all indoor and outdoor areas that are devoted to the recreational use; it does not include customer parking areas.
- ¹⁰ This use is not allowed within the Coastal Overlay Zone, except that assembly and entertainment uses may be incorporated as an *accessory use* to visitor accommodations.
- ¹¹ *Development* of a large retail establishment is subject to Section 143.0302.
- ¹² Within the Coastal Overlay Zone, instructional studios are not permitted on the ground *floor* in the CV-1-1 or CV-1-2 zone.
- ¹³ Permitted in CV zones where the *gross floor area* occupied by an individual retail sales establishment would not exceed 2,500 square feet.
- ¹⁴ Specialized practice massage establishments are permitted only as an *accessory use* in the CV-1-1 and CV-1-2 zones.

- 15 This use is permitted as a limited use subject to a mobile food truck permit in accordance with Section 123.0603 and the limited use regulations in Section 141.0612.
- 16 Eating and drinking establishments abutting residential *development* located in a residential zone may operate only between 6:00 a.m. and 12:00 midnight. All uses or activities shall be conducted entirely within an enclosed building and front onto the primary street with no uses or commercial activities conducted outdoors in the rear *yard* adjacent to residentially-zoned properties.
- 17 Tasting rooms are only permitted as an *accessory use* to a beverage manufacturing plant.
- 18 See Section 131.0541.

(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 8-10-2004 by O-19308 N.S.; effective 4-11-2007.)
(Amended 6-15-2007 by O-19624 N.S.; effective 7-15-2007.)
(Amended 4-23-2008 by O-19739 N.S.; effective 5-23-2008.)
(Amended 11-13-08 by O-19799 N.S.; effective 12-13-2008.)
(Amended 11-13-08 by O-19803 N.S.; effective 12-13-2008.)
(Amended 11-13-08 by O-19804 N.S.; effective 12-13-2008.)
(Amended 7-6-2011 by O-20065 N.S.; effective 8-5-2011.)
(Amended 8-4-2011 by O-20081 N.S.; effective 10-6-2011.)
(Amended 2-22-2012 by O-20141 N.S.; effective 3-23-2012.)
(Amended 6-18-2013 by O-20261 N.S.; effective 7-19-2013.)
(Retitled to "Use Regulations Table for Commercial Zones" and amended 3-25-2014 by O-20356 N.S.; effective 4-24-2014.)
(Amended 4-3-2014 by O-20357 N.S.; effective 10-15-2014.)
(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 8-7-2015 by O-20555 N.S.; effective 9-6-2015.)
(Amended 4-5-2016 by O-20634 N.S.; effective 5-5-2016.)

[Editors Note: Amendments as adopted by O-20634 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-20634-SO.pdf]

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Click the link to view the Strikeout Ordinance highlighting changes to prior language
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(Amended 12-1-2016 by O-20752 N.S.; effective 12-31-2016.)

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Click the link to view the Strikeout Ordinance highlighting changes to prior language
http://docs.sandiego.gov/municode_strikeout_ord/O-20752-SO.pdf]

§131.0530 Development Regulations of Commercial Zones

- (a) Within the commercial zones, no *structure* or improvement shall be constructed, established, or altered, nor shall any *premises* be used unless the *premises* complies with the regulations and standards in this division and with any applicable development regulations in Chapter 13, Article 2 (Overlay Zones) and Chapter 14 (General and Supplemental Regulations).
- (b) A Neighborhood Development Permit or Site Development Permit is required for the types of *development* identified in Table 143-03A.
- (c) The regulations in this division apply to all proposed *development* in the commercial base zones whether or not a permit or other approval is required except where specifically identified.

(Added 12-9-1997 by O-18451 N.S.; amended 10-18-1999 by O-18691 N.S.; effective 1-1-2000.)

§131.0531 Development Regulations Tables for Commercial Zones

The following development regulations apply in each of the commercial zones as shown in Tables 131-05C, 131-05D, and 131-05E.

(a) CN Zones

**Table 131-05C
Development Regulations for CN Zones**

Development Regulations [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones					
	1st & 2nd >>	CN-					
	3rd >>	1-	1-	1-	1-	1-	1-
	4th >>	1	2	3	4	5	6
Max Permitted Residential Density⁽¹⁾		3,000	1,500	1,500	1,000	600	<u>800</u>
Supplemental Residential Regulations [See Section 131.0540]		applies	applies	applies	applies	applies	<u>applies</u>
Lot Area							
Min Lot Area (sf)		2,500	5,000	5,000	2,500	2,500	<u>2,500</u>
Max Lot Area (ac)		0.3	10	10	0.3	0.3	<u>0.3</u>
Lot Dimensions							
Min Lot Width (ft)		25	50	50	25	25	<u>25</u>
Min Street Frontage (ft)		25	50	50	25	25	<u>25</u>
Min Lot Depth (ft)		100	--	--	--	---	<u>--</u>
Setback Requirements							
Min Front Setback (ft)		--	--	--	--	--	<u>--</u>
Max Front Setback (ft) [See Section 131.0543(a)]		10 ⁽²⁾	--	10 ⁽²⁾	10 ⁽²⁾	10 ⁽²⁾	<u>10⁽²⁾</u>
Min Side Setback (ft)		10	10	10	10	10	<u>10</u>
Optional Side Setback (ft) [See Section 131.0543(b)]		0	0	0	0	0	<u>0</u>
Side Setback Abutting Residential [See Section 131.0543(c)]		applies	applies	applies	applies	applies	<u>applies</u>
Min Street Side Setback (ft)		--	--	--	--	--	<u>--</u>
Max Street Side Setback (ft) [See Section 131.0543(a)]		10 ⁽²⁾	--	10 ⁽²⁾	10 ⁽²⁾	10 ⁽²⁾	<u>10⁽²⁾</u>
Min Rear Setback (ft)		10	10	10	10	10	<u>10</u>
Optional Rear Setback (ft) [See Section 131.0543(b)]		0	0	0	0	0	<u>0</u>
Rear Setback Abutting Residential [See Section 131.0543(c)]		applies	applies	applies	applies	applies	<u>applies</u>
Max Structure Height (ft)		30	30	30	65	65	<u>65</u>
Max Floor Area Ratio		1.0 ^(3,4)	1.0 ^(3,4)	1.0 ^(3,4)	1.0 ^(3,4)	1.0 ^(3,4)	<u>1.0^(3,4)</u>
Floor Area Ratio Bonus for Residential Mixed Use [See Section 131.0546(a)]		0.5	0.75	0.75	1.2	1.2	<u>1.2</u>

Development Regulations [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones					
	1st & 2nd >>	CN-					
	3rd >>	1-	1-	1-	1-	1-	1-
	4th >>	1	2	3	4	5	6
<i>Minimum Floor Area Ratio</i> for Residential Use		0.5	0.38	0.38	0.6	0.6	0.6
Ground-floor Height [See Section 131.0548]		--	--	--	applies	applies	<u>applies</u>
Pedestrian Paths [See Section 131.0550]		applies	applies	applies	applies	applies	<u>applies</u>
Transparency [See Section 131.0552]		applies	--	applies	applies	applies	<u>applies</u>
Building Articulation [See Section 131.0554]		applies	applies	applies	applies	applies	<u>applies</u>
Refuse and Recyclable Material Storage [See Section 142.0805]		applies	applies	applies	applies	applies	<u>applies</u>
Loading Dock and Overhead Door Screening Regulations [See Section 142.1030]		applies	applies	applies	applies	applies	<u>applies</u>
Visibility Area [See Section 113.0273]		applies	applies	applies	applies	applies	<u>applies</u>

Footnotes for Table 131-05C

- 1 One dwelling unit per specified minimum square footage of lot area as determined in accordance with Section 113.0222.
- 2 See Section 131.0543(a)(2).
- 3 Within the Kearny Mesa Community Plan area, the maximum *floor area ratio* is 0.50 and the portion of the maximum allowed *gross floor area* that may be occupied by retail sales or eating and drinking establishments shall not exceed 70 percent.
- 4 Within the Otay Mesa Community Plan area, the maximum *floor area ratio* is 0.30.

(b) CR, CO, CV, and CP Zones

Table 131-05D
Development Regulations for CR, CO, CV, CP Zones

Development Regulations [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones										
	1st & 2nd >>	CR-		CO-						CV-		CP-
	3rd >>	1-	2-	1-		2-		3-		1-		1-
	4th >>	1	1	2	1-	2-	1	2	<u>3</u>	1	2	1
Max Permitted Residential Density ⁽¹⁾		1,500	1,000	1,500	-	-	800 <u>1,000</u>	600 <u>800</u>	<u>600</u>	1,500	1,500	--
Supplemental Residential Regulations [See Section 131.0540]		applies	applies	applies	applies	applies	applies	applies	<u>applies</u>	applies	applies	--
Supplemental Commercial Regulations [See Section 131.0541]		--	--	--	--	--	<u>applies</u>	--	--	--	--	--
Lot Area												
Min Lot Area (sf)		15,000	5,000	5,000	5,000	5,000	5,000	5,000	<u>5,000</u>	15,000	5,000	--
Max Lot Area (ac)		--	--	--	--	--	--	--	--	--	--	--
Lot dimensions												
Min Lot Width (ft)		100	50	50	50	50	50	50	<u>50</u>	100	50	--
Min Street Frontage (ft)		100	50	50	50	50	50	50	<u>50</u>	100	50	--
Min Lot Depth (ft)		100	100	100	100	100	100	100	<u>100</u>	100	100	--
Setback Requirements												
Min Front Setback (ft)		10	10	10	10	10	--	--	--	10	--	10
Max Front Setback (ft)		--	25 ⁽²⁾	--	25 ⁽²⁾	--	10 ⁽²⁾	10 ⁽²⁾	<u>10⁽²⁾</u>	--	10 ⁽²⁾	--
[See Section 131.0543(a)]												
Min Side Setback (ft)		10	10	10	10	10	10	10	<u>10</u>	10	10	10
Optional Side Setback (ft)		--	0 ⁽³⁾	0 ⁽³⁾	0 ⁽³⁾	0 ⁽³⁾	0	0	<u>0</u>	--	0 ⁽³⁾	--
Side Setback Abutting Residential [See Section 131.0543(c)]		applies	applies	applies	applies	applies	applies	applies	<u>applies</u>	applies	applies	applies
Min Street Side Setback (ft)		10	10	10	10	10	--	--	--	--	--	--
Max Street Side Setback (ft)		--	25 ⁽²⁾	--	25 ⁽²⁾	--	10 ⁽²⁾	10 ⁽²⁾	<u>10⁽²⁾</u>	--	10 ⁽²⁾	--
[See Section 131.0543(a)]												
Min Rear Setback (ft)		10	10	10	10	10	10	10	<u>10</u>	10	10	10
Optional Rear Setback (ft)		--	0 ⁽³⁾	0 ⁽³⁾	0 ⁽³⁾	0 ⁽³⁾	0 ⁽³⁾	0 ⁽³⁾	<u>0⁽³⁾</u>	--	0 ⁽³⁾	0 ⁽³⁾
Rear Setback Abutting Residential [See Section 131.0543(c)]		applies	applies	applies	applies	applies	applies	applies	<u>applies</u>	applies	applies	applies

(12-2016)

Development Regulations [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones										
	1st & 2nd >>	CR-		CO-						CV-		CP-
	3rd >>	1-	2-	1-		2-		3-		1-		1-
	4th >>	1	1	2	1-	2-	1	2	<u>3</u>	1	2	1
Max Structure Height (ft)		60	45	60	45	65	65 <u>50</u>	70 <u>65</u>	<u>70</u>	60	45	30
Min Lot Coverage (%)		--	--	--	--	--	--	--	<u>--</u>	--	35	--
Max Floor Area Ratio		1.0 ^(4,5)	0.75 ^(4,5)	1.5 ^(4,5)	0.75 ^(4,5)	1.5 ^(4,5)	2.0 ^(4,5)	2.0 ^(4,5)	<u>2.0</u> ^(4,5)	2.0 ^(4,5)	2.0 ^(4,5)	1.0 ^(4,5)
<i>Floor Area Ratio</i> Bonus for Residential Mixed Use [See Section 131.0546(a)]		1.0	1.0	1.5	---	---	2.5 <u>1.0</u>	2.5	<u>2.5</u>	--	--	--
Minimum <i>Floor Area Ratio</i> for Residential Use		0.5	1.0	0.75	---	---	1.5 <u>1.0</u>	1.5	<u>2.5</u>	--	--	--
<i>Floor Area Ratio</i> Bonus for Child Care [See Section 131.0546(b)]		applies	--	applies	--	applies	applies	applies	<u>applies</u>	--	--	--
Ground-floor Height [See Section 131.0548]		applies	applies	applies	applies	applies	applies	applies	<u>applies</u>	applies	applies	--
Pedestrian Paths [See Section 131.0550]		applies	applies	applies	applies	applies	applies	applies	<u>applies</u>	applies	applies	--
Transparency [See Section 131.0552]		--	applies	--	applies	--	applies	applies	<u>applies</u>	--	applies	--
Building Articulation [See Section 131.0554]		applies	applies	applies	applies	applies	applies	applies	<u>applies</u>	applies	applies	--
Street Yard Parking Restriction [See Section 131.0555]		--	applies	--	applies	--	applies	applies	<u>applies</u>	--	--	--
Parking Lot Orientation [See Section 131.0556]		applies	--	applies	--	applies	-- <u>applies</u>	--	<u>--</u>	applies	applies	--
Refuse and Recyclable Material Storage [See Section 142.0805]		applies	applies	applies	applies	applies	applies	applies	<u>applies</u>	applies	applies	applies
Loading Dock and Overhead Door Screening Regulations [See Section 142.1030]		applies	applies	applies	applies	applies	applies	applies	<u>applies</u>	applies	applies	applies
Visibility Area [See Section 113.0273]		applies	applies	applies	applies	applies	applies	applies	<u>applies</u>	applies	applies	applies

Footnotes for Table 131-05D

- ¹ One dwelling unit per specified minimum square footage of lot area as determined in accordance with Section 113.0222.
- ² See section 131.0543(a)(2).
- ³ See section 131.0543(b).
- ⁴ Within the Kearny Mesa Community Plan area, the maximum *floor area ratio* is 0.50 and the portion of the maximum allowed *gross floor area* that may be occupied by retail sales or eating and drinking establishments shall not exceed 70 percent.
- ⁵ Within the Otay Mesa Community Plan area, the maximum *floor area ratio* is 0.30.

(c) CC Zones

**Table 131-05E
Development Regulations for CC Zones**

Development Regulation [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones															
	1st & 2nd >>	CC-															
	3rd >>	1-	2-	4-	5-	1-	2-	4-	5-	1-	2-	4-	5-	2-	3-	4-	5-
	4th >>	1				2				3				4			
Max Permitted Residential <i>Density</i> ⁽¹⁾		1,500				1,500				1,500				1,500			
Supplemental Residential Regulations [See Section 131.0540]		applies				applies				applies				applies			
Lot Area																	
Min <i>Lot</i> Area (sq. ft.)		5,000				5,000				5,000				2,500			
Max <i>Lot</i> Area (ac)		--				--				--				--			
Lot Dimensions																	
Min <i>Lot</i> Width (ft)		50				50				100				25			
Min <i>Street Frontage</i> (ft)		50				50				100				25			
Min <i>Lot</i> Depth (ft)		100				100				--				--			
Max <i>Lot</i> Depth (ft)		150				150				--				--			
Setback Requirements																	
Min Front <i>Setback</i> (ft)		--				--				--				--			
Max Front <i>Setback</i> (ft) [See Section 131.0543(a)]		100 ^(2,3)				100 ^(2,3)				--				10 ⁽²⁾			
Min Side <i>Setback</i> (ft)		10				10				10				10			
Optional Side <i>Setback</i> (ft) [See Section 131.0543(b)]		0				0				0				0			
Side <i>Setback</i> Abutting Residential [See Section 131.0543(c)]		applies				applies				applies				applies			

Development Regulation [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones															
	1st & 2nd >>	CC-															
	3rd >>	1-	2-	4-	5-	1-	2-	4-	5-	1-	2-	4-	5-	2-	3-	4-	5-
	4th >>	1				2				3				4			
Min <i>Street Side Setback</i> (ft)		--				--				--				--			
Max <i>Street Side Setback</i> (ft)		--				--				--				10 ⁽²⁾			
[See Section 131.0543(a)]																	
Min <i>Rear Setback</i> (ft)		10				10				10				10			
Optional <i>Rear Setback</i> (ft)		0				0				0				0			
[See Section 131.0543(b)]																	
Rear <i>Setback</i> Abutting Residential [See Section 131.0543(c)]		applies				applies				applies				applies			
Max <i>Structure Height</i> (ft)		30				60				45				30			
Min <i>Lot Coverage</i> (%)		--				--				--				35			
Max <i>Floor Area Ratio</i>		0.75 ^(4,5)				2.0 ^(4,5)				0.75 ^(4,5)				1.0 ^(4,5)			
<i>Floor Area Ratio</i> Bonus for Residential Mixed Use [See Section 131.0546(a)]		0.75				--				0.75				0.5			
Minimum <i>Floor Area Ratio</i> for Residential Use		0.56				--				0.56				0.25			
Ground-floor Height [See Section 131.0548]		--				applies				applies				--			
Pedestrian Paths [See Section 131.0550]		applies				applies				applies				applies			
Transparency [See Section 131.0552]		---				---				---				applies			

Development Regulation [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones															
	1st & 2nd >>	CC-															
	3rd >>	1-	2-	4-	5-	1-	2-	4-	5-	1-	2-	4-	5-	2-	3-	4-	5-
	4th >>	1				2				3				4			
Building Articulation [See Section 131.0554]		applies				applies				applies				applies			
Parking Lot Orientation [See Section 131.0556]		applies				applies				applies				applies			
Refuse and Recyclable Material Storage [See Section 142.0805]		applies				applies				applies				applies			
Loading Dock and Overhead Door Screening Regulations [See Section 142.1030]		applies				applies				applies				applies			
Visibility Area [See Section 113.0273]		applies				applies				applies				applies			

Development Regulation [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones									
	1st & 2nd >> 3rd >> 4th >>	CC									
		2-	3-	4-	5-	3-	4-	5-	3-	3-	3-
		5			6			7	8	9	
Max permitted Residential <i>Density</i> ⁽¹⁾		1,500		1,000		800		600		400	
Supplemental Residential Regulations [See Section 131.0540]		applies		applies		applies		applies		applies	
Lot Area											
Min <i>Lot</i> Area (sq. ft.)		2,500		2,500		2,500		2,500		2,500	
Max <i>Lot</i> Area (ac)		--		--		--		--		--	
Lot Dimensions											
Min <i>Lot</i> Width (ft)		25		25		25		25		25	
Min <i>Street Frontage</i> (ft)		25		25		25		25		25	
Min <i>Lot</i> Depth (ft)		--		--		--		--		--	
Max <i>Lot</i> Depth (ft)		--		--		--		--		--	
Setback Requirements											
Min Front <i>Setback</i> (ft)		--		--		--		--		--	
Max Front <i>Setback</i> (ft)		10 ⁽²⁾		10 ⁽²⁾		10 ⁽²⁾		10 ⁽²⁾		10 ⁽²⁾	
[See Section 131.0543(a)]											
Min Side <i>Setback</i> (ft)		10		10		10		10		10	
Optional Side <i>Setback</i> (ft)		0		0		0		0		0	
[See Section 131.0543(b)]											
Side <i>Setback</i> Abutting Residential [See Section 131.0543(c)]		applies		applies		applies		applies		applies	
Min <i>Street</i> Side <i>Setback</i> (ft)		--		--		--		--		--	
Max <i>Street</i> Side- <i>Setback</i> (ft)		10 ⁽²⁾		10 ⁽²⁾		10 ⁽²⁾		10 ⁽²⁾		10 ⁽²⁾	
[See Section 131.0543(a)]											
Min Rear <i>Setback</i> (ft)		10		10		10		10		10	
Optional Rear <i>Setback</i> (ft)		0		0		0		0		0	

Development Regulation [See Section 131.0530 for Development Regulations of Commercial Zones]	Zone Designator	Zones									
	1st & 2nd >>	CC									
	3rd >>	2-	3-	4-	5-	3-	4-	5-	3-	3-	3-
	4th >>	5			6			7		8	9
[See Section 131.0543(b)]											
Rear <i>Setback</i> Abutting Residential [See Section 131.0543(c)]		applies			applies			applies		applies	applies
Max Structure Height (ft)		100			65			65		100	-
Min Lot Coverage (%)		35			35			35		35	35
Max Floor Area Ratio		2.0 ^(4,5)			2.0 ^(4,5)			2.0 ^(4,5)		2.0 ^(4,5)	2.0 ^(4,5)
<i>Floor Area Ratio</i> Bonus for Residential Mixed Use [See Section 131.0546(a)]		2.0			2.0			2.5		2.5	3.0
Minimum <i>Floor Area Ratio</i> for Residential Use		1.0			1.0			1.5		1.5	2.0
Ground-floor Height [See Section 131.0548]		applies			applies			applies		applies	applies
Pedestrian Paths [See Section 131.0550]		applies			applies			applies		applies	applies
Transparency [See Section 131.0552]		applies			applies			applies		applies	applies
Building Articulation [See Section 131.0554]		applies			applies			applies		applies	applies
Parking Lot Orientation [See Section 131.0556]		-			-			-		-	-
Refuse and Recyclable Material Storage [See Section 142.0805]		applies			applies			applies		applies	applies
Loading Dock and Overhead Door Screening Regulations [See Section 142.1030]		applies			applies			applies		applies	applies
Visibility Area [See Section 113.0273]		applies			applies			applies		applies	applies

Footnotes for Table 131-05E

- ¹ One dwelling unit per specified minimum square feet of lot area as determined in accordance with Section 113.0222.
- ² See Section 131.0543(a)(2).
- ³ See Section 131.0543(a)(3).
- ⁴ Within the Kearny Mesa Community Plan area, the maximum *floor area ratio* is 0.50 and the portion of the maximum allowed *gross floor area* occupied by retail sales or eating and drinking establishments shall not exceed 70 percent.
- ⁵ Within the Otay Mesa Community Plan area, the maximum *floor area ratio* is 0.30.

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

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

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

(Retitled from "Development Regulations Tables of Commercial Zones" to "Development Regulations Tables for Commercial Zones" and 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.)

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Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-20634-SO.pdf]

(Amended 12-1-2016 by O-20752 N.S.; effective 12-31-2016.)

[Editors Note: Amendments as adopted by O-20752 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

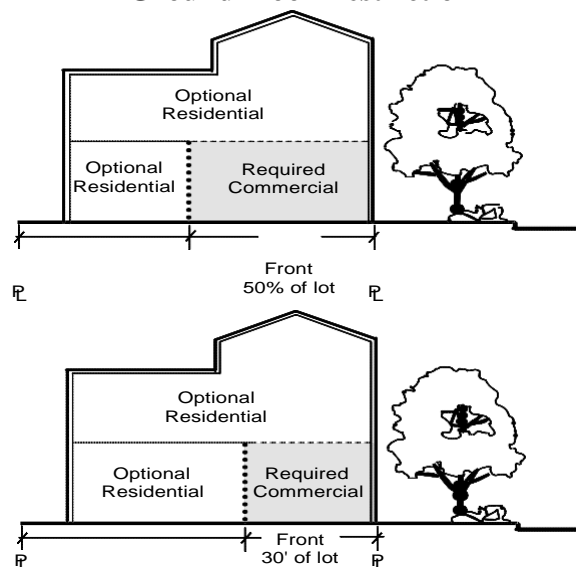
Click the link to view the Strikeout Ordinance highlighting changes to prior language http://docs.sandiego.gov/municode_strikeout_ord/O-20752-SO.pdf]

§131.0540 Maximum Permitted Residential Density and Other Residential Regulations

The following regulations apply to residential *development* within commercial zones where indicated in Table 131-05B:

- (a) Residential *Development* as a Permitted Use. Residential *development* is permitted in commercial zones only where it is identified in Table 131-05B.
- (b) Mixed-Use or Multi-Use Requirement. Residential *development* is permitted only when a commercial *structure* exists on the *premises* or is a part of the proposed *development*.
- (c) Ground *Floor* Restrictions.
 - (1) Residential use and residential parking are prohibited on the ground *floor* in the front half of the *lot*, except in the CC-3-4, CC-3-5, CC-3-6, CC-3-7, CC-3-8, CC-3-9, CC-4-4, CC-4-5, CC-4-6, CC-5-4, CC-5-5, CC-5-6, CO-3-1, and CV-1-2 zones, where these uses are prohibited on the ground *floor* in the front 30 feet of the *lot* as shown in Diagram 131- 05A.

**Diagram 131-05A
Ground Floor Restriction**



- (2) Within the Coastal Overlay Zone
 - (A) Required parking cannot occupy more than 50 percent of the ground *floor* in the CV-1-1 or CV-1-2 zones.
 - (B) Residential uses are not permitted on the ground *floor*.
- (d) Residential *Development*. Where residential *development* is permitted, the development regulations of the RM-1-1, RM-2-5, RM-3-7, RM-3-8, RM-3-9, and RM-3-10 zones apply as appropriate according to the maximum permitted residential *density*, except that the *lot* area, *lot* dimensions, *setback*, *floor area ratio*, and *structure height* requirements of the applicable commercial zone apply. The *floor area ratio* bonus for providing underground parking as set forth in Sections 131.0446(e) and 131.0446(f) shall apply.
- (e) Non owner occupants must reside on the premises for a minimum of 7 consecutive calendar days.

(Added 12-9-1997 by O-18451 N.S.)
(Amended 10-18-1999 by O-18691 N.S.; effective 1-1-2000.)
(Amended 11-28-2005 by O-19444 N.S.; effective 2-9-2006.)
(Amended 3-1-2006 by O-19467 N.S.; effective 8-10-2006.)
(Amended 6-18-2013 by O-20261 N.S.; effective 7-19-2013.)
(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.)

§131.0541 Supplemental Commercial Regulations for CO Zones

The following regulations apply to commercial *development* within Commercial Office zones where indicated in Table 131-05D:

- (a) The gross floor area occupied by retail sales uses shall not exceed 10 percent of the total gross floor area on each premises, and the gross floor area of each individual retail establishment shall not exceed 15,000 square feet.
- (b) A minimum of 25 percent of gross floor area on each premises shall be occupied by uses in the offices use category or the research & development use subcategory.
- (c) For phased *development* projects, all or a portion of the required office and/or research & development use shall be constructed prior to or in the same phase as the *development* of residential use(s).

(12-2016)

I

§131.0543 Setback Requirements for Commercial Zones

Setback requirements are specified in Tables 131-05C, 131-05D, and 131-05E and are subject to the following exceptions and additional regulations:

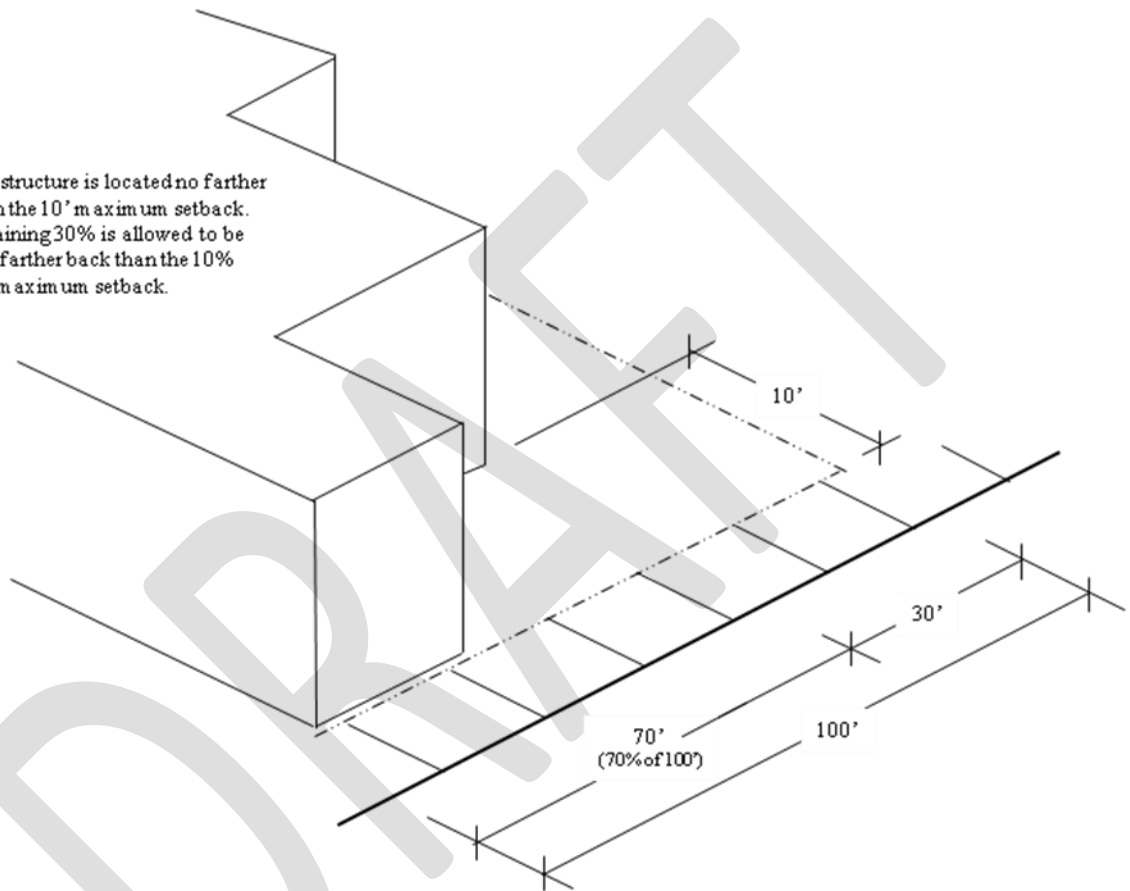
- (a) Front and *Street Side Setback* Requirements
 - (1) Off-street parking in all commercial zones may be located within the required front *yard* and required street side yard adjoining the required landscaped strip abutting *public rights-of-way*.
 - (2) In the CN, CO, CV, and CC zones with a maximum front or street side setback as shown in Tables 131-05C, 131-05D, and 131-05E, the maximum setback shall apply to only 70 percent of the street frontage. The remaining 30 percent is not required to observe the maximum setback and may be located farther from the property line. See Diagram 131-05B.

(12-2016)

Diagram 131-05B

Maximum Setback Requirement

70% of the structure is located no farther back than the 10' maximum setback. The remaining 30% is allowed to be located farther back than the 10' maximum setback.



- ### Diagram 131-05C

Diagram illustrating the 30% rule for building setbacks. A building is shown with a 60' setback from the street. The remaining 200' of the 300' lot width is divided into three 66 2/3' sections. The setbacks for these sections are 48' min (48' + 60' = 30% of 360'), 160', and 160'. The total setback is 368'.

(b) Minimum Side and Rear *Setback*

- (c) Commercial *Development* Abutting Residentially Zoned Properties

- (1) Commercial *development* abutting low *density* residentially zoned properties with a permitted *density* of less than 15 *dwelling units* per acre shall provide a 10-foot minimum *setback* for any side or rear *yard* that abuts low *density* residential zoned property. The *structure* shall comply with additional step back requirements in accordance with Section 131.0543(c)(3).
- (2) Commercial *development* abutting medium to high *density* residentially zoned properties with a permitted *density* of 15 *dwelling units* or more per acre that provide no side or rear *setback* and locate the structure at the *property line* as provided for by Section 131.0543(b) shall comply with the following:
 - (A) Minimum step back for *structures* placed at the side *property line*.-
 - (i) Any portion of the *structure* exceeding 15 feet in height shall be stepped back from the side *property line* 10 feet, or 10 percent of the *lot* width but not less than 5 feet, whichever is less.
 - (ii) Each 15 feet in height above 30 feet shall be stepped back at least 3 feet from the minimum *setback* of that portion of the *structure* immediately below.
 - (B) Minimum step back for *structures* placed at the rear *property line*.
 - (i) Any portion of the *structure* exceeding 15 feet in height shall be stepped back from the rear *property line* 10 feet, or 10 percent of the *lot* depth but not less than 5 feet, whichever is less.
 - (ii) Each 15 feet in height above 30 feet shall be stepped back at least 3 feet from the minimum *setback* of that portion of the *structure* immediately below.
- (3) For side and rear *yards*, if the *structure* is set back 10 feet or more from the *property line*, each 15 feet in height above 30 feet shall be stepped back at least 3 feet from the minimum *setback* of that portion of the *structure* immediately below.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

(Amended 8-4-2011 by O-20081 N.S.; effective 10-6-2011.)
(Amended 6-18-2013 by O-20261 N.S.; effective 7-19-2013.)

§131.0546 Maximum Floor Area Ratio

Maximum *floor area ratio* is specified in Tables 131-05C, 131-05D, 131-05E and is subject to the following additional regulations:

(a) *Floor Area Ratio* Bonus for Mixed Use

- (1) A *floor area ratio* bonus is provided in some commercial zones, as indicated in Tables 131-05C, 131-05D, and 131-05E, for residential uses that are developed as a part of a mixed-use *development*. A minimum required residential *floor area ratio* is shown in the tables, and must be applied toward the residential portion of the project. The remainder of the bonus may be used for either commercial or residential uses.
- (2) If an underground parking *structure* is provided as part of a mixed-use *development*, a *floor area ratio* bonus shall be provided equal to the *gross floor area ratio* of the underground parking *structure* on the *premises*, but not to exceed a *floor area ratio* of 1.0. The additional *floor area ratio* must be applied toward the residential portion of the *development*.

(b) *Floor Area Ratio* Bonus for Child Care Facilities

In the CR-1-1, CR-2-1, CO-1-2, CO-2-2, CO-3-1, and CO-3-2 zones, a *floor area ratio* bonus over the otherwise maximum allowable *gross floor area* is permitted at the rate of 4 square feet of additional *gross floor area* for each 1 square foot of *gross floor area* devoted to the *child care facility* to be added to the total area of the *premises* when determining the *floor area ratio* for a *development*. The area designated for the *child care facility* must be used for child care for a minimum of 10 years and must be in compliance with the requirements of Section 141.0606 (Child Care Facilities).

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)
(Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

§131.0548 Ground-floor Height

Ground-*floor* height requirements apply to *structures* with commercial uses on the ground *floor*. The minimum ground-*floor* height for *structures* shall be the average of 15 feet, but shall not be less than 13 feet, measured from the average *grade* of the adjoining sidewalk, in increments of no more than 100 feet along a *development* frontage, to the finished elevation of the second *floor*.

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

§131.0550 Pedestrian Paths

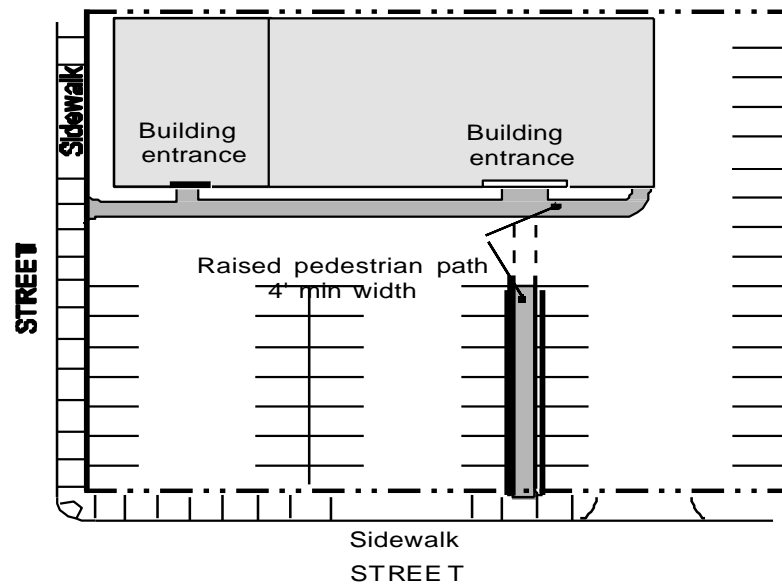
Where pedestrian paths are required in Tables 131-05C, 131-05D, or 131-05E, the number, location, and design of the paths shall be in accordance with the following.

- (a) Each commercial tenant space shall be accessible from an abutting public *street* by a pedestrian path that is at least 4 feet wide as shown on Diagram 131-05D. The path shall be continuous, clear of obstructions, easily identifiable as a pedestrian path, and visually distinguishable from other hardscaping. Pedestrian paths shall be separated from vehicular access areas by wheelstops, curbs, landscaping, or other physical barriers, except when crossing driveways or aisles.

- (b) At least one pedestrian path shall be provided for each property frontage on an improved public *street* when at some point along the frontage the difference in elevation between the sidewalk in the *public right-of-way* and the building or vehicle use area closest to the abutting *street frontage* is less than 4 feet, as shown in Diagram 131-05D. For a *premises* with more than three frontages, only three pedestrian paths are required.

Diagram 131-05D

Pedestrian Paths

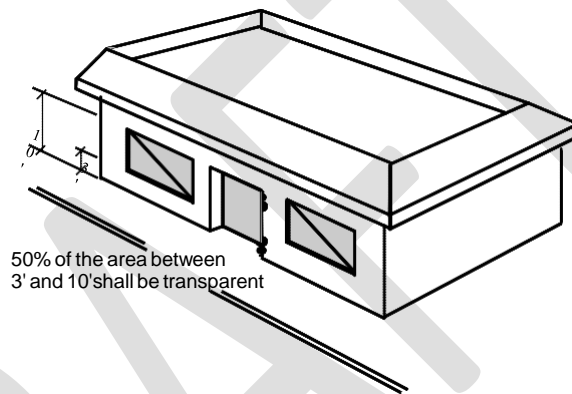


- (c) Building entrances located at the front or *street side property line*, where the building *setback* is zero, qualify as a required pedestrian path.
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0552 Transparency

Where transparency is required by Tables 131-05C, 131-05D, or 131-05E, a minimum of 50 percent of *street wall* area between 3 and 10 feet above the sidewalk shall be transparent, with clear glass visible into a commercial or residential use. Windows or other transparent materials that provide visibility into a garage or similar area do not count toward the required transparency. See Diagram 131-05E.

Diagram 131-05E
Transparency



(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0554 Building Articulation

Where building articulation is required by Tables 131-05C, 131-05D, or 131-05E, the following regulations apply.

- (a) All building elevations fronting a *public right-of-way* shall be composed of offsetting planes that provide relief in the *building facade* by inseting or projecting surfaces (planes) of the building. The minimum number of offsetting planes and the minimum horizontal separation between planes is based on the length of the new *building facade*, as shown in Table 131-05F.

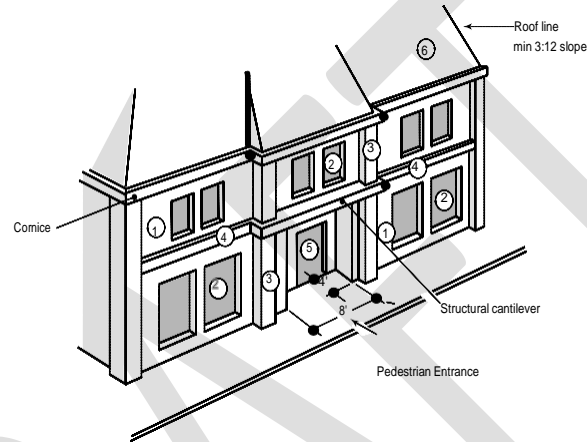
Table 131-05F
Offsetting Plane Requirements

Length of New <i>Building Façade</i>	Number of Offsetting Planes Required
25 ft or less	2 with a minimum separation of 3 inches
More than 25 ft. but less than or equal to 50 ft	4 planes consisting of : 2 with a minimum separation of 3 inches, and 2 with a minimum separation of 8 inches
More than 50 ft. but less than or equal to 100 ft	6 planes consisting of: 2 with a minimum separation of 3 inches, and 2 with a minimum separation of 8 inches, and 2 with a minimum separation of 3 feet
More than 100 ft	6 planes consisting of: 2 with a minimum separation of 3 inches, and 2 with a minimum separation of 8 inches, and 2 with a minimum separation of 3 feet, and plus 1 additional plane for each 50 feet of <i>building facade</i> length over 100 feet (maximum of 3 additional planes required with a minimum separation of 5 feet).

- (1) For purposes of this section, the area of a plane may include separate surfaces that are non-contiguous but which all lie in the same plane. Each numbered surface of the building shown in Diagram 131-05F represents a different plane of the building facade. The sum of the area of each plane labeled with the same number in Diagram 131-05F is the total area of that plane.

Diagram 131-05F

Building Articulation



- (2) For purposes of this section, an offset is the distance between two different planes of a *building facade* measured perpendicularly to the plane surface (for example, the dimension between plane 1 and 2 in Diagram 131-05F).
- (b) Where a 3-inch or 8-inch offset between planes is required, the total area of any single offsetting plane shall be more than 5 percent and less than 50 percent of the total *building facade* area on that frontage.
- (c) Where a 3-foot or 5-foot offset between planes is required, the total area of any single offsetting plane shall be more than 10 percent and less than 50 percent of the total *building facade* area on that frontage.
- (d) The following elements of a *building facade* may be used to satisfy any one required building plane:
- (1) Roofs with a minimum pitch from eave to peak of 3:12 (3 vertical feet to 12 horizontal feet) and a minimum area of 10 percent of the building elevation fronting on a *public right-of-way*;
 - (2) Pedestrian entrances with a minimum offset dimension of 4 feet from the primary plane of the *building facade* and a minimum width of 8 feet;

- (3) A cornice equal to at least 70 percent of the length of the building facade that has a minimum offset of 1 foot, located along the street wall; and
- (4) Structural cantilevers with combined lengths totaling at least 30 percent of the length of the building facade, with an average offset of at least 2 feet, located along the street wall. Roof eaves do not count as offsetting planes.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§131.0555 Parking Restriction

In the CO-1-1, CO-3-1, ~~and~~ CO-3-2, **and CO-3-3** zones, parking is not permitted in the required front and *street* side yard.

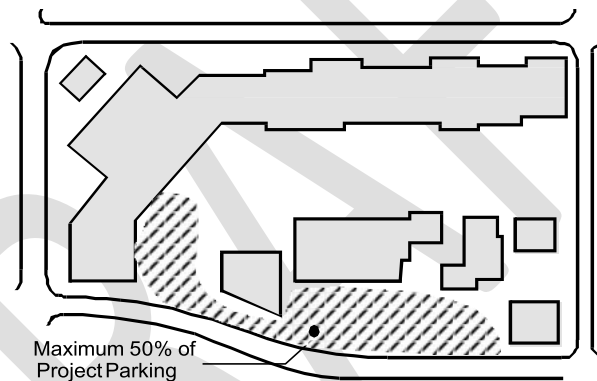
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.) (Amended 7-10-2015 by O-20512 N.S.; effective 8-9-2015.)

§131.0556 Parking Lot Orientation

In all zones where the parking lot orientation regulation applies, as indicated in Table 131-05D or 131-05E, proposed *development* with greater than 50,000 square feet of *gross floor area* and more than one *street frontage* shall locate no more than 50 percent of the *vehicular use area* between the longest *street frontage* providing public access to the *premises* and a building or buildings.

Diagram 131-05G**Parking Lot Orientation Restriction**

Parking Lot Orientation Restriction



(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

(Amended 12-1-2016 by O-20752 N.S.; effective 12-31-2016.)

[Editors Note: Amendments as adopted by O-20752 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

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Article 2: Overlay Zones

Division 9: Residential Tandem Parking Overlay Zone (Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§132.0901 Purpose of the Residential Tandem Parking Overlay Zone

The purpose of the Residential Tandem Parking Overlay Zone is to identify the conditions under which tandem parking may be counted as two parking spaces in the calculation of required parking.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

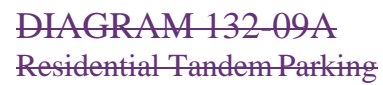
§132.0902 Where the Residential Tandem Parking Overlay Zone Applies

- (a) This overlay zone applies to property shown on Map No. C-970 filed in the office of the City Clerk under Document No. OO-20752. These areas are shown generally on Diagram 132-09A.
- (b) Table 132-09A shows the sections that contain the supplemental regulations for specific types of *development* proposals in this overlay zone.

Table 132-09A
Residential Tandem Parking Overlay Zone Applicability

Type of <i>Development</i> Proposal	Supplemental Development Regulations	Required Permit Type/ Decision Process
Any <i>development</i> proposing tandem parking in a <i>single dwelling unit</i> or <i>multiple dwelling unit</i> zone located within this overlay zone	See Section 132.0905	No permit required by this division

(Amended 1-9-2001 by O-18910 N.S.; effective 8-8-2001)
(Amended 6-7-2004 by O-19288 N.S.; effective 7-7-2004)
(Amended 6-18-2013 by O-20261 N.S.; effective 7-19-2013.)
(Amended 12-1-2016 by O-20752 N.S.; effective 12-31-2016.)

~~Residential Tandem Parking~~

§132.0905 Supplemental Development Regulations of the Residential Tandem Parking Overlay Zone

- (a) Tandem parking may be counted as two parking spaces toward the off-street parking required by Chapter 14, Article 2, Division 5 (Parking Regulations) only in the following locations and circumstances:
- (1) In the Golden Hill Community Plan area, the La Jolla Community Plan area, the Mission Beach Precise Plan area, the Mission Valley Community Plan area, the North Park Community Plan area, the Uptown Community Plan area, the Mira Mesa Community Plan area, the Scripps Miramar Ranch Community Plan area, the Miramar Ranch North Community Plan area, the Sabre Springs Community Plan area, the Carmel Mountain Ranch Community Plan area, the Rancho Bernardo Community Plan area, ~~and the~~ San Pasqual Community Plan area, and the Midway-Pacific Highway Community Plan area.
 - (2) In the City Heights neighborhood of the Mid-City Community Plan Area only for *structures* with one or two dwelling units.
 - (3) If at least 25 percent of the project area is located within the Transit Area Overlay Zone as shown in Diagram 132-10A and the project area is not located in the Pacific Beach Community Plan area, the Southeast San Diego Community Plan area, the Skyline/Paradise Hills Community Plan Area, or the Mid-City Communities Plan area other than the City Heights neighborhood.
 - (4) Within the beach impact area of the Parking Impact Area Overlay Zone where access is provided to the tandem space from an abutting *alley.*'
 - (5) If a Neighborhood Development Permit is granted in accordance with Section 126.0402 to count tandem parking as two parking spaces toward the off-street parking requirement in any location not provided for in Section 132.0905(a)(1) through (4).
- (b) At least one of the two parking spaces shall be within a completely enclosed *structure.*
- (c) Both of the tandem spaces shall be assigned to the same dwelling unit.
- (d) The tandem parking spaces shall be assigned, and the use restrictions shall be enforced, by the owner of the *premises* or the owner's assigned representative.

(Amended 1-9-2001 by O-18911 N.S.; effective 5-8-2001)

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

(Amended 12-1-2016 by O-20752 N.S.; effective 12-31-2016.)

Article 2: Overlay Zones

Division 14: Community Plan Implementation Overlay Zone

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§132.1401 Purpose of the Community Plan Implementation Overlay Zone

The purpose of the Community Plan Implementation Overlay Zone is to provide supplemental development regulations that are tailored to specific sites within community plan areas of the City. The intent of these regulations is to ensure that *development* proposals are reviewed for consistency with the use and *development* criteria that have been adopted for specific sites as part of the community plan update process.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§132.1402 Where the Community Plan Implementation Overlay Zone Applies

- (a) This overlay zone applies to properties that are identified in a community plan as areas requiring supplemental development regulations or processing of a *development permit* and that have been incorporated by ordinance into this overlay zone. Table 132-14A lists the community plan areas in which this overlay zone has been applied and the corresponding rezone maps that indicate which properties are within the boundaries of the overlay zone. These maps are filed in the office of the City Clerk. The properties within this overlay zone are shown generally on Diagrams 132-14A through 132-14P.

Table 132-14A

Community Plans with Property in the Community Plan Implementation Overlay Zone

Community Plan	Map Number Showing Boundaries of CPIOZ Area
Clairemont Mesa (See Diagram 132-14A)	C-771.1, B-3951
Encanto Neighborhoods (See Diagram 132-14O)	C-962
Linda Vista (See Diagram 132-14C)	C-750
Mid-City Eastern Area-Chollas Triangle (See Diagram 132-14N)	B-4310
Midway-Pacific Highway Corridor (See Diagram 132-14D)	C-782 <u>B-4331</u>
Navajo (See Diagram 132-14E)	C-954
Otay Mesa (See Diagram 132-14B)	C-956, B-4300
Pacific Beach (See Diagram 132-14F)	B-37371, B-3857
Peninsula (See Diagram 132-14G)	C-744, C-781
Rancho Bernardo (See Diagram 132-14H)	C-773.1
Rancho Penasquitos (See Diagram 132-14I)	B-4025
Sherman Heights and Grant Hill Historic Districts (See Diagram 132-14M)	B-4312
Skyline Paradise Hills (See Diagram 132-14L)	B-4272
Southeastern San Diego (See Diagram 132-14P)	C-961
University (See Diagram 132-14J)	C-725, C-751.2
Uptown (See Diagram 132-14K)	C-978

- (b) Table 132-14B shows the location of the supplemental regulations and the type of permit required by this division, if any, for specific types of *development* proposals in this overlay zone.

Table 132-14B

Community Plan Implementation Overlay Zone Applicability

Type of <i>Development</i> Proposal	Supplemental Development Regulations	Required Permit Type/ Decision Process
(1) Interior building improvements that do not involve a change in use or provide additional <i>floor</i> area, or improvements that do not require a <i>construction permit</i>	None--Exempt from this division	No permit required by this division
(2) Any <i>development</i> within the boundaries shown on a map identified in Section 132.1402, where the map shows “Type A” and the proposed development complies with the development standards or criteria in the applicable community plan	Refer to the applicable community plan	No permit required by this division
(3) Any <i>development</i> within the boundaries shown on a map identified in Section 132.1402, where the map shows “Type A” and the proposed <i>development</i> does not comply with the <i>development</i> standards or criteria in the applicable community plan ⁽¹⁾	Refer to the applicable community plan	Site Development Permit/ Process Three
(4) Any <i>development</i> within the boundaries shown on a map identified in Section 132.1402, where the map shows “Type B” ⁽¹⁾	Refer to the applicable community plan	Site Development Permit/ Process Three

Footnotes for Table 132-14B

- (1) A *development* that is affordable housing, an in-fill project as described in Section 143.0915(b)(4), and/or a sustainable building may be permitted with a Neighborhood Development Permit decided in accordance with Process Two.

(Amended 1-9-2001 by O-18910 N.S.; effective 8-8-2001.)
(Amended 5-21-2009 by O-19857 N.S.; effective 6-20-2009.)
(Amended 8-4-2011 by O-20081 N.S.; effective 10-6-2011.)
(Amended 6-18-2013 by O-20265 N.S.; effective 7-18-2013.)
(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 7-28-2015 by O-20540 N.S.; effective 8-27-2015.)
(Amended 12-15-2015 by O-20581 N.S.; effective 1-14-2016.)
(Amended 12-16-2016 by O-20770 N.S.; effective 1-15-2017.)

[Editors Note: Amendments as adopted by O-20770 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-20770-SO.pdf]

(Amended 9-15-2017 by O-20856 N.S.; effective 10-20-2017.)

[Editors Note: Amendments as adopted by O-20856 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-20856-SO.pdf]

§132.1403 Exception to the Community Plan Implementation Overlay Zone

The City Manager may grant an exception to the requirements of this division for proposed *development* that is minor, temporary, or incidental and is consistent with the intent of this division. Exceptions made by the City Manager shall be filed with the office of the City Clerk.



DIAGRAM 132-14A

Clairemont Mesa Community Plan Implementation Overlay Zone

This is a reproduction of Map Nos. C-771.1 & B-3951 for illustration purposes only.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

(Retitled from "College Area Community Plan Implementation Overlay Zone" and amended 4-11-2014 by O-20361 N.S.; effective 5-18-2014.)

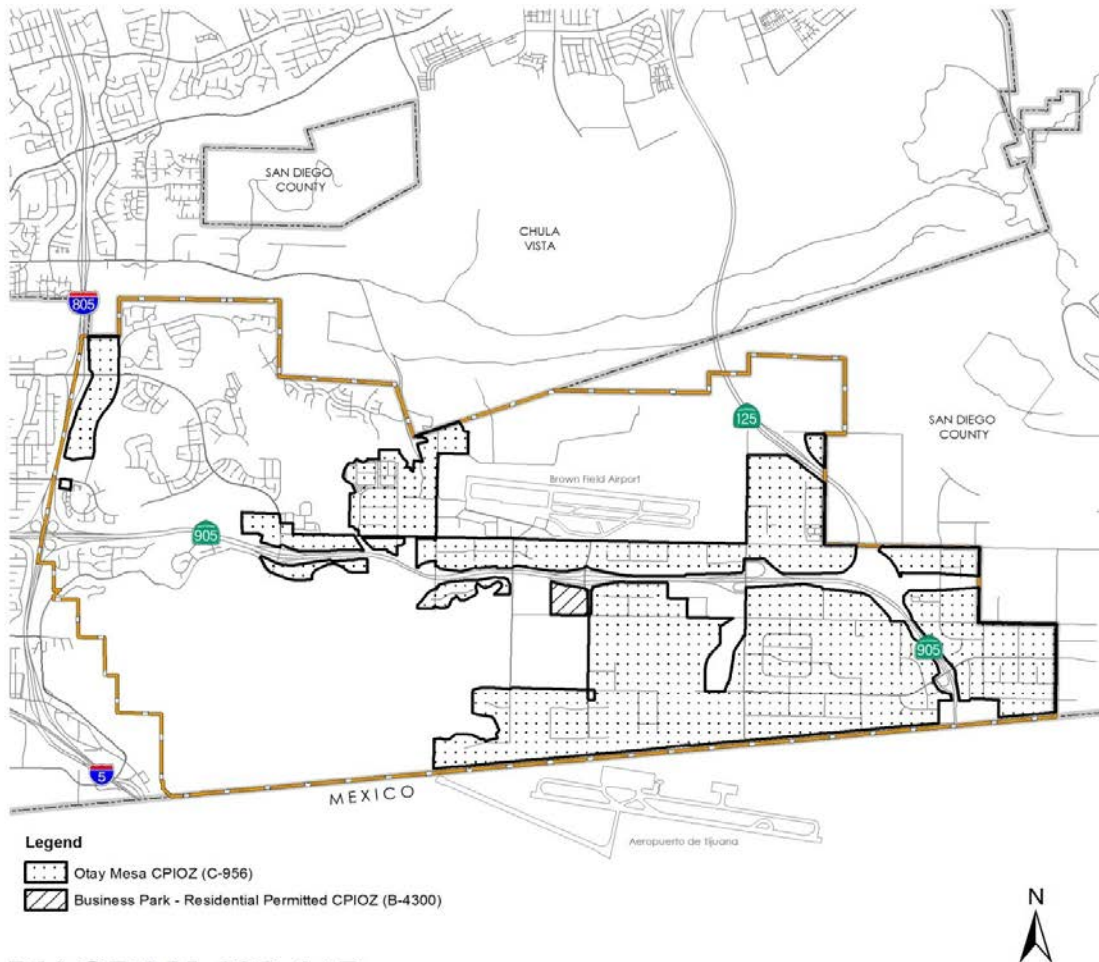


DIAGRAM 132-14B

Otay Mesa Community Plan Implementation Overlay Zone

This is a reproduction of Map Nos. B-4300 & C-956 for illustration purposes only.

(Added new Diagram 132-14B titled "Otay Mesa Community Plan Implementation Overlay Zone" and amended 4-11-2014 by O-20361 N.S.; effective 5-18-14.)

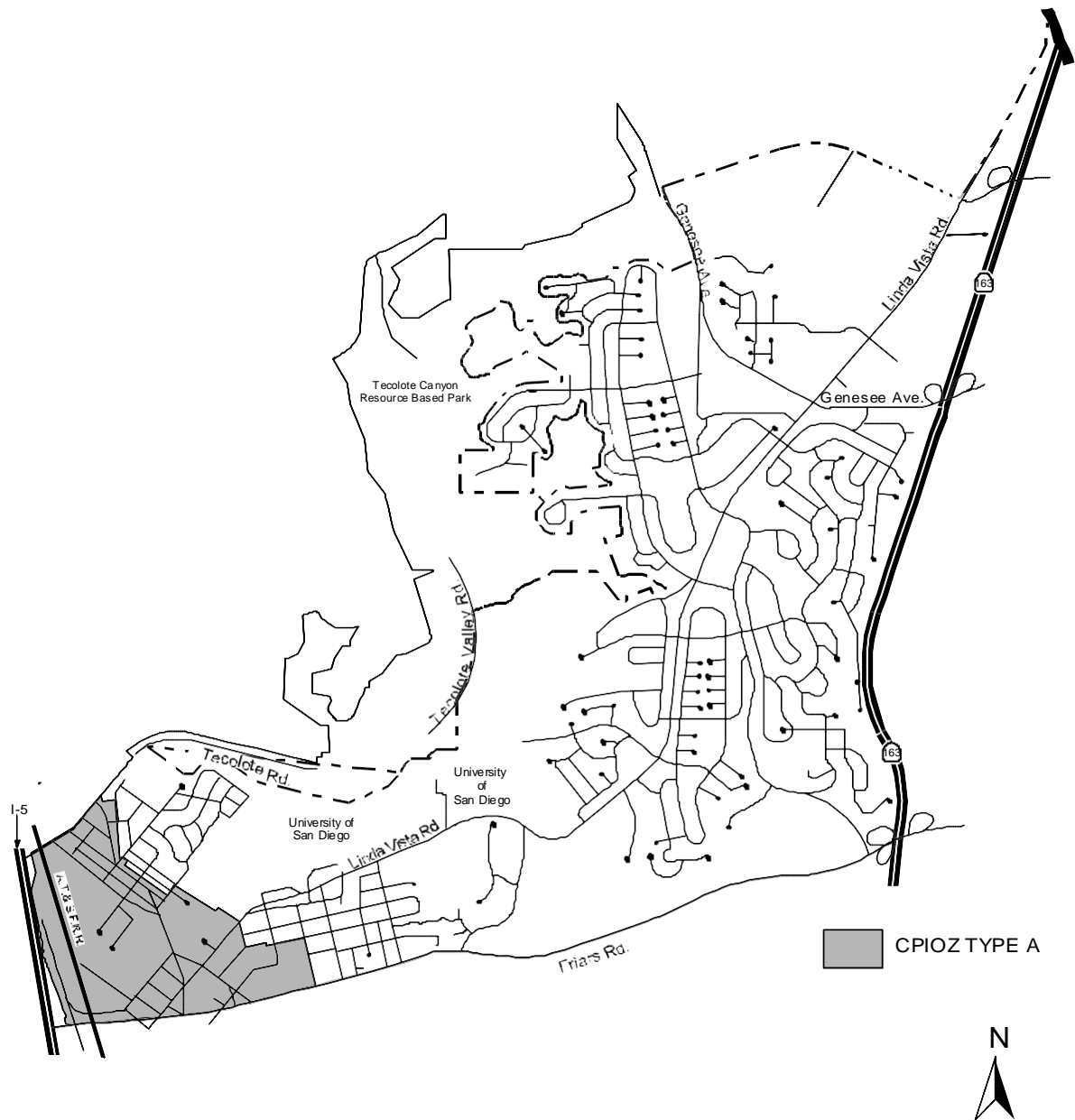


DIAGRAM 132-14C

Linda Vista Community Plan Implementation Overlay Zone

This is a reproduction of Map Nos. C-750 for illustration purposes only.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

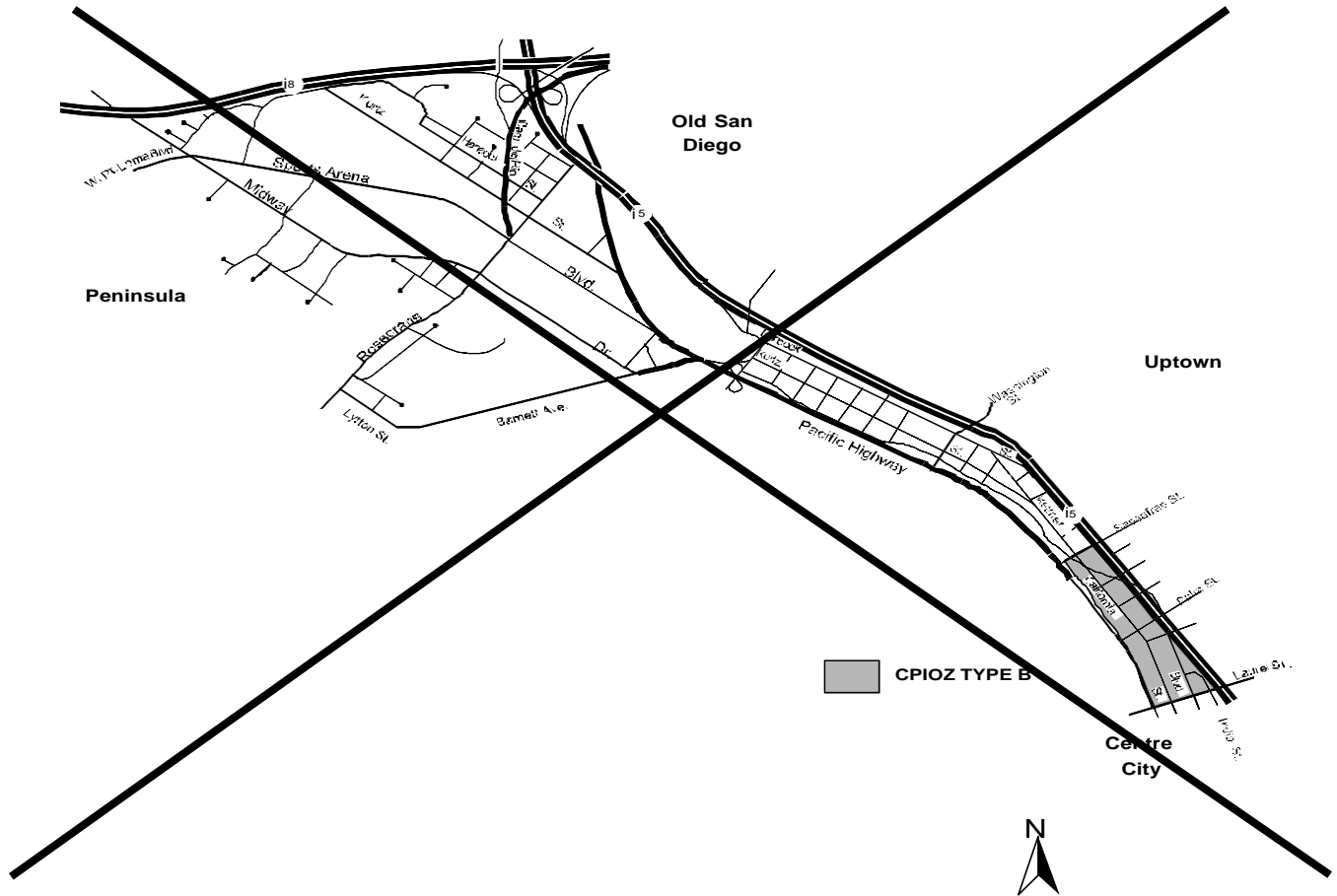


DIAGRAM 132-14D

Midway/Pacific Highway Corridor

Community Plan Implementation Overlay Zone

This is a reproduction of Map Nos. C-782 for illustration purposes only.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

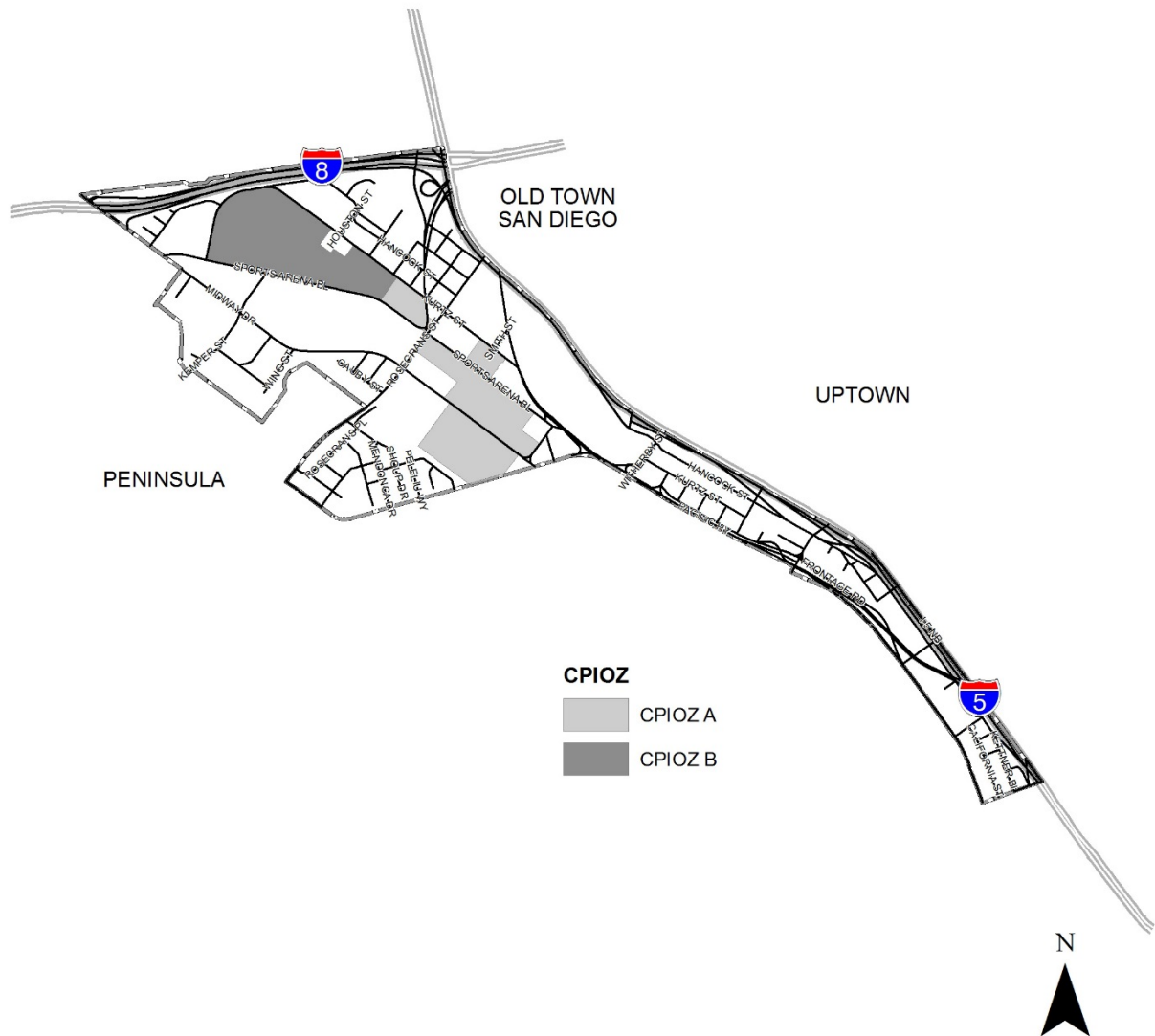
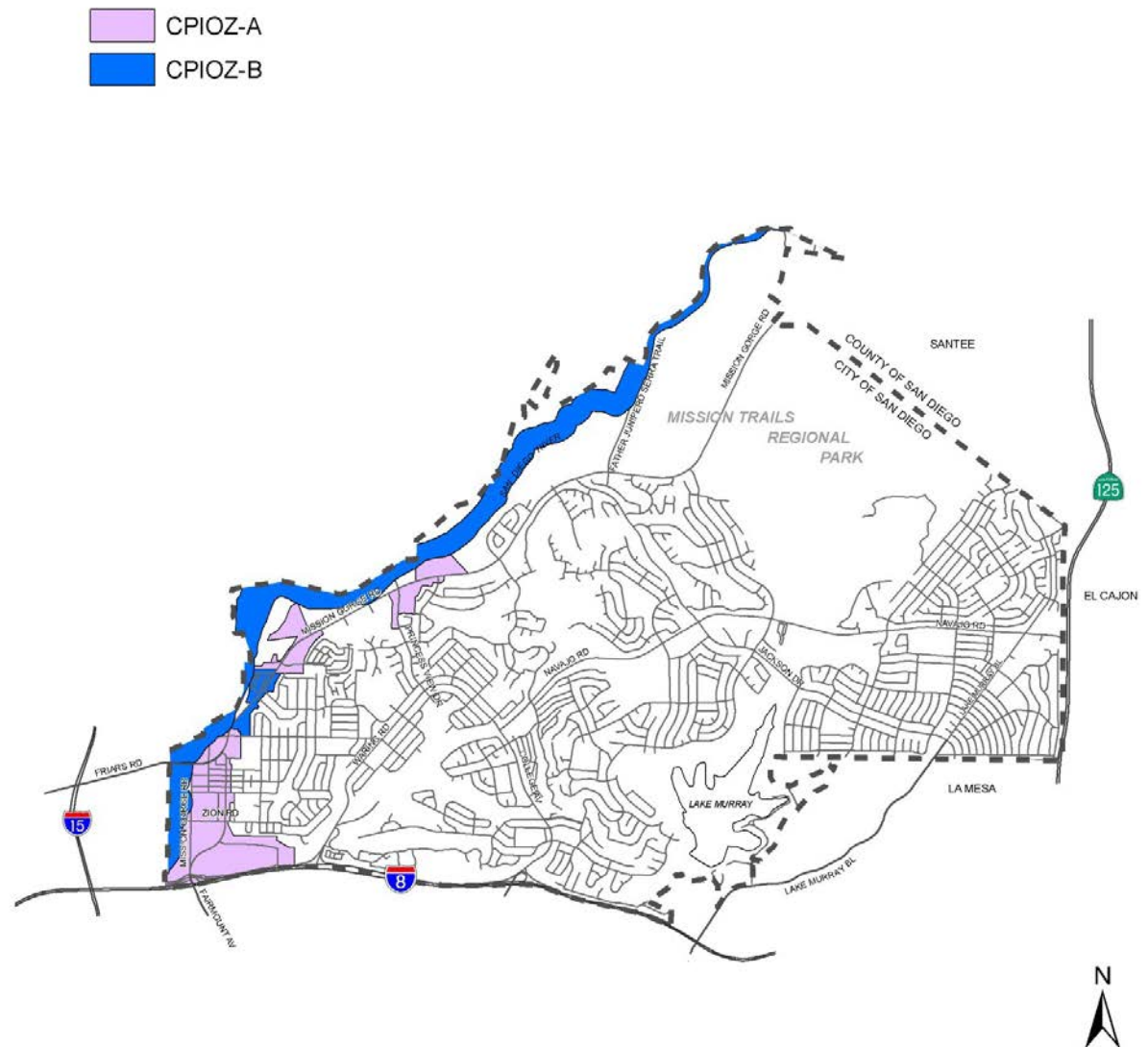


DIAGRAM 132-14D

Midway-Pacific Highway

Community Plan Implementation Overlay Zone

This is a reproduction of Map No. B-4331 for illustration purposes only.

**DIAGRAM 132-14E****Navajo Community Plan Implementation Overlay Zone**

This is a reproduction of Map Nos. C-954 for illustration purposes only.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

(Amended 6-18-2013 by O-20265 N.S.; effective 7-18-2013.)

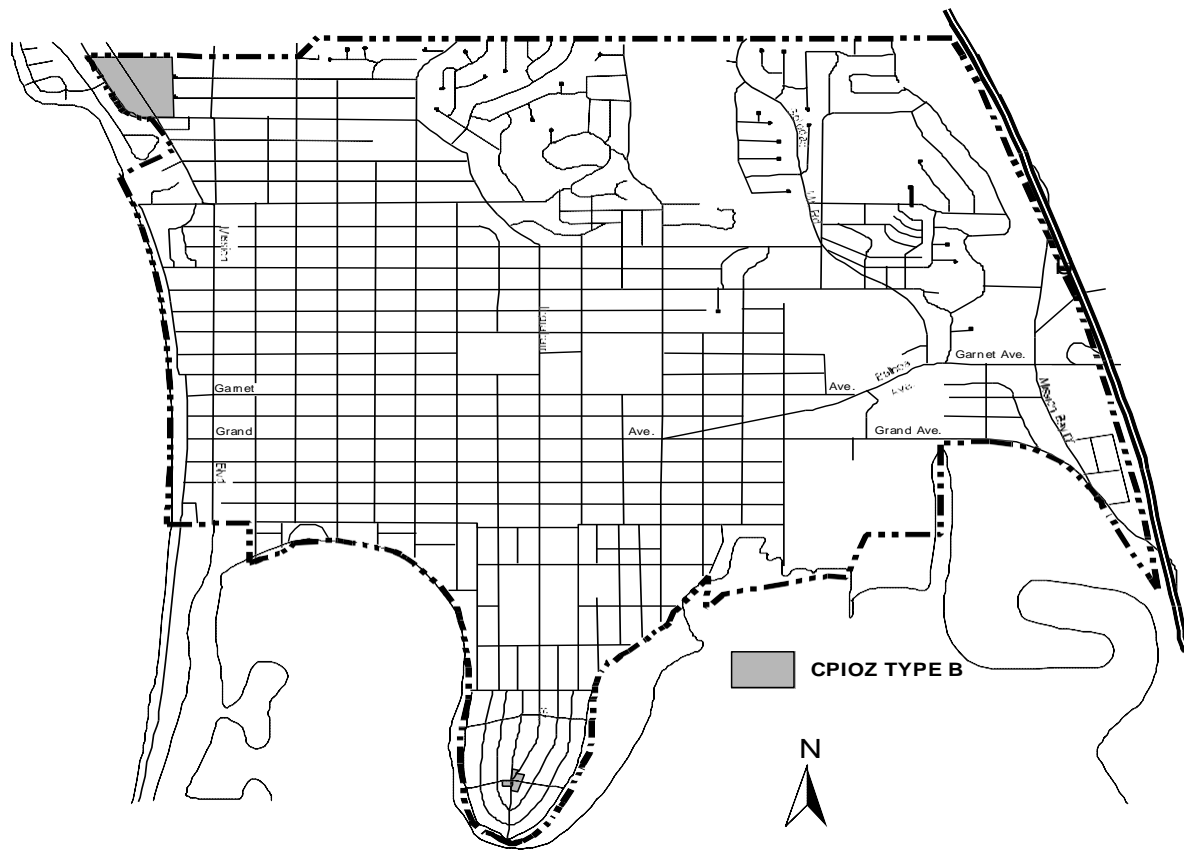


DIAGRAM 132-14F

Pacific Beach Community Plan Implementation Overlay Zone

This is a reproduction of Map Nos. B-3737.1 & B-3857 for illustration purposes only.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

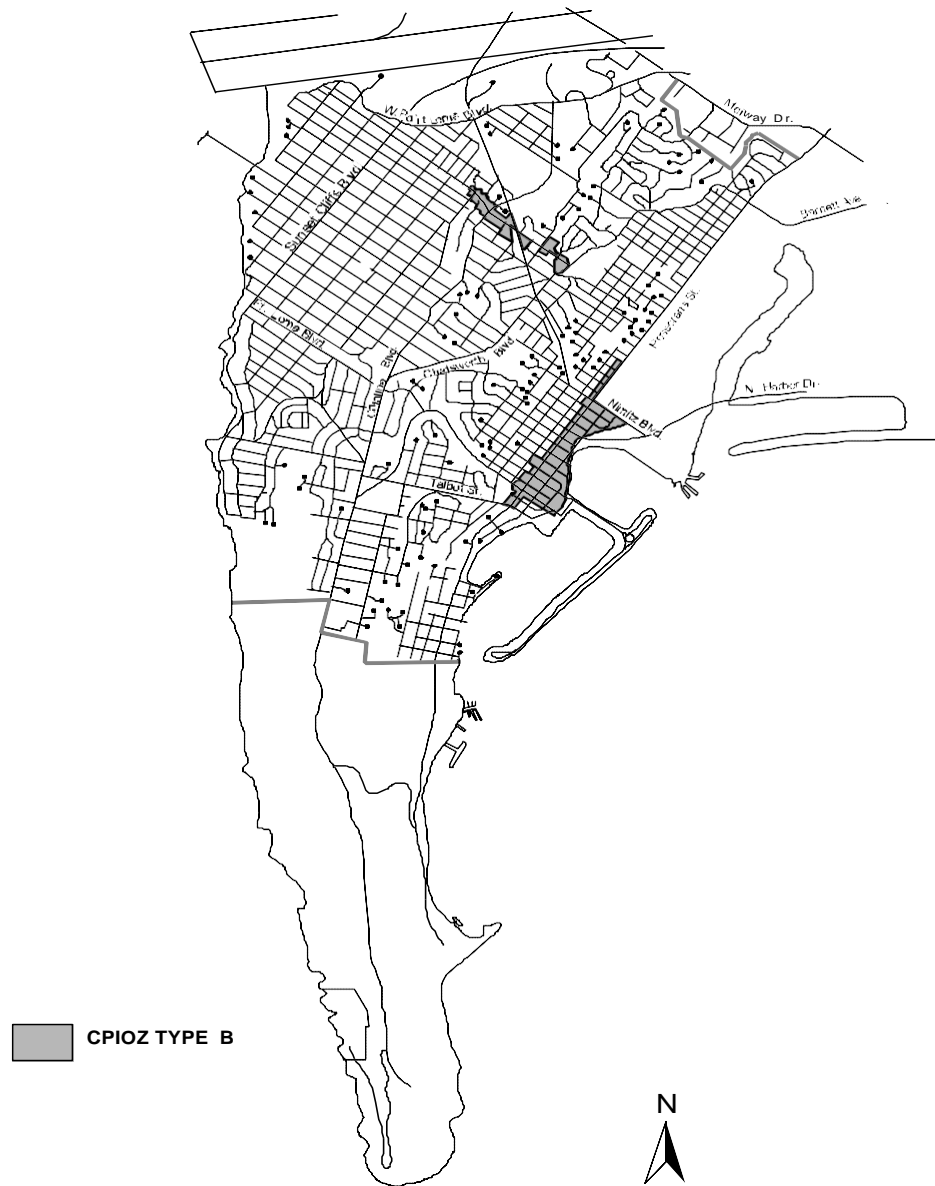


DIAGRAM 132-14G

Peninsula Community Plan Implementation Overlay Zone

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(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

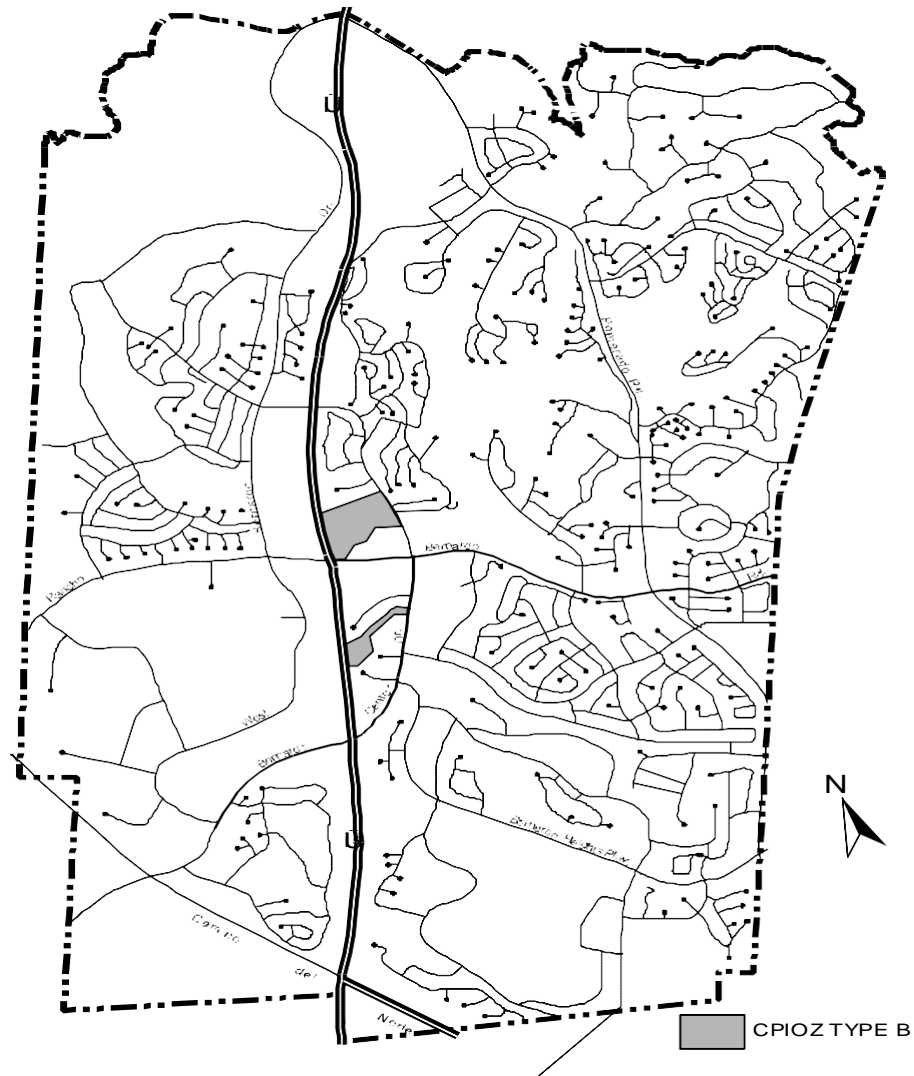


DIAGRAM 132-14H

Rancho Bernardo Community Plan Implementation Overlay Zone

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(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

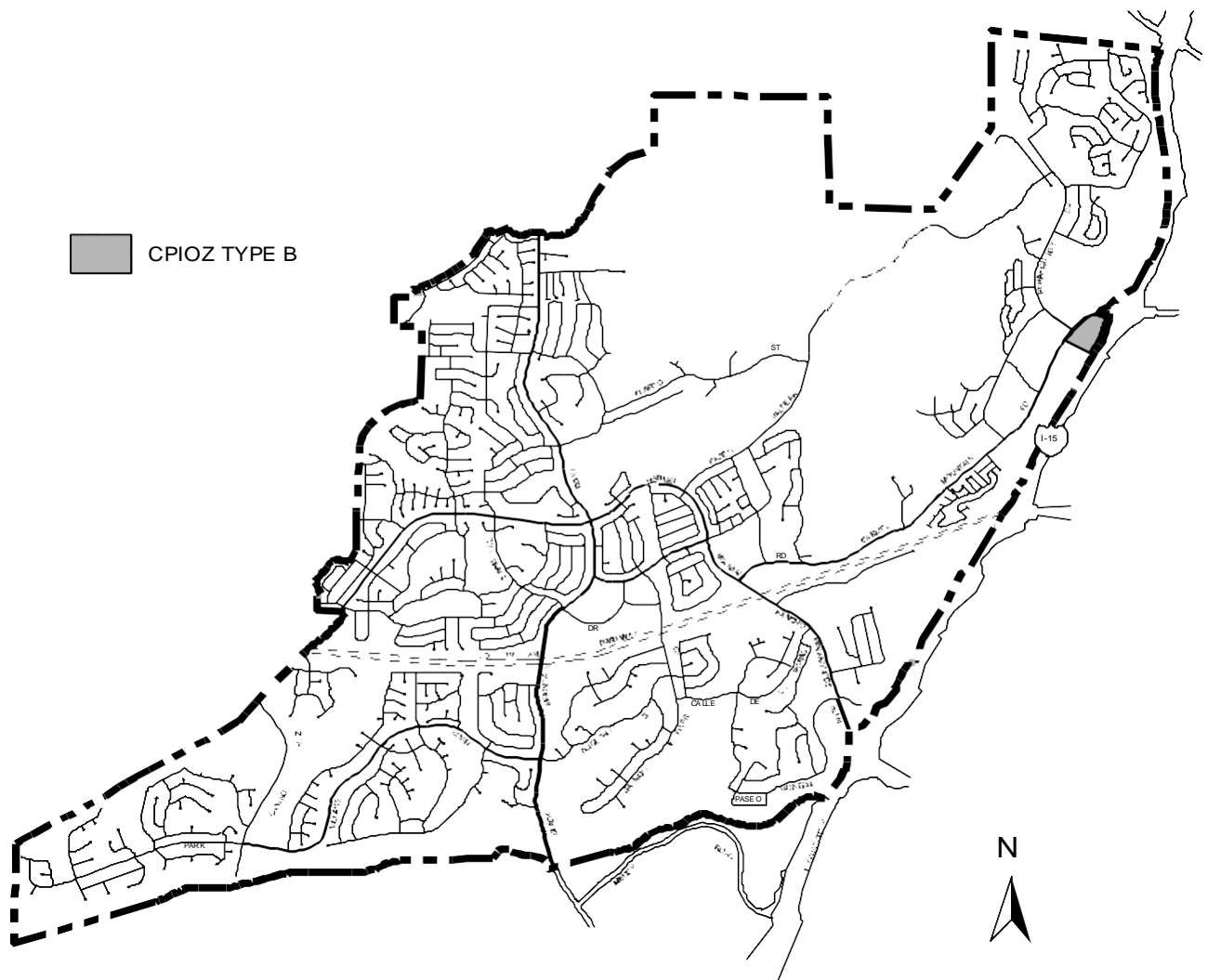


DIAGRAM 132-14I

Rancho Penasquitos Community Plan Implementation Overlay Zone

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(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

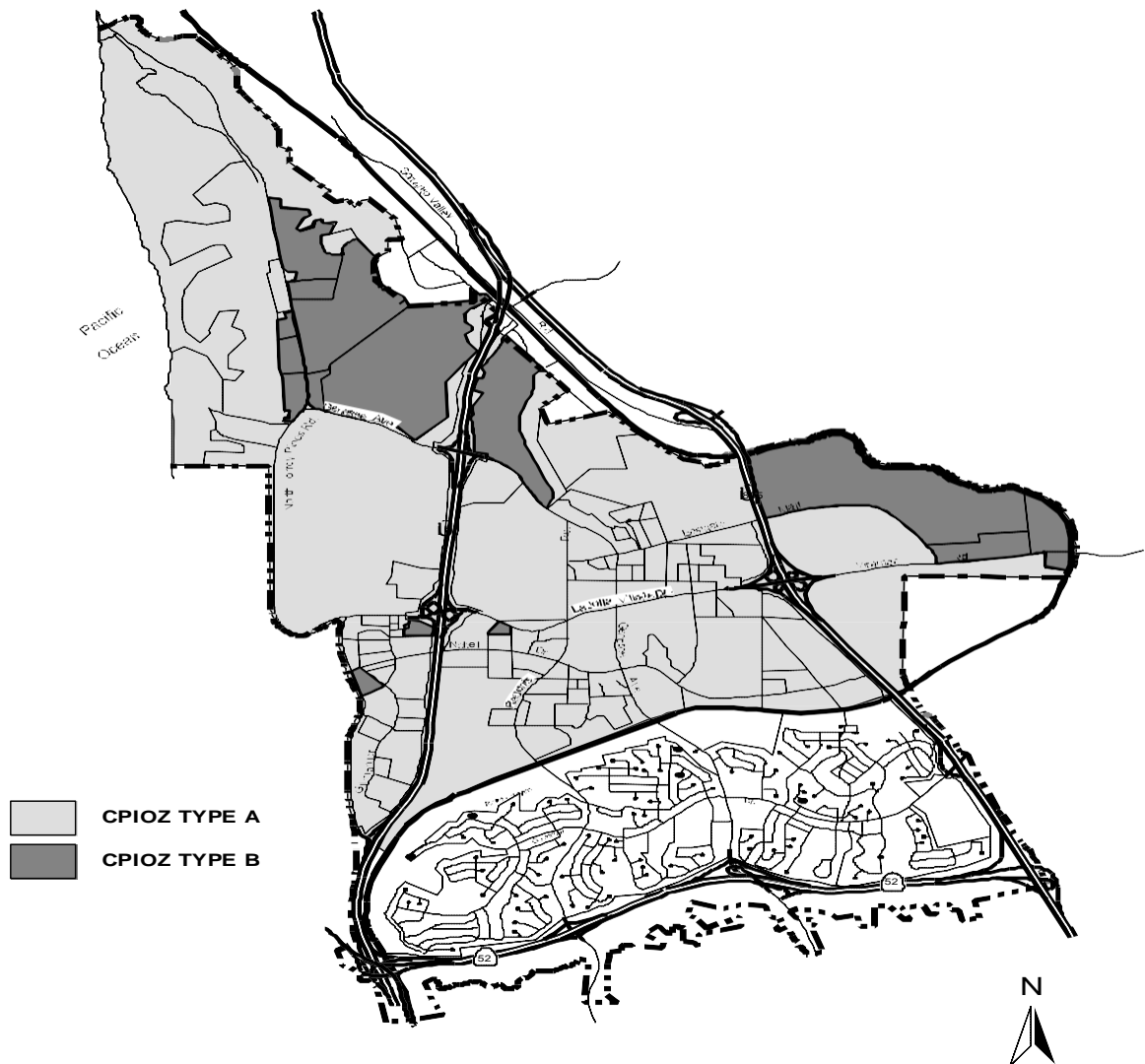
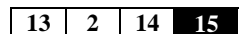


DIAGRAM 132-14J

University Community Plan Implementation Overlay Zone

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(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)



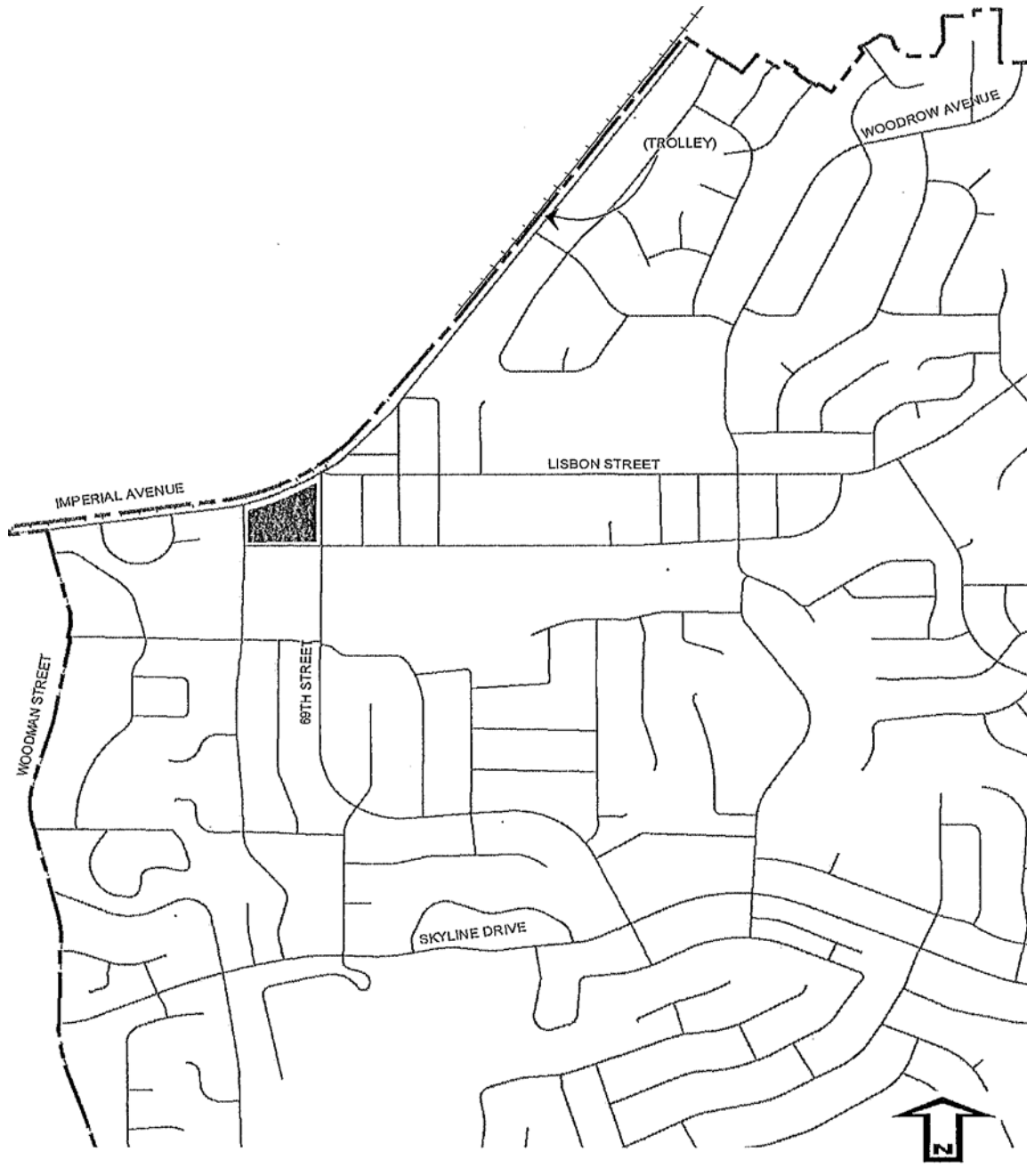


DIAGRAM 132-14L
Skyline-Paradise Hills Community Plan Implementation Overlay Zone

This is reproduction of Map No. V-2 for illustration purposes only.
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

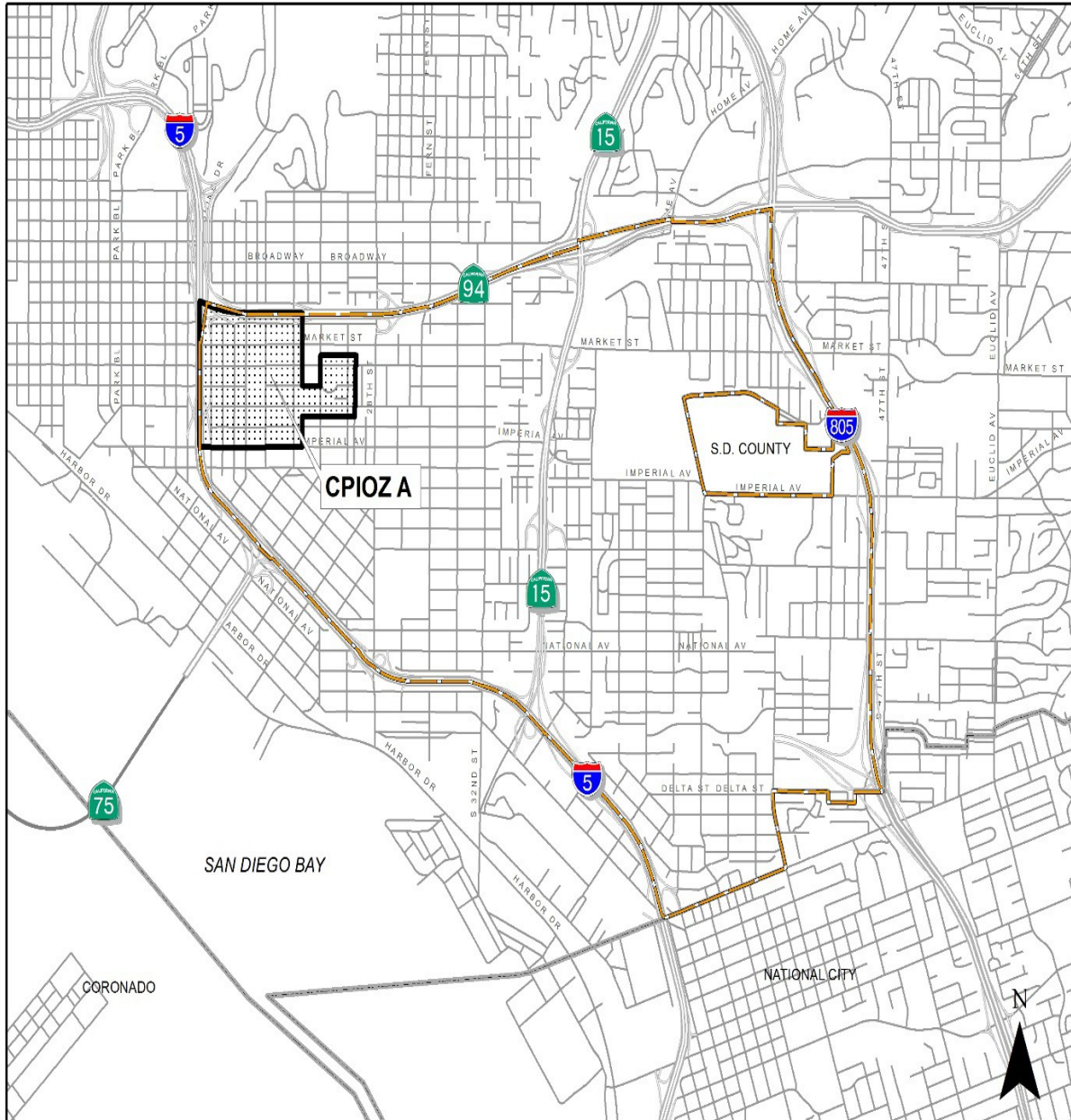


DIAGRAM 132-14M

Sherman Heights and Grant Hill Historic Districts

This is a reproduction of Map No. B-4312 for illustration purposes only.

(Added new Diagram 132-14M titled "Sherman Heights and Grant Hill Historic Districts" and amended 12-15-2015 by O-20581 N.S.; effective 1-14-2016.)

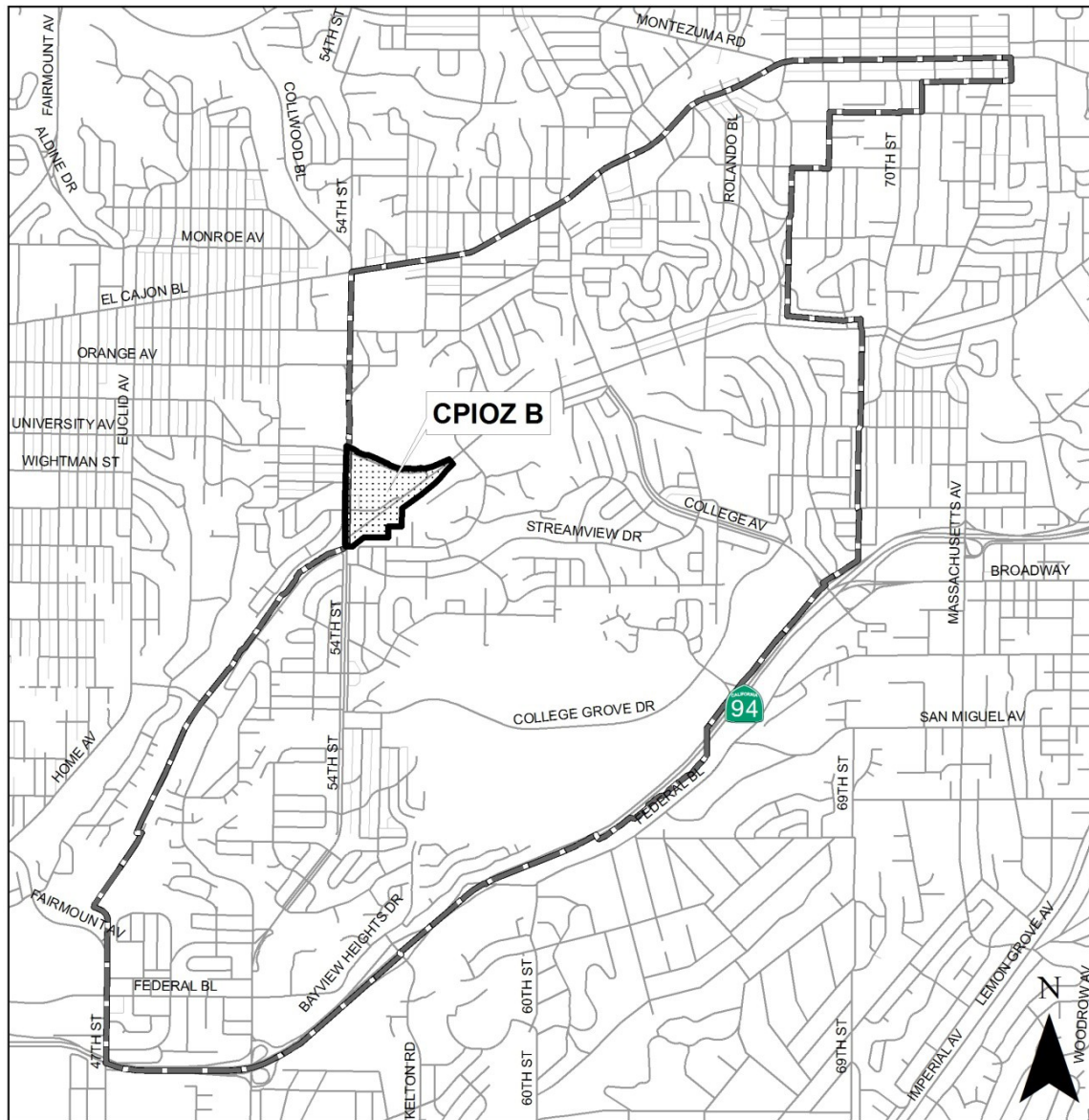


DIAGRAM 132-14N

Mid-City Eastern Area - Chollas Triangle Community Plan Implementation Overlay Zone

This is a reproduction of Map No. B-4310 for illustration purposes only.
(Added 7-28-2015 by O-20540 N.S.; effective 8-27-2015.)

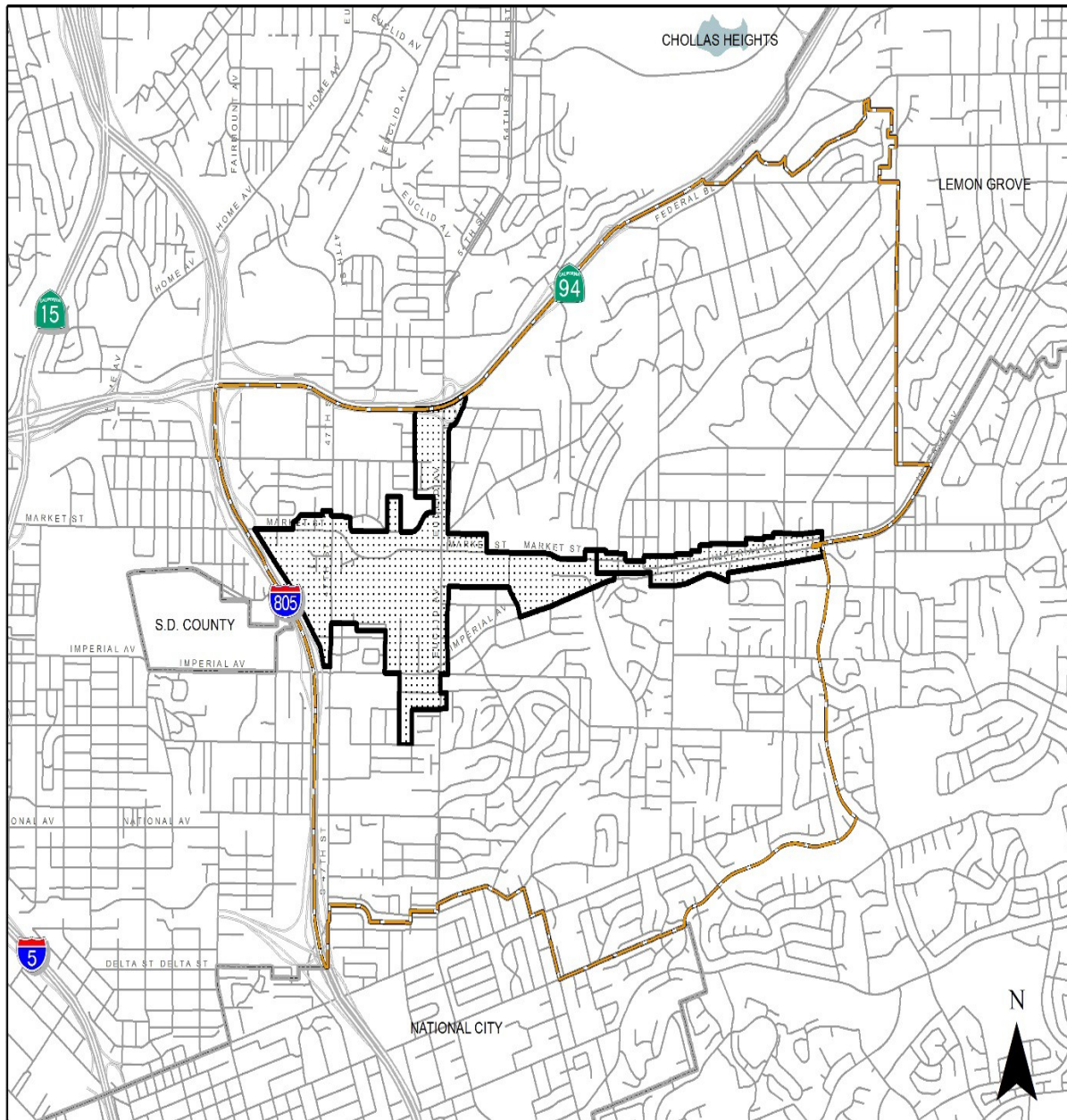


DIAGRAM 132-140 Encanto Neighborhoods Community Plan Implementation Overlay Zone

This is a reproduction of Map No. C-962 for illustration purposes only.
(Added 12-15-2015 by O-20581 N.S.; effective 1-14-2016.)

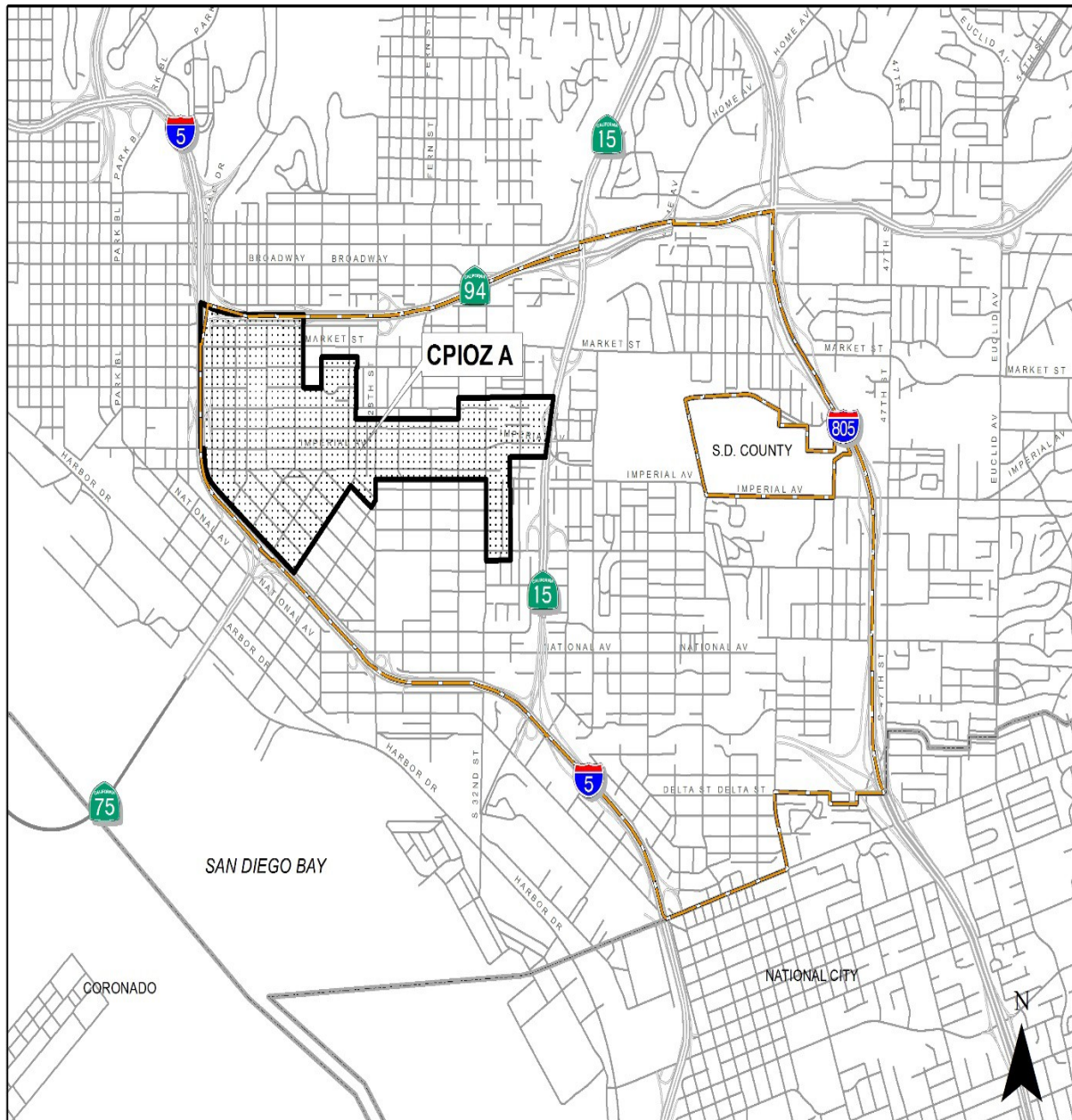


DIAGRAM 132-14P
Southeastern San Diego Community Plan Implementation Overlay Zone

This is a reproduction of Map. No. C-961 for illustration purposes only.
(Added 12-15-2015 by O-20581 N.S.; effective 1-14-2016.)

Article 2: General Development Regulations

Division 5: Parking Regulations

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

142.0501 Purpose of the Parking Regulations

The purpose of these regulations is to provide a unified set of standards for public and private transportation related improvements throughout the City. The standards are designed to work together to accommodate a multi modal transportation system and encourage transportation mode alternatives to the single occupant automobile. The intent is to provide for a safe and efficient transportation system delivering a high degree of personal mobility; to reduce traffic congestion and improve air quality; and to reasonably accommodate the peak parking needs of *development*, balanced by the needs of pedestrians, bicyclists, and transit users and by the preservation of community character.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§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 Proposal</i>	Applicable Regulations	Required Permit Type/ Decision Process
Any <i>single dwelling unit residential development</i>	Sections 142.0510 , 142.0520 and 142.0560	No permit required by this division
Any <i>multiple dwelling unit residential development</i>	Sections 142.0510, 142.0525 and 142.0560	No permit required by this division
Any <i>multiple dwelling unit residential development</i> that includes housing that meets the criteria stated in Section 142.0527 (Affordable Housing Parking Regulations)	Sections 142.0510, 142.0525, 142.0527, and 142.0560	No permit required by this division
Any nonresidential <i>development</i>	Sections 142.0510, 142.0530, and 142.0560	No permit required by this division
<i>Multiple dwelling unit residential development</i> processed with a Planned Development Permit that meets the location criteria in Section 142.0525(c)	Section 142.0525(c)	No permit required by this division
<i>Condominium conversion</i>	Section 142.0525(a)	No permit required by this division
Off-premises parking for <i>development in Urbanized Communities</i> .	Section 142.0535	No permit required by this division
Commercial uses on small <i>lots</i>	Section 142.0540(a)	No permit required by this division
Nonresidential <i>developments</i> that exceed maximum permitted parking	Section 142.0540(b)	Neighborhood Development Permit /Process Two
Nonresidential <i>developments</i> that vary from minimum parking requirements with a TDM Plan	Section 142.0540(c)	Site Development Permit/Process Three
<i>Shared parking</i> for specified uses	Section 142.0545	No permit required by this division
<i>Shared parking</i> for nonspecified uses	Section 142.0545(b)(7)	Neighborhood Development Permit/ Process Two
Tandem Parking for commercial uses	Section 142.0555(b)	Neighborhood Development Permit/ Process Two

(Added 12-9-1997 by O-18451 N.S.; effective 1-8-1998.)
 (Amended 10-18-1999 by O-18691 N.S.; effective 1-1-2000.)
 (Amended 3-1-2006 by O-19468 N.S.; effective 4-1-2006.)
 (Amended 7-5-2006 by O-19506 N.S.; effective 8-4-2006.)
 (Amended 4-8-2008 by O-19734 N.S.; effective 5-8-2008.)
 (Amended 11-16-2012 by O-20216 N.S.; effective 12-16-2012.)
 (Amended 4-5-2016 by O-20634 N.S.; effective 5-5-2016.)

[Editors Note: Amendments as adopted by O-20634 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

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§142.0510 General Parking Regulations

- (a) Use of Required Parking Spaces. Required *off-street parking spaces*, parking areas, and transportation facilities shall be used only for parking operable vehicles of residents, employers, employees, customers, and visitors as appropriate to the allowed uses of the applicable zone.
- (b) Parking Spaces to be Kept Clear. All *off-street parking spaces* and aisles shall be kept clear of any temporary or permanent obstructions.
- (c) Existing Parking Not to be Reduced. Notwithstanding any other provisions of the Land Development Code, existing off-street parking facilities that were provided and maintained on the same *premises* before parking was required and which serve a use now requiring *off-street parking spaces* shall not be reduced in number, dimension, or any other manner below the requirements of this division.
- (d) *Previously Conforming Premises*. Enlargement or change in use, or resumption of a discontinued use, for a *premises* that is *previously conforming* for the reason that it does not provide the number of *off-street parking spaces* required by this Division shall provide parking as follows:
 - (1) When the use is proposed to be enlarged, the additional *off-street parking spaces* required are the number required by this division for the enlargement. Within the beach impact area of the Parking Impact Overlay Zone, additional parking shall be provided at two times the number required for the enlargement but not exceeding the amount required for the entire development.
 - (2) When a change in use is proposed to a use that requires the same or fewer *off-street parking spaces* than the previous use, or for resumption of a discontinued use, no change in parking spaces is required, except as provided in Section 142.0510(d)(4).

- (3) When a change in use is proposed to a use that requires more *off-street parking spaces* than the previous use, parking shall be required as provided in this division for the new use.
- (4) A discontinued use may resume on a *premises* with *previously conforming* parking if:
 - (A) The use is permitted in accordance with the underlying base zone; and
 - (B) The *premises* is not located within the Parking Impact Overlay Zone; or
 - (C) The *premises* is located within the Parking Impact Overlay Zone, but the use has been discontinued for less than 2 years as determined in accordance with Section 142.0510(d)(5).
- (5) Within the Parking Impact Overlay Zone, if the previous use has been discontinued for a period of 2 or more consecutive years, parking shall be required as provided in this Division for the new use, unless a property owner has obtained a Neighborhood Development Permit.
 - (A) Discontinuance of the use for a period of 2 or more consecutive years creates a presumption in favor of abandonment, against which the owner or person asserting *previously conforming* rights may offer evidence.
 - (B) If the *previously conforming* use is discontinued temporarily while repairs, remodeling, or major alterations of the *structure* are under construction, maintenance of an active *construction permit* and continuance of the Business Tax Certificate constitutes conclusive evidence that the use has not been abandoned during the construction.
- (e) Parking in Required Yards. Parking in required *yards* is subject to the following regulations:
 - (1) *Off-street parking spaces* shall not be located in any required front or street side *yard* except as otherwise provided in the particular zone or by Section 142.0510(f).
 - (2) No vehicle shall be parked in any required front or street side *yard* except where permitted by a particular zone, or except as provided below:

- (A) An operable vehicle may be temporarily parked on a legal driveway within a required front or street side yard if the vehicle does not in any way impede access to or from more than one required parking space, including tandem spaces, or encroach upon any public sidewalk. Except as specifically permitted by the applicable zone, the use of a driveway to satisfy *off-street parking space* requirements is not permitted.
 - (B) Unless restricted or prohibited by applicable zone or other regulations, operable vehicles may be parked in parking spaces within side and rear yards, subject to all applicable *screening*, *surfacing*, *landscaping*, and other requirements of the Land Development Code.
- (f) In RS zones, the required parking may be provided on a driveway or paved surface within the front or street side yard on *premises* where required parking was converted to habitable space prior to January 1, 1992, subject to the following requirements:
 - (1) The area complies with the standards for required parking in Section 142.0560 utilizing a maximum of five feet of the undeveloped *public right-of-way*. In no case shall the sidewalk be obstructed or encroached upon by a vehicle parked within the sidewalk area.
 - (2) The area is perpendicular to the *public right-of-way* and between the sidewalk adjacent to the *premises* and the building *setback*.
 - (3) No other on-site alternative placement options are available.
 - (4) The area complies with Section 142.0560(j).
- (g) **Parking in Required Front, Side, or Street Side Yards.** Within the RE, RS, and RX zones, on *lots* with a side yard of less than 10 feet, with no access to the rear yard, and with no other on-site parking areas located outside of the front or side yard, one of the following vehicles may be parked outdoors in the required front, side, or street side yard subject to the requirements contained in Section 142.0510(f)(1) and (2): recreational vehicles, travel trailers, trailers, boats, all-terrain vehicles, motorcycles, and similar equipment.
 - (1) Vehicles and equipment shall be maintained in an operable condition. An operable, self-propelled vehicle may be parked in the same manner as any other operable vehicle, pursuant to Section 142.0510(e)(2).

- (2) Parked vehicles and equipment shall be placed perpendicular to the front *property line* when the item is located within the required front yard.

(Amended 1-9-2001 by O-18910 N.S.; effective 8-8-2001.)

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

(Amended 2-3-2017 by O-20789 N.S.; effective 3-5-2017.)

[Editors Note: Amendments as adopted by O-20789 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

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§142.0520 Single Dwelling Unit Residential Uses — Required Parking Ratios

The required number of *off-street parking spaces* for *single dwelling units* and related uses are shown in Table 142-05B.

Table 142-05B
Minimum Required Parking Spaces for
Single Dwelling Units and Related Uses

Type of Unit and Related Uses	Number of Required Parking Spaces
All <i>single dwelling units</i> , except those with five or more <i>bedrooms</i> in campus impact areas (See Chapter 13, Article 2, Division 8)	2 spaces per <i>dwelling unit</i> ⁽¹⁾
<i>Single dwelling units</i> with five or more <i>bedrooms</i> in campus impact areas (See Chapter 13, Article 2, Division 8)	1 space per <i>bedroom</i> (<i>previously conforming</i> parking regulations in Section 142.0510(d) do not apply) ⁽²⁾
<i>Single dwelling units</i> that have an occupancy that would consist of 6 or more persons eighteen years of age and older residing in the <i>dwelling unit</i> for a period of 30 or more consecutive days, subject to Section 123.0502 ⁽³⁾	1 space per occupant eighteen years of age and older, less 1 space (<i>previously conforming</i> parking regulations in Section 142.0510(d) do not apply) ^{(4),(5)}

Footnotes for Table 142-05B

¹ *Single dwelling units* that do not provide a driveway at least 20 feet long, measured from the back of the sidewalk to that portion of the driveway most distant from the sidewalk, as illustrated in Diagram 142-05A, shall provide two additional parking spaces. These parking spaces may be on-street, abutting the subject property, but shall conform to section 142.0525(c)(4).

- 2 In campus impact areas, new *single dwelling unit development* with 5 or more *bedrooms* shall provide a minimum of 2 parking spaces in a garage. Where an existing garage is proposed for conversion to habitable area, garage parking shall be replaced with an equivalent number of garage parking spaces on the *premises*.
- 3 Housing for senior citizens, residential care facilities, and transitional housing facilities in a *single dwelling unit* are not subject to this parking regulation, but are otherwise subject to all other parking regulations.
- 4 This requirement may be reduced if evidence is provided to the satisfaction of the City Manager that an occupant eighteen years of age and older does not have a vehicle or does not have a valid driver's license, in which case, the required number of *off-street parking spaces* shall be one space per occupant eighteen years of age and older with a valid driver's license and a vehicle, less one space.
- 5 In the case of a conflict between this requirement and the requirements set forth in the Parking Impact Overlay Zone, the higher of the applicable *off-street parking space* requirements shall apply.

(Amended 8-1-2007 by O-19650 N.S.; effective 8-31-2007.)

(Amended 1-29-2008 by O-19704 N.S.; effective 2-28-2008.)

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

[Editors Note: Amendments as adopted by O-20634 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

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(Amended 2-3-2017 by O-20789 N.S.; effective 3-5-2017.)

[Editors Note: Amendments as adopted by O-20789 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

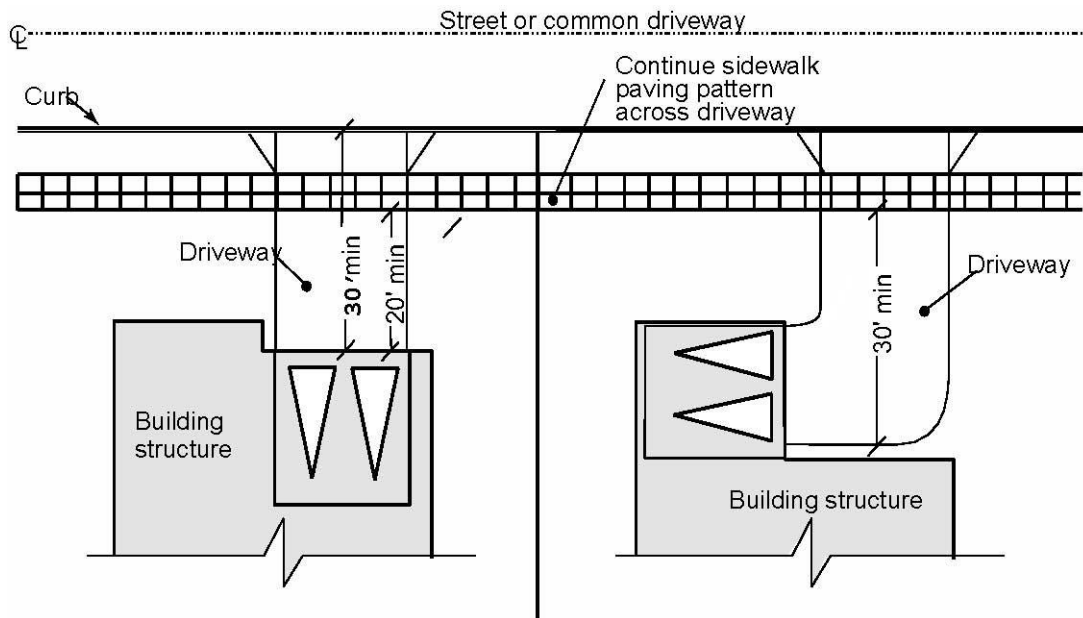
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§142.0521 Parking Site Design for Single Dwelling Unit Residential Uses

Parking facilities for *single dwelling unit residential* uses shall be designed in accordance with the following:

- (a) *Single dwelling unit* developments shall meet the minimum parking requirement established by Section 142.0520.
- (b) Paving and *hardscape* for vehicular use shall be minimized in accordance with section 131.0447.
- (c) Development and design of parking areas shall comply with section 142.0560.
- (d) Driveway width (exclusive of driveway apron) shall comply with section 142.0560. The driveway curb cut shall be located a minimum of 3 feet from the side *property line* to accommodate a standard driveway apron.
- (e) Beyond the driveway curb cut opening, the drive aisle width shall be a minimum of 10 feet and a maximum of 25 feet.
- (f) The minimum distance between an *off-street parking space* and a sidewalk or curb opening shall comply with Diagram 142-05A.
- (g) Within the College Area Community Plan area, except in the RS-1-1 zone, notwithstanding Section 142.0510(f), when a required *off-street parking space* is not located in a garage, it shall not be located within 30 feet of the front *property line*.

Diagram 142-05A
Minimum Distance Between an Off-Street Parking Space
and a Sidewalk or Curb Opening



(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

(Amended 8-1-2007 by O-19650 N.S.; effective 8-31-2007.)

(Amended 2-3-2017 by O-20789 N.S.; effective 3-5-2017.)

[Editors Note: Amendments as adopted by O-20789 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

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§142.0525 Multiple Dwelling Unit Residential Uses — Required Parking Ratios

- (a) **Minimum Required Parking Spaces.** The required automobile parking spaces, motorcycle parking spaces, and bicycle parking spaces for *development of multiple dwelling units*, whether attached or detached, and related and *accessory uses* are shown in Table 142-05C. Other allowances and requirements, including the requirement for additional common area parking for some projects, are provided in Section 142.0525(b) through (d).

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

<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⁾	Transit Area⁽²⁾	Parking Impact⁽⁴⁾		
Studio up to 400 square feet	1.25	1.0	1.5	0.05	0.3
1 bedroom or studio over 400 square feet	1.5	1.25	1.75	0.1	0.4
2 bedrooms	2.0	1.75	2.25	0.1	0.5
3-4 bedrooms	2.25	2.0	2.5	0.1	0.6
5+ bedrooms	2.25	2.0	(See footnote 6)	0.2	1.0
Affordable Housing dwelling units regulated by Section 142.0527	N/A	N/A	0.25 beyond that required in Section 142.0527	(See footnote 3)	(See footnote 3)
Condominium conversion⁽⁸⁾ 1 bedroom or studio over 400 Square feet 2 bedrooms 3 + bedrooms	1.0	0.75	1.25	N/A	N/A
	1.25	1.0	1.5	N/A	N/A
	1.5	1.25	1.75	N/A	N/A
Rooming house	1.0 per tenant	0.75 per tenant	1.0 per tenant	0.05 per tenant	0.30 per tenant
Boarder & Lodger Accommodations	1.0 per two boarders or lodgers	1.0 per two boarders or lodgers	1.0 per two boarders or lodgers, except 1.0 per boarder or lodger in beach impact area	N/A	N/A
Residential care facility (6 or fewer persons)	1 per 3 beds or per permit	1 per 4 beds or per permit	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⁾	Transit Area⁽²⁾	Parking Impact⁽⁴⁾		
Small lot subdivision in accordance with Section 143.0365					
Studio up to 400 square feet	1.25	1.0	1.5	N/A	N/A
1 bedroom or studio over 400 square feet	1.5	1.25	1.75	N/A	N/A
2+ bedrooms	2.0	1.75	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	1 per 3 beds or per permit	N/A	N/A
Continuing Care Retirement Communities					
<i>Dwelling units</i>	1.0	0.75	1.25	N/A	N/A
Convalescent and memory care rooms	1.0 per 3 beds	1.0 per 3 beds	1.0 per 3 beds	N/A	N/A
Employees	1 per peak shift	0.75 per peak shift	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	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* 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.
- ² Transit Area. The *transit area* parking ratio applies to *development* that is at least partially 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).
- ³ The required motorcycle and bicycle parking spaces are those required for *dwelling unit* type for studios up to 400 square feet through 5+ *bedrooms*.

- 4 Parking Impact. The parking impact ratio applies to *development* that is at least partially 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.
- 5 Bicycle. Bicycle racks are not required for a dwelling unit with a garage accessible only by residents of the dwelling unit.
- 6 5+ Bedrooms in Parking Impact Areas. Beach impact area: 2.5 spaces per dwelling unit. Campus impact area: 1 space per bedroom.
- 7 Accessory Uses. Square footage includes *gross floor area* plus *floor area* that is below *grade* and excludes *floor area* devoted to parking.
- 8 *Condominium conversion*. Existing parking located in required front yards shall not be counted toward meeting the required minimum number of parking spaces. Where the number of onsite parking spaces as originally approved exceeds the required parking in Table 142-05C, that number of spaces shall be maintained.

(b) Eligibility For *Shared Parking*. Up to 25 percent of the parking spaces required by this section may be unassigned and eligible for *shared parking* in accordance with Section 142.0545 except that at least one space shall be assigned to each dwelling unit. Within the beach impact area of the Parking Impact Overlay Zone, off- *premises* parking shall not be permitted for residential uses.

(c) Common Area Parking Requirement. The common area parking requirement applies to *multiple dwelling unit development* that is being processed in conjunction with a Planned Development Permit and that is located in one of the following communities: Black Mountain Ranch, Carmel Mountain Ranch, Carmel Valley, East Elliott, Fairbanks Ranch Country Club, Miramar Ranch North, Mira Mesa, Otay Mesa, Rancho Bernardo, Rancho Penasquitos, Sabre Springs, Scripps Miramar Ranch, Tierrasanta, and Torrey Highlands, and University. The following standards will be applied by the decision maker to determine the number of common area parking spaces to require as a condition of approval.

(1) The number of common area parking spaces that may be required is 20 percent of the total *off-street parking spaces* required. This requirement may, however, be increased or decreased based on consideration by the decision maker of the following:

(A) For large developments, generally in excess of 200 dwelling units, the number of common area parking may be decreased to no less than 15 percent of the total *off-street parking spaces* required.

- (B) In areas where there are few or no on-street parking spaces, where on-street parking spaces are generally occupied, or where on-street parking spaces are not conveniently located, the number of required common area parking spaces may be increased.
- (C) For any project with characteristics, surroundings, or expected residents that are likely to have an effect on the demand for common area parking, the number of common area parking spaces may be increased or decreased accordingly.
- (2) All common area parking that is provided off-street must be clearly identified and reserved for visitors.
- (3) All common area parking that is provided off-street is eligible for shared parking in accordance with Section 142.0545.
- (4) The common area parking requirement may be met on-street by parking spaces that meet the following criteria:
 - (A) The parking spaces completely abut the subject property's street frontage.
 - (B) The parking spaces are within a local street that is improved to City standards to accommodate on-street parking.
 - (C) If the parking spaces are existing, most of them are not usually occupied.
 - (D) On-street parking spaces shall be counted according to on-street parking demarcation or parking meters or, if none exists, as one space per 20 feet of full-height curb.
- (d) Minimum Required Parking Without a 20-foot Driveway. Any *multiple dwelling unit* with a garage that does not provide a driveway that is at least 20 feet long, measured from the back of the sidewalk to that portion of the driveway most distant from the sidewalk, as illustrated in Diagram 142-05A (Section 142.0520), shall provide one additional parking space. This additional parking space may be on-street, abutting the subject property.

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

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

(Amended 7-5-2006 by O-19506 N.S.; effective 8-4-2006.)

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

(Amended 4-23-2008 by O-19739 N.S.; effective 5-23-2008.)

(Amended 11-13-08 by O-19802 N.S.; effective 12-13-2008.)
(Amended 11-16-2012 by O-20216 N.S.; effective 12-16-2012.)
(Amended 5-5-2015 by O-20483 N.S.; effective 6-4-2015.)
(Amended 4-5-2016 by O-20634 N.S.; effective 5-5-2016.)

[Editors Note: Amendments as adopted by O-20634 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

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http://docs.sandiego.gov/municode_strikeout_ord/O-20634-SO.pdf]

(Amended 8-4-2016 by O-20704 N.S.; effective 8-27-2016.)

§142.0527 Affordable Housing Parking Regulations

The Affordable Housing Parking Regulations establish the minimum number of on site parking spaces required for affordable housing *dwelling units* that meet the criteria in Section 142.0527(a)(3).

- (a) Definitions. For the purposes of Section 142.0527, the following definitions apply:
 - (1) Civic Uses means cultural facilities, libraries, museums and art galleries, post offices, public parks, recreation centers, or social service agencies.
 - (2) Family Housing means a *development* where 50 percent or more of the *dwelling units* contain two or more *bedrooms*.
 - (3) Affordable housing *dwelling units* are *dwelling units* within a *multiple dwelling unit development* that meet the following criteria:
 - (A) *Dwelling units* are rental units reserved for a period of at least 30 years for *low income* or *very low income* households in which the tenants do not pay more than 35 percent of gross household income toward gross rent (including utilities). These provisions shall be included in a written agreement with the San Diego Housing Commission; and

(B) The *development* falls into at least one of the following categories:

- (i) Family Housing;
- (ii) Housing for Senior Citizens, meeting the criteria of - “Housing for older persons” as defined in 42 United States Code, Section 3607(b) of the Fair Housing Act Amendments of 1988 and 24 Code of Federal Regulations, section 100.304; or “Senior citizen housing development” as defined in Section 51.3 of the California Civil Code;
- (iii) Housing for *disabled persons*;
- (iv) SRO *hotel*; or
- (v) Studio (up to and including 400 square feet) or 1 *bedroom* (greater than 400 square feet), provided the studio or 1 *bedroom* is not within a *development* for Family Housing or Housing for Senior Citizens.

(b) Parking Demand. The minimum required automobile parking spaces for affordable housing *dwelling units* shall be determined using the following indexes (See the Land Development Manual: Calculating Affordable Housing Parking Requirements for guidance on calculating the Walkability and Transit Indexes.):

(1) Walkability Index

The Walkability Index shall be determined by assigning one point for each of the following criteria, for a maximum Walkability Index of 4 points.

- (A) Retail, theater, or assembly and entertainment uses present within one-half mile of the affordable housing *dwelling units*.
- (B) More than 120 *lots* developed with retail, theater, or assembly and entertainment uses within one-half mile of the affordable housing *dwelling units*.
- (C) Office, nonresidential day care, nursery school, kindergarten through grade 12, hospitals, healthcare uses, or Civic Uses within one-half mile of the affordable housing *dwelling units*.

- (D) More than 50 *lots* developed with office, nonresidential day care, nursery school, kindergarten through grade 12, hospitals, or healthcare uses, or Civic Uses within one-half mile of the affordable housing *dwelling units*.

(2) Transit Index

The Transit Index shall be determined by assigning points for the number of peak hour trips within a defined distance from the affordable housing *dwelling units*. For bus transit, the distance is one-quarter mile from the affordable housing *dwelling units* for each bus transit stop. For fixed rail and bus rapid transit, the distance is one-half mile from the affordable housing *dwelling units* for each fixed stop. Inbound/outbound stops for the same route are calculated as one stop.

- (A) 0-15 peak hour trips/hour (1 point)
- (B) 16-30 peak hour trips/hour (2 points)
- (C) 31-45 peak hour trips/hour (3 points), or
- (D) 46 or greater peak hour trips/hour (4 points)

(3) Determination of Parking Demand

- (A) The Walkability/Transit Index is the sum of the Walkability Index and the Transit Index divided by two.
- (B) The Walkability/Transit Index shall determine the parking demand as follows:
 - (i) 0.0 – 1.99: High parking demand
 - (ii) 2.0 – 3.99: Medium parking demand
 - (iii) 4.0: Low parking demand

(c) Alternative compliance may be used to determine the Walkability Index in accordance with the following:

- (1) A project shall be deemed to have alternatively complied with Section 142.0527(b)(1)(B) when it is demonstrated to the satisfaction of the City Manager that there are more than 120 retail, theater, or assembly and entertainment uses within one-half mile of the affordable housing *dwelling units*.

- (2) A project shall be deemed to have alternatively complied with Section 142.0527(b)(1)(D) when it is demonstrated to the satisfaction of the City Manager that there are more than 50 office, nonresidential day care, nursery school, kindergarten through grade 12, hospitals, or healthcare uses, or Civic Uses within one-half mile of the affordable housing *dwelling units*.
- (d) Affordable housing *dwelling units* Parking Ratios. Table 142-05D provides the parking ratios required for affordable housing *dwelling units* as defined in Section 142.0527(a)(3).

Legend for Table 142-05D

Symbol in Table 142-05D	Description of Symbol
H	High parking demand
M	Medium parking demand
L	Low parking demand
-	Section 142.0527 does not apply to housing of this type

Table 142-05D

Affordable Housing Dwelling Units Parking Ratios

Bedrooms	Family Housing			Housing for Senior Citizens			Studio ⁽¹⁾ or 1 Bedroom ⁽¹⁾			Housing for Disabled Persons			SRO Hotel		
	H	M	L	H	M	L	H	M	L	H	M	L	H	M	L
Studio	0.5	0.2	0.1	0.5	0.3	0.1	0.5	0.2	0.1	0.5	0.2	0.1	0.5	0.3	0.1
1 BR	1.0	0.6	0.33	0.75	0.6	0.15	0.75	0.5	0.1	0.75	0.5	0.1	-	-	-
2BR	1.3	1.1	0.5	1.0	0.85	0.2	-	-	-	-	-	-	-	-	-
3 BR	1.75	1.4	0.75	-	-	-	-	-	-	-	-	-	-	-	-
Accessory															
Visitor ⁽²⁾	0.15			0.15			0.15			0.15			0.15		
Staff ⁽²⁾	0.05			0.05			0.05			0.1			0.05		
Assigned spaces ⁽³⁾	0.1			0.1			0.1			0.1			0.1		

Footnotes for Table 142-05D

- (1) See Section 142.0527(a)(3)(B)(v).
- (2) Visitor and staff parking spaces are calculated by multiplying the ratio by the total number of affordable housing *dwelling units*.
- (3) For assigned parking, the number of additional parking spaces is calculated by multiplying the total parking spaces required for the affordable housing *dwelling units*, visitor, and staff parking by 0.1. For unassigned parking, no additional parking spaces are required.

(e) Supplemental Regulations.

- (1) All required parking shall be provided in non-tandem parking spaces.
- (2) Affordable housing *dwelling units* shall not be subject to the parking regulations of the Transit Overlay Zone and shall not be entitled to parking reductions provided for in Section 142.0550 (Parking Assessment District Calculation Exception).
- (3) The number of accessible parking spaces provided in accordance with Title 24 of the California Code of Regulations (California Building Standards Code) for Housing for Senior Citizens and housing for *disabled persons* shall be the number of spaces required in accordance with the basic parking ratio for multiple *dwelling units* in Table 142-05C.
- (4) An *applicant* that demonstrates compliance with Section 142.0527 shall receive a determination of *substantial conformance* with respect to the parking requirements specified in Section 142.0527 when such a determination is requested in accordance with Section 126.0112, provided that the *applicant* enters into a *shared parking* agreement with respect to the spaces determined to be surplus as a result of the *substantial conformance* review, pursuant to Section 142.0545.

(“Parking Regulations for Reduced Parking Demand Housing” added 11-16-2012 by O-20216 N.S.; effective 12-16-2012.)

(Retitled to “Affordable Housing Parking Regulations” and amended 4-5-2016 by O-20634 N.S.; effective 5-5-2016.)

[Editors Note: Amendments as adopted by O-20634 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-20634-SO.pdf]

§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, 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</i> Area plus below <i>Grade Floor</i> Area and Excludes <i>Floor</i> Area Devoted to Parking)		
	Required Automobile Parking Spaces ⁽¹⁾		
	Minimum Required Outside a <i>Transit Area</i>	Minimum Required Within a <i>Transit Area</i> ⁽²⁾	Maximum Permitted
Commercial Zones			
CC-1-1 CC-2-1 CC-4-1 CC-5-1	2.5	2.1	6.5
CC-1-2 CC-2-2 CC-4-2 CC-5-2	2.5	2.1	6.5
CC-1-3 CC-2-3 CC-4-3 CC-5-3	5.0 ⁽³⁾	4.3	6.5
CC-2-4 CC-3-4 CC-4-4 CC-5-4	2.5	2.1	6.5
CC-3-5	1.0 ⁽⁴⁾	1.0 ⁽⁴⁾	5.5
CC-3-5/Beach impact area ⁽⁵⁾	2.5	2.1	6.5
CC-4-5	1.0 ⁽⁴⁾	1.0 ⁽⁴⁾	5.5
CC-2-5 CC-5-5	1.25	1.25	5.5
CC-3-6 CC-4-6 CC-5-6	2.5	2.1	6.5
CC-3-7	2.5	2.1	6.5
CC-3-8	2.5	2.1	6.5
CC-3-9	2.5	2.1	6.5
CN-1-1	1.0 ⁽⁴⁾	1.0 ⁽⁴⁾	5.5

CN-1-2	5.0	4.3	6.5
CN-1-3	2.5	2.1	6.5
CN-1-4	2.5	2.1	6.5
CN-1-5	2.5	2.1	6.5
<u>CN-1-6</u>	<u>2.5</u>	<u>2.1</u>	<u>6.5</u>
CR-1-1 CR-2-1	5.0 ⁽³⁾	4.3	6.5
CO-1-1 CO-1-2 CO-2-1 CO-2-2 CO-3-1 CO-3-2 <u>CO-3-3</u>	5.0	4.3	6.5
CV-1-1	5.0	4.3	6.5
CV-1-2	2.5	2.1	6.5
Industrial Zones			
IH-1-1 IH-2-1	5.0	4.3	6.5
IL-1-1 IL-2-1 IL-3-1	5.0	4.3	6.5
IP-1-1 IP-2-1	5.0	4.3	6.5
IS-1-1	1.0 ⁽⁴⁾	1.0 ⁽⁴⁾	5.5
IBT-1-1	5.0	4.3	6.5
Planned Districts			
Barrio Logan: Subdistrict B	1.0 ⁽⁴⁾	1.0 ⁽⁴⁾	5.5
Barrio Logan: Except Subdistrict B	2.5	2.1	6.5
Carmel Valley	5.0	4.3	6.5
Cass Street	2.0	2.0	6.5
Central Urbanized	2.5	2.1	6.5
Golden Hill	1.25	1.25	5.5
La Jolla	1.7	1.7	5.5
La Jolla Shores	1.0	1.0 ⁽⁴⁾	5.5
Mid-City: CN-3 and CV-3	1.25	1.25	5.5
Mid-City: Except CN-3, CV-3	2.5	2.1	6.5

Mount Hope	3.3	2.8	6.5
Mission Valley: CV	2.5	2.1	6.5
Mission Valley: Except CV	5.0	4.3	6.5
Old Town	4.0	3.4	6.5
Southeast San Diego	2.5	2.1	6.5
San Ysidro	2.5	2.1	6.5
West Lewis Street	1.0 ⁽⁴⁾	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*. The *transit area* minimum parking ratios apply in the *Transit Area* Overlay Zone (Chapter 13, Article 2, Division 10) and in the Urban Village Overlay Zone (Chapter 13, Article 2, Division 11).
- 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).

- (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 (<i>Floor Area Includes Gross Floor Area plus below Grade Floor Area and Excludes Floor Area Devoted to Parking</i>)		
	Required Automobile Parking Spaces⁽²⁾		
	Minimum Required Outside a Transit Area	Minimum Required Within a Transit Area⁽³⁾	Maximum Permitted
Commercial Zones			
CC-1-1 CC-2-1 CC-4-1 CC-5-1	2.5	2.1	25.0
CC-1-2 CC-2-2 CC-4-2	2.5	2.1	25.0
CC-5-2	2.5	2.1	25.0
CC-4-2/Coastal Overlay Zone ⁽⁴⁾	5.0	4.3	25.0
CC-1-3 CC-2-3 CC-4-3 CC-5-3	15.0	12.8	25.0
CC-2-4 CC-3-4 CC-4-4	2.5	2.1	25.0
CC-4-4/Coastal Overlay Zone ⁽⁴⁾	5.0	4.3	25.0
CC-5-4	2.5	2.1	25.0
CC-2-5 CC-3-5	1.0 ⁽⁵⁾	1.0 ⁽⁵⁾	20.0
CC-3-5/Coastal Overlay Zone ⁽⁴⁾	5.0	4.3	25.0
CC-4-5	1.0 ⁽⁵⁾	1.0 ⁽⁵⁾	20.0
CC-5-5	1.25	1.25	20.0

CC-3-6 CC-4-6 CC-5-6	2.5	2.1	25.0
CC-3-7	2.5	2.1	25.0
CC-3-8	2.5	2.1	25.0
CC-3-9	2.5	2.1	25.0
CN-1-1	1.0 ⁽⁵⁾	1.0 ⁽⁵⁾	20.0
CN-1-2	15.0	12.8	25.0
CN-1-3	2.5	2.1	25.0
CN-1-4	2.5	2.1	25.0
CN-1-5	2.5	2.1	25.0
<u>CN-1-6</u>	<u>2.5</u>	<u>2.1</u>	<u>25.0</u>
CR-1-1 CR-2-1	15.0	12.8	25.0
CO-1-1 CO-1-2 CO-2-1 CO-2-2 CO-3-1 CO-3-2 <u>CO-3-3</u>	15.0	12.8	25.0
CV-1-1	15.0	2.1	25.0
CV-1-2	5.0	4.3	25.0
Industrial Zones			
IH-1-1 IH-2-1	15.0	12.8	25.0
IL-1-1 IL-2-1 IL-3-1	15.0	12.8	25.0
IP-1-1 IP-2-1	15.0	12.8	25.0
IS-1-1	1.0 ⁽⁵⁾	1.0 ⁽⁵⁾	20.0
IBT-1-1	15.0	12.8	25.0
Planned Districts			
Barrio Logan: Subdistrict B	1.0 ⁽⁵⁾	1.0 ⁽⁵⁾	20.0
Barrio Logan: Except Subdistrict B	2.5	2.1	20.0
Carmel Valley	15.0	12.8	25.0

Cass Street	5.0	4.3	25.0
Central Urbanized	2.5	2.1	6.5
Golden Hill	1.25	1.25	20.0
La Jolla	5.0	4.3	20.0
La Jolla Shores	1.0	1.0 ⁽⁵⁾	20.0
Mid-City: CN-3 and CV-3	1.25	1.25	20.0
Mid-City: Except CN-3, CV-3	2.5	2.1	25.0
Mount Hope	3.3	2.8	25.0
Mission Valley: CV	5.0	4.3	25.0
Mission Valley: Except CV	15.0	12.8	25.0
Old Town	4.0	3.4	25.0
Southeast San Diego	5.0	4.3	25.0
San Ysidro	5.0	4.3	25.0
West Lewis Street	1.0 ⁽⁵⁾	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*. The *transit area* minimum parking ratios apply in the *Transit Area Overlay Zone* (Chapter 13, Article 2, Division 10) and in the *Urban Village Overlay Zone* (Chapter 13, Article 2, Division 11).
- 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.

- (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 <i>Transit Area</i>	Minimum Required Within a <i>Transit Area</i> ⁽²⁾	Maximum Permitted
Institutional			
Separately Regulated Uses			
Botanical Gardens and Arboretums	3.3	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	85% of Minimum	N/A
Grade 10 through grade 12	1 per 5 students at maximum occupancy	85% of Minimum	N/A
Vocational/trade schools	1 per student at maximum occupancy	85% of Minimum	N/A
Exhibit Halls & Convention Facilities	1 per 3 seats; 30.0 if no fixed seats	85% of Minimum	N/A
Hospitals	2 per bed	85% of Minimum	N/A
Intermediate care facilities and nursing facilities	1 per 3 beds	85% of Minimum	N/A
Interpretive Centers	3.3	2.8	N/A
Museums	3.3	2.8	N/A
Radio & Television Broadcasting	3.3	2.9	5.0
Retail Sales: See Table 142-05E			
Commercial Services			
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	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	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	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	85% of Minimum	N/A
Visitor accommodations	1 per <i>guest room</i> Conference Area: 10.0	1 per <i>guest room</i> Conference Area: 10.0	N/A
Separately Regulated Uses			
Child Care Centers	1 per staff	85% of Minimum	N/A
Funeral parlors & Mortuaries	1 per 3 seats; 30.0 for assembly area if no fixed seats	85% of minimum	N/A
Private clubs, lodges, fraternal organizations (except fraternities and sororities)	1 per <i>guest room</i> , or 2.5, whichever is greater ⁽³⁾	85% of Minimum	N/A
Single room occupancy hotels (For <i>SRO Hotels</i> that meet the criteria for affordable housing <i>dwelling units</i> stated in Section 142.0527, see Section 142.0527 for parking requirements)	1 per room	0.5 per room	N/A

Veterinary clinics & hospitals	2.5	2.1	N/A
Offices⁽⁴⁾			
Business & professional/ Government/ Regional & corporate headquarters (except in IS Zone)	3.3	2.9	5.0
Medical, dental, & health practitioners (except in IS Zone)	4.0	3.5	6.0
All office uses in the IS Zone	1.0 ⁽⁵⁾	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	85% of Minimum	N/A
Vehicle repair & maintenance	5.0	4.3	N/A
Vehicle sales & rentals	1 per each 10 display cars	85% of Minimum	N/A
Distribution and Storage⁽⁴⁾			
All distribution and storage uses	1.0 ⁽⁵⁾	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	N/A	N/A
Industrial			
Heavy Manufacturing (except in IS Zone)	1.5 ⁽⁶⁾	1.5 ⁽⁶⁾	4.0
Light manufacturing (except in IS Zone)	2.5 ⁽⁶⁾	2.1 ⁽⁶⁾	4.0
Research & development (except in IS Zone)	2.5	2.1	4.0
All industrial uses in the IS Zone	1.0 ⁽⁵⁾	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*. The *transit area* minimum parking ratios apply in the *Transit Area Overlay Zone* (Chapter 13, Article 2, Division 10) and in the *Urban Village Overlay Zone* (Chapter 13, Article 2, Division 11).
- 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.

(d) Parking Spaces for Carpool Vehicles and Zero Emissions Vehicles

- (1) Designated parking spaces for carpool vehicles (vehicles containing two or more persons) 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 vehicles and zero emissions vehicles shall be clearly labeled as designated for any combination of carpool vehicles and zero emission vehicles, and shall be conveniently located close to employee entrances.

- (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.)

[Editors Note: Amendments as adopted by O-20634 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

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§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.)

§142.0540 Exceptions to Parking Regulations for Nonresidential Uses

- (a) Commercial Uses on Small Lots. Outside the beach impact area of the Parking Impact Overlay Zone, for *lots* that are 10,000 square feet or less, that existed before January 1, 2000, the parking requirements set forth in Table 142-05H may be applied to all commercial uses at the option of the *applicant* as an alternative to the requirements set forth in Section 142.0530. The type of access listed in Table 142-05H determines the minimum number of required *off-street parking spaces*.

**Table 142-05H
Alternative Parking Requirement for
Commercial Uses on Small Lots**

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

Footnote to Table 142-05H

- ¹ The City Engineer will determine whether a *lot* has adequate *alley* access according to accepted engineering practices.

- (b) Exceeding Maximum Permitted Parking. Development proposals may exceed the maximum permitted automobile parking requirement shown in Tables 142-05E, 142-05F, and 142-05G with the approval of a Neighborhood Development Permit, subject to the following:
- (1) The *applicant* must show that the proposed parking spaces are required to meet anticipated parking demand, will not encourage additional automobile trips, and will not result in adverse site design impacts; and
- (2) The number of automobile parking spaces provided shall not be greater than 125 percent of the maximum that would otherwise be permitted.

- (c) Varying From Minimum Parking Requirements. Development proposals may, at the applicant's option, vary from the minimum parking requirements of this division with the approval of a Transportation Demand Management (TDM) Plan and Site Development Permit decided in accordance with Process Three, subject to the following requirements.
- (1) The TDM Plan shall be designed to reduce peak period automobile use with such techniques as carpooling, vanpooling, transit, bicycling, walking, telecommuting, compressed work weeks, or flextime.
 - (2) To compensate for a reduction in parking, the TDM Plan shall specify only those measures that would not otherwise be required by this division.
 - (3) In no case shall the number of automobile parking spaces provided be less than 85 percent of the minimum that would otherwise be required.
 - (4) The *applicant* shall show that the TDM Plan adequately mitigates the proposed reductions in automobile parking.
 - (5) The owner shall set aside land for a parking facility or allow for future construction or expansion of a structured parking facility that is sufficient to provide additional parking spaces equal in number to the number reduced.
 - (6) In the event of noncompliance with the TDM Plan, the City Manager shall require the owner to construct additional parking spaces equal in number to the spaces originally reduced.

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

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

(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.)

§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 floor area unless otherwise noted. Floor area includes gross floor area plus below grade <i>floor</i> area and excludes floor area devoted to parking)	Transit Area ⁽¹⁾
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.* The *transit area* peak parking demand applies in the *Transit Area* Overlay Zone (see Chapter 13, Article 2, Division 10).

- (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
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
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
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.)

[Editors Note: Amendments as adopted by O-20634 N.S. will not apply within the Coastal Overlay Zone until the California Coastal Commission certifies it as a Local Coastal Program Amendment.

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§142.0550 Parking Assessment District Calculation Exception

- (a) Exemption From Minimum Required Parking Spaces. Property within a parking assessment district formed pursuant to any parking district ordinance adopted by the City Council may reduce the number of parking spaces provided from the minimum automobile space requirements in Tables 142-05C, 142-05E, 142-05F, and 142-05G in accordance with the application of the following formula:

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

The remainder of the *off-street parking spaces* required by Tables 142-05C, 142-05E, 142-05F, and 142-05G shall be provided on the *premises* or as otherwise provided in the applicable zone.

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

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

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

§142.0555 Tandem Parking Regulations

- (a) Tandem Parking for Residential Uses. Tandem parking regulations for residential uses are described in Chapter 13, Article 2, Division 9 (Residential Tandem Parking Overlay Zone).
- (b) Tandem Parking for Commercial Uses. Tandem parking for commercial uses may be approved through a Neighborhood Development Permit provided the tandem parking is limited to the following purposes:
 - (1) Assigned employee parking spaces;
 - (2) Valet parking associated with restaurant use; and
 - (3) Bed and breakfast establishments.

(Added 12-9-1997 by O-18451 N.S.; amended 10-18-1999 by O-18691 N.S.; effective 1-1-2000.)

§142.0556 Mechanical Automobile Lifts

Mechanical automobile lifts may be incorporated into *developments* to meet required parking in any area where tandem parking is permitted as identified in Section 142.0555, or where the mechanical automobile lift design allows for access to a specific car on demand. Parking spaces within the lift may be counted towards the required parking requirement. The mechanical automobile lift shall be fully enclosed in a *structure*.

(Amended 11-13-08 by O-19802 N.S; effective 12-13-2008.)

§142.0560 Development and Design Regulations for Parking Facilities

- (a) General Regulations for Parking Areas
 - (1) In computing the required number of *off-street parking spaces* and bicycle spaces, a remaining fraction of one-half or more parking space is deemed a whole parking space; a remaining fraction of less than one-half is disregarded.
 - (2) For mixed uses on the same *premises*, the required parking spaces shall be either of the following:
 - (A) The sum of the requirements for each individual use computed separately; or
 - (B) In compliance with Section 142.0545 *shared parking* requirements.
 - (3) Where five or more required spaces are provided on a *premises*, each space shall be clearly delineated with paint or other more durable material contrasting in color with the surface to which it is applied.
 - (4) Parking areas with fewer than 5 spaces are not required to be delineated. The number of spaces in undelineated parking areas shall be determined by dividing the square footage of the usable parking area by 350.
- (b) Minimum Dimensions for *Off-street Parking Spaces*. The minimum dimensions for single and tandem spaces for specific types of parking spaces are shown in Table 142-05K , except as provided in Section 142.0560(e) for certain pre-existing parking facilities. Compact spaces are not permitted.

Table 142-05K
Minimum Off-Street Parking Space Dimensions

Type of Space	Required Single Space Dimensions	Required Tandem Space Dimensions
Parking space unobstructed: Retail sales uses and eating and drinking establishments All other uses	8'-3" wide x 18' long 8' wide x 18' long	All uses 8' wide x 36' long
Parking space abuts a wall, column, or other immovable obstacle	One side abutting obstacle: 9' wide x 18' long Two sides abutting obstacle: 9½' wide x 18' long	One side abutting obstacle: 9' wide x 36' long Two sides abutting obstacle: 9½' wide x 36' long
Garage door behind space	Add 1 foot to the required parking space length	Add 1 foot to the required parking space length
Garage door between front and rear space	N/A	Add 5 feet to the required parking space length
Parking Space parallel to aisle (interior space)	8' wide x 21' long	N/A

- (c) Minimum Dimensions for Automobile Parking Aisles. The minimum dimensions for automobile parking aisles at permitted angles for one-way and two-way circulation are shown in Table 142-05L and illustrated in Diagram 142-05B, except as provided in Section 142.0560(e) for certain pre-existing parking facilities.

Table 142-05L
Aisle Dimensions

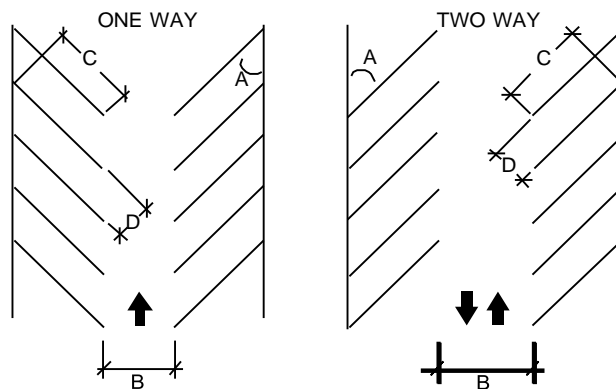
Angle Between Parking Space and Aisle	Minimum Required Aisle Width (feet)	
	One Way	Two Way
90° (perpendicular)	24 ¹	24 ¹
75°	23	24
60°	18	22
45°	12	20
0° (parallel)	12	20

Footnote for Table 142-05L

- ¹ For narrow lots 50 feet or less in width, the minimum drive aisle may be reduced to 22 feet.

Diagram 142-05B

Minimum Dimensions for Automobile Parking Spaces and Aisles



- A. Angle between parking space and aisle
B. Aisle width
C. Space length: 18'
D. Space width: 8'3" retail sales and restaurant uses.
(all other uses 8')

- (1) For other angles between 45 and 90 degrees, use the aisle width for the next larger angle in Table 142-05L.
 - (2) Parking spaces that are not parallel to the aisle (0 degrees between the parking space and aisle) shall be at an angle of at least 45 degrees to the aisle, except as otherwise approved by the City Manager according to accepted engineering practices.
- (d) Vehicular Circulation within Parking Facilities
 - (1) Each parking space shall open directly on an aisle or driveway of such width and design as to provide safe and efficient means of vehicular access to the parking space. All required parking facilities shall have convenient and direct access to a public *street* or *alley*.
 - (2) Vehicular circulation from one aisle to another on the same *premises* shall not require the use of a public *street*.
 - (3) Aisles that do not provide through circulation shall provide a turnaround area at the end of the aisle that is clearly marked to prohibit parking and that has a minimum area equivalent to a parking space.
- (e) Minimum Parking and Aisle Dimensions for Pre-existing Parking Facilities. Required *off-street parking spaces* approved before January 1, 2000 need not be restriped to comply with this section when enlargement or a change in use is undertaken if the spaces required for both the existing use and enlargement comply with the following standards:
 - (1) The parking stall dimensions for 90-degree parking are 8 feet, 6 inches wide by 20 feet long with 21-foot aisles; or
 - (2) A maximum of 60 percent of the total number of spaces may be 7 feet, 6 inches wide by 15 feet long with 18-foot aisles..
- (f) Minimum Dimensions for Motorcycle Parking Facilities. Motorcycle spaces shall be at least 3 feet wide and 8 feet long.
- (g) Minimum Bicycle Facilities. Bicycle racks, bicycle lockers, and shower facilities required by this division shall comply with the following.
 - (1) A bicycle rack is not required for bicycle parking spaces required for a dwelling unit with a garage that is for use only by the occupants of the dwelling unit.
 - (2) Bicycle racks used to provide required bicycle parking spaces shall allow the locking of both wheels and the frame without the use of chains or cables.

- (3) Bicycle lockers may be substituted by enclosed, locked, limited-access areas with racks.
 - (4) Bicycle racks and lockers shall be located in convenient, visible, well-lit areas that are not accessible by motor vehicles or within a pedestrian path. They may be located within the *public right-of-way* only upon approval of the City Manager, according to accepted engineering practices.
 - (5) Shower facilities shall include lockers and shall be free-of-charge to bicycle commuters.
- (h) Surface Parking Design Regulations
- (1) All parking spaces, parking areas, loading areas, and driveways shall be surfaced with asphaltic concrete at least 2 inches in depth or its equivalent as determined by the City Manager according to accepted engineering practices, except that vehicles and equipment permitted to be stored in accordance with Chapter 14, Article 2, Division 11 (Outdoor Storage, Display, and Activity Regulations), may be placed on a permeable surface. Surfacing shall be placed on a suitable compacted and prepared base.
 - (2) Any artificial lighting of parking areas shall be shaded so as not to fall on adjacent properties.
 - (3) All surface parking facilities (including aisles and driveways) in a *multiple dwelling unit*, commercial, or industrial zone containing five or more parking spaces shall be bounded by walls, *solid fences*, buildings, landscaping, or a combination of these whenever the parking area abuts residentially zoned property along the side or rear *property lines* of the *premises* on which the parking area is located. All walls, buildings, and landscaping shall be in compliance with applicable *setback* and *fence* requirements.
 - (4) On any *premises* containing five or more parking spaces, all parking spaces within 10 feet of the boundaries of abutting properties shall be equipped with curbs or permanently anchored wheel stops not less substantial than a 6-inch by 6-inch timber. Wheel stops shall be at least 6 feet in length and located to provide a vehicle overhang of not more than 3 feet.
 - (5) The length of a parking space may overhang a raised curb or wheel stop and a required landscape area by a maximum of 3 feet, provided that the height of the curb does not exceed 6 inches and the area of overhang is not part of a required pedestrian path.

- (6) The maximum gradient in any direction within a surface parking facility shall be 6 percent, except that where unusual or special circumstances warrant, the City Manager may approve steeper gradients according to accepted engineering practices.
- (i) Queue Requirements for Drive-Up Service. Queue space for a minimum of five cars shall be provided for each drive-up service window or position. The queue space for each car shall be 10 feet wide and 20 feet long. Required queue spaces shall not obstruct access to parking aisles or parking spaces. See Section 141.0607(b) for additional queue requirements that apply to eating and drinking establishments with drive-up or drive-through service.
- (j) Driveway and Access Regulations
 - (1) Driveway width shall be determined based on the size of the *lot*, type of use proposed, and location inside or outside of the Parking Impact Overlay Zone. Refer to Tables 142-05M and 142-05N for the applicable minimum and maximum driveway widths.

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

Use	Minimum Width		Maximum Width (Outside of Parking Impact Overlay Zone)		Maximum Width Parking Impact Area
	One-Way	Two-Way	One-Way	Two-Way	Two Way
<i>Detached Single Dwelling Unit</i>	12 feet		25 feet		12 feet
<i>Dwelling Unit in the RX Zone</i>	12 feet		20 feet		12 feet
<i>Multiple Dwelling Unit</i>	14 feet	20 feet	20 feet	25 feet	20 feet
Nonresidential	14 feet	24 feet	20 feet	30 feet	25 feet

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

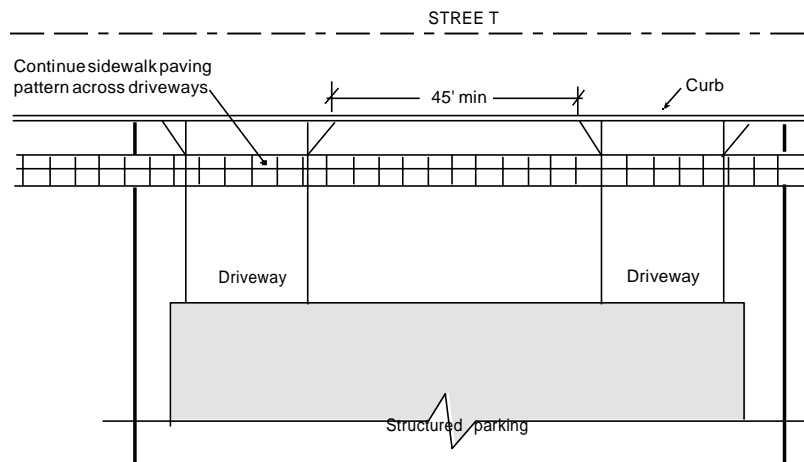
Use	Minimum Width		Maximum Width (Outside of Parking Impact Overlay Zone)		Maximum Width Parking Impact Area
	One-Way	Two-Way	One-Way	Two-Way	Two Way
Detached <i>Single Dwelling Unit</i>	12 feet		20 feet		12 feet
<i>Dwelling Unit</i> in the RX Zone	12 feet		20 feet		12 feet
<i>Multiple Dwelling Unit</i>					
2 units	12 feet		20 feet		12 feet
3-5 units	14 feet		20 feet		14 feet
6 or more units	14 feet	20 feet	20 feet	25 feet	20 feet
Nonresidential	14 feet	20 feet	20 feet	30 feet	20 feet

- (2) Existing driveways shall be modified to comply with this section when redevelopment occurs after demolition of the primary *structure* on a *premises*, or when otherwise required by the Land Development Code.
- (3) Driveway openings shall comply with San Diego Regional Standard Drawing SDG-164 and either Number SDG-159 and SDG-160, Concrete Driveways, or SDG-163, Concrete Driveway Commercial Alternate, except that driveway openings abutting a through travel lane less than 17 feet wide with an existing or anticipated speed limit of 30 miles per hour or greater shall conform to Drawing Number SDG-163, Concrete Driveway Commercial Alternate.

- (4) Driveways that serve as direct access to *off-street parking spaces* and that traverse a sidewalk or curb shall be at least 20 feet long measured from the back of the sidewalk to that portion of the driveway most distant from the sidewalk, as illustrated in Diagram 142-05A in Section 142.0520.
- (5) Driveway entrances crossing a sidewalk shall maintain the scoring pattern and color used in the adjacent sidewalk areas, as illustrated in Diagram 142-05C. Special paving requires the approval of the City Engineer.
- (6) There shall be at least a 45-foot length of full-height curb between driveways serving the same *premises*, as illustrated in Diagram 142-05C.

Diagram 142-05C

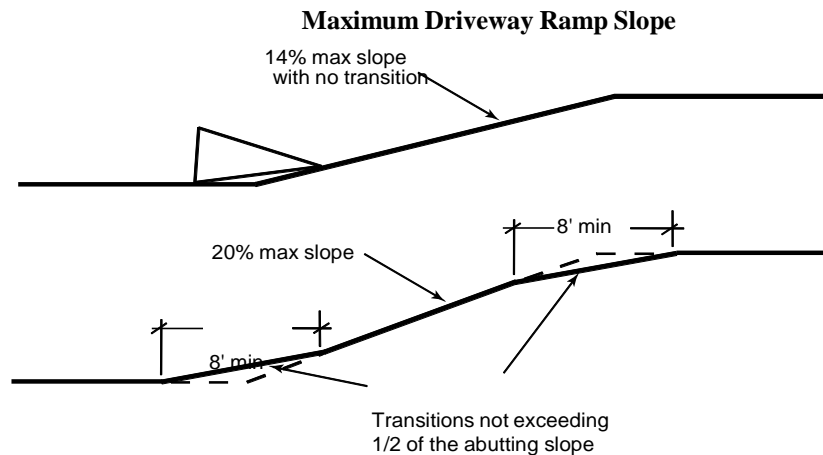
Driveway Spacing and Scoring Pattern



- (7) Within the beach impact area of the Parking Impact Overlay Zone, as shown in Chapter 13, Article 2, Division 8, where any new *development* or any redevelopment will increase the *gross floor area* by 50 percent or more on a *premises* abutting an improved *alley*, the required *off-street parking spaces* shall be accessible from the *alley*.

- (8) Number of Driveways Permitted on a *Premises*.
- (A) For properties with no access to an *alley*, there shall be at least one driveway opening permitted per *lot*. An additional driveway opening may be permitted subject to approval by the City Engineer for a *lot* with at least 100 feet of total *street frontage*. For corner lots, the length of the *street frontage* may be combined for the purpose of this calculation.
- (B) For properties with access to an *alley* and at least 150 feet of total *street frontage*, a maximum of one driveway opening for each 150 feet of *street frontage* may be permitted subject to approval by the City Engineer. For corner lots, the length of the *street frontage* may be combined for the purpose of this calculation.
- (C) For properties with access to an *alley* and less than 150 feet of total *street frontage*, a driveway is not permitted, except that in the RM-1-1, RM-1-2, and RM-1-3 zones, one driveway may be permitted if the prohibition of a driveway opening would preclude achieving the maximum *density* permitted by the underlying zone.
- (9) Driveway Gradient Regulations
- (A) Driveways may be up to 5 percent gradient with no transitions.
- (B) Between the driveway apron and any driveway gradient greater than 5 percent, there shall be a 20-foot-long flat transition not exceeding a 5 percent gradient. A shorter transition may be approved by the City Manager according to accepted engineering practices.
- (C) For driveway ramps with a gradient greater than 14 percent up to the maximum permitted gradient of 20 percent, there shall be transitions for the first and last 8 feet of the ramp. The transitions shall not exceed one-half of the abutting slope of the driveway ramp, as illustrated in Diagram 142-05D.

Diagram 142-05D



- (10) All driveways shall lead to a legal, off-street parking area or loading area on the same *premises* or to legal parking on neighboring property, if permitted by variance, recorded map easement, or other approved mechanism.
- (k) **Parking *Structure* Design Regulations.** Parking *structures* are subject to the following design regulations:
 - (1) The perimeter of each parking *structure floor* above *street* level shall have an opaque *screen* or other *screening* mechanism to shield automobiles from public view. The *screen* shall be at least 3½ feet high measured from the finished *floor* elevation.
 - (2) An architectural treatment, such as a finished fascia, shall be provided to shield any unfinished structural elements (including electrical elements, exposed metal beams, and fireproofing material) or mechanical appurtenances from a viewing position at *grade* from the opposite side of the *street*.
 - (3) Lights visible from the exterior of the *structure* shall comply with Section 142.0740.-
 - (4) The top *floor* of parking *structures* that are open to the sky are subject to the vehicular use area requirements of the Landscape Regulations (Chapter 14, Article 2, Division 4).

- (5) The maximum gradient in any direction within a parking *structure* is 6 percent, except that where unusual or special circumstances warrant, the City Manager may approve steeper gradients according to accepted engineering practices.

(Amended 1-9-2001 by O-18910 N.S.; effective 8-8-2001.)

(Amended 11-28-2005 by O-19444 N.S.; effective 2-9-2006.)

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

(Amended 8-1-2007 by O-19650 N.S.; effective 8-31-2007.)

(Amended 11-13-08 by O-19802 N.S.; effective 12-13-2008.)

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

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

[Editors Note: Amendments as adopted by O-20634 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-20634-SO.pdf]

RESOLUTION NUMBER R-_____

DATE OF FINAL PASSAGE _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO ADOPTING AN AMENDMENT TO THE MIDWAY-PACIFIC HIGHWAY COMMUNITY PLAN, THE GENERAL PLAN, AND THE CITY'S CERTIFIED LOCAL COASTAL PROGRAM FOR THE MIDWAY-PACIFIC HIGHWAY COMMUNITY PLAN UPDATE.

WHEREAS, on April 12, 2004, the City Council adopted Resolution No. 299076 initiating an amendment to the Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan (Midway/Pacific Highway Corridor Community Plan) with direction to: 1) remove the Bay-to-Bay concept from the community plan; 2) incorporate an alternative strategy for open space and recreation, including development of several parks to be linked by pedestrian/bike routes; 3) incorporate architectural and landscaping guidelines similar to those identified in the North Bay Conceptual Plan; 4) identify portions of the community where mixed-use, urban, transit-oriented development should be encouraged; and 5) make other appropriate changes needed to bring the community plan up to date with relevant community and redevelopment goals; and

WHEREAS, on July 22, 2008, the City Council adopted Resolution No. 303966 initiating an update to the Midway/Pacific Highway Corridor Community Plan and corresponding amendments to the City's General Plan; and

WHEREAS, on _____, the City Council of the City of San Diego held a public hearing for the purpose of considering amendments to the Midway-Pacific Highway Community Plan, General Plan, and Local Coastal Program, and other actions associated with the comprehensive update to the Midway-Pacific Highway Community Plan; and

WHEREAS, the current Midway/Pacific Highway Corridor Community Plan was adopted in 1991 and amended in 1999 and 2006; and

WHEREAS, the Planning Commission of the City of San Diego held a public hearing on April 26, 2018, to consider the proposed Midway-Pacific Highway Community Plan; and

WHEREAS, the Planning Commission recommended certification of Final Environmental Impact Report Project No.561546/SCH No. 2015111013 prepared for the proposed Midway-Pacific Highway Community Plan; and

WHEREAS, the Planning Commission found, based on its hearing record, that the proposed Midway-Pacific Highway Community Plan is consistent with and implements the City of San Diego's General Plan; that the proposed plan helps achieve long-term community and city-wide goals; and that the proposed plan implements the City Council's direction in its 2004 initiation of an amendment and 2008 initiation of an update to the Midway/Pacific Highway Corridor Community Plan; and

WHEREAS, the proposed Midway-Pacific Highway Community Plan was submitted to the San Diego County Regional Airport Authority, serving as the Airport Land Use Commission (ALUC), for a consistency determination with the Airport Land Use Compatibility Plan for San Diego International Airport (SDIA ALUCP); and

WHEREAS, on February 7, 2018, the ALUC determined that the proposed Midway-Pacific Highway Community Plan is conditionally consistent with the SDIA ALUC, with the condition that the City refer all land use projects to the ALUC for determination of consistency with the SDIA ALUCP until such time as the ALUC determines that the City has incorporated the noise and safety policies and standards of the SDIA ALUCP into the City's Municipal Code;

WHEREAS, the City Council has considered the Planning Commission record and recommendation as well as the maps, exhibits, and written documents contained in the file for the Midway-Pacific Highway Community Plan on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

BE IT RESOLVED, by the City Council of the City of San Diego that it adopts the Midway-Pacific Highway Community Plan, which is also an amendment to the City's certified Local Coastal Program, a copy of which is on file in the Office of the City Clerk as Document No. RR- _____.

BE IT FURTHER RESOLVED, by the City Council of the City of San Diego that it adopts the amendment to the General Plan, a copy of which is on file in the Office of the City Clerk as Document No. RR- _____.

APPROVED: MARA W. ELLIOTT, City Attorney

By _____
Shannon Thomas
Deputy City Attorney

IL:
DATE
Or.Dept:PLANNING
Doc. No.:

I hereby certify that the foregoing Resolution 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 FAULCONER, Mayor

Vetoed: _____
(date)

KEVIN FAULCONER, Mayor

DRAFT

Draft Minutes:

Midway Pacific Highway Community Planning Group

March 21, 2018

Call to Order at 3:04 pm

Attendance:

--Cathy Kenton, Kurt Sullivan, Tod Howarth, David Siegler, Randall LaRocco, Dawn Reilly, Mike Swanston, Amy Stark, George Diaz, Gil Kennedy

Excused: Judy Holiday

--6 members present at time of vote, others arrived afterward

--**January 2018:** Kurt moved, Amy 2nd. **Approved** (5 yes; 0 no; 1 abstain)

--**February 2018:** Amy moved, Tod 2nd. **Approved** (5 yes; 0 no; 1 abstain)

Public Comment:

--None

Government Reports:

--**Peggy Cooper** sent email on airport issues and Cathy read: Lufthansa launch event March 22; May 16 new parking plaza ceremony; August 90th airport anniversary

--**Vicki White** present and will report in Action Item section on Community Plan

Action Items:

--**Vicki White reported on Community Plan.** Displayed and discussed status of plan including land use and zoning using PowerPoint presentation. Finalizing EIR now; Planning Commission to hear on April 26; Land Use & Smart Growth Committee on May 24; City Council on June 26. Vicki asked for board input and action on the plan as shown:

-Tod inquired on homeless population issues related to future park development--Vicki advised this plan to be long term in nature and community policies will dictate how the park areas will be governed and overseen most likely in a public/private type of arrangement.

-Dawn expressed need for a dog park within the community--Vicki said that will be considered in the specific design process for each area as it becomes developable.

-Vicki commented on MCRD inclusion in the plan whereas prior plans did not include--Planning felt there was relevance to the community, that no other communities included it and it was appropriate to incorporate it into Midway.

-Vicki commented on tandem parking--flexibility was included in the plan to allow for multiple option for meeting the need such as diagonal, stacked (tandem), straight rather than limit to only one option. Cathy expressed concern on whether tandem parking is really meeting the need through actual use not placing a second vehicle but taking up the full area with just one. Vicki said she found only one study on this topic and it indicated that areas with tandem parking were shown to still have available parking in the area. Conclusion: No guarantee dual use will occur, but conditions are expected to prompt people to use it.

-Gil commented on community character in the Kemper-Camino Del Rio area along Midway--other areas in city of this community entry nature are not solely commercial but have residential

Attachment 12

but Midway by nature repels residential. Tait Galloway of SD Planning indicated the group in 2011 determined that it should remain commercial and not include residential and the focus should be uplifting the commercial uses.

-Cathy commented that mobility remains a problem because of a lack of creativity in dealing with transportation issues that exist now and will increase in the future. The Peninsula community travel route through Midway remains a major problem and the plan does not provide for mitigation. Rosecrans was cited as a problem that signal staging and timing will not cure and that board suggestion for over or under route construction, while certainly costly, is not considered in this plan. Vicki indicated that the ideas were considered (overpass/underpass) but the area constraining factors do not allow for that however, language can be included in the plan to allow for future implementation of creative ideas.

-Dave inquired on better synchronization of Midway & Sports Arena signals and Vicki indicated that is an aspect of the mobility plan.

-Randall inquired on the new streets showed on the plan and expressed concern that the added frontage development would create additional traffic that is not managed in the plan. Vicki responded that the areas already allow commercial development and that there is just a small amount of residential proposed for addition, so the added traffic is not significant.

-Cathy expressed that the plan is a good and exciting addition to the area despite the lack of true resolution strategies for the vehicle mobility problems. Mike expressed that the plan must include flexibility and encouragement for technology and mobility developments that may come to light to address congestion. Tod expressed that there has been a lot of management around constraints that bear on the area.

-George expressed density concern on Hancock. Tait said provision of the potential for the stated density was deemed valuable, but the challenge is still there for developers to meet parking needs specific to proposed development.

-Kurt expressed that this plan delivers needed good things in terms of certainty for those who want to invest in development in the community; rearranges uses in a sensible manner; and adds routing to break up large blocks and for this reason it merits recommendation. However, he stressed that the glaring lack of solving the major traffic congestion prevents this from being "perfect". He asked that the plan allow for future implementation of such traffic solutions should they be proposed or encouraged.

Cathy called the issue: Gil moved to support the community plan update with the addition of policy language to include creative and thoughtful transportation systems on both a regional and local level as well as policy language that includes flexibility for implementation of innovation in technology.

Dawn seconded. No further discussion. Unanimous approval. Cathy offered to appear in support pending date & time.

--Request by Geoff Page for support of letter to City Attorney as distributed to the board regarding Proposition D. Kurt & Cathy expressed that, feeling that the 30' height restriction for the Midway commercial area is not appropriate notwithstanding, the application of Proposition D as intended and written without loopholes is appropriate. **Kurt moved that we support; Gil seconded. Unanimous approval.** Cathy will send an email on this.

--Cathy announced that Randall LaRocco's prior meeting absences requires removal under Council Policy 600-24 policy. Amy moved; Tod seconded. **Unanimous approval.**

--Board vacancy: With assurance from Randall of future attendance, Tod moved that Randall LaRocco be elected to fill the vacancy; Amy seconded. **Unanimous approval.**

Chair Report:

--**Election results:** George Diaz, Judy Holiday, Cathy Kenton, and Dawn Reilly were re-elected to 3-year terms. Jason Vieira elected as a new member. Tod Howarth, Kurt Sullivan & Mike Swanston, while termed-out. Were re-elected to the remaining open seats.

--**Dockless bicycle situation**--Cathy encouraged that any problems be communicated to her, so she can collect for board thoughts.

CPC Report:

--Presentation by Smart Growth & Land Use priorities made. City of San Diego beginning a new parks master plan.

Old Business:

--Amy provided Cathy with. Draft of bylaws update. This will be addressed in May meeting as Cathy will not be at April meeting.

New Business:

--Dawn inquired on potential for clean-up day as she has interested parties for participation. Cathy will inquire with Ryan Purdy at her upcoming meeting.

--Cathy inquired on Rosecrans construction at Glasshouse Square that is constricting the 5-South and 8 West freeway exits.

Adjourned at 4:59 pm

**Draft FY 2019 Midway-Pacific Highway Impact Fee Study
Summary of Public Facilities**

Attachment 13

Project No.	Project Location	Improvements
MOBILITY AND STORM WATER IMPROVEMENTS		
(M-1) Roadway Improvements <i>Segment Modifications</i>	Lytton Street/Barnett Avenue, between Rosecrans Street and Midway Drive	Construct a raised median along segment to implement the ultimate classification of a 4-Lane Major Arterial.
	Sports Arena Boulevard, between Midway Drive and Rosecrans Street	Improve from an existing 5-Lane Major Arterial to implement the ultimate classification of a 6-Lane Major Arterial.
	Sports Arena Boulevard, between Interstate 8 and Midway Drive	Improve from an existing 5-Lane Major Arterial to implement the ultimate classification of a 6-Lane Major Arterial.
	Rosecrans Street, between Sports Arena Boulevard and Taylor Street	Construct a raised/landscaped median along segment to implement the ultimate classification of a 4-Lane Major.
	Hancock Street, between Old Town Avenue and Witherby Street	Improve the existing 2-Lane Collector to implement the ultimate classification of a 4-Lane Collector.
	Barnett Avenue, between Midway Drive and Pacific Highway	Improve the existing 6-Lane Major to implement the ultimate classification of a 6-Lane Prime Arterial.
	W. Mission Bay Drive, between Interstate 8 WB Ramps and EB Ramps	Improve the existing 5-Lane Prime Arterial to implement the ultimate classification of a 6-Lane Prime Arterial.
	Pacific Highway, between Taylor Street and Sports Arena Boulevard	Downgrade from an existing 6-Lane Prime Arterial to implement the ultimate classification of a 6-Lane Major.
	Pacific Highway, between Washington Street and Sassafras Street	Downgrade from an existing 6-Lane Prime Arterial to implement the ultimate classification of a 6-Lane Major.
	Midway Drive, between Sports Arena Boulevard and Barnett Avenue	Re-stripe Midway Drive to include a CLTL to implement the ultimate classification of a 4-Lane Collector.
(M-1) Roadway Improvements <i>New Roadways</i>	Midway Drive, between Rosecrans Street and Barnett Avenue	Upgrade the Midway Drive segment between Rosecrans Street and Barnett Avenue from a 4-Lane Collector with center left-turn lane to a 4-Lane Major Arterial.
	Northbound side of Sports Arena Boulevard between the I-8 Eastbound On-Ramps and West Point Loma Boulevard/Sports Arena Boulevard	Squaring up the I-8 Eastbound On-Ramp to remove the free right-turn movement.
(M-1) Roadway Improvements <i>Intersections</i>	Greenwood Street Extension	Construct a new roadway between Sports Arena Boulevard and Kurtz Street. Alignment between Sports Arena Boulevard and Midway Drive will follow alignment of Existing East Drive (Private street). The new roadway will be constructed as a 2-Lane Collector. As part of the new roadway design, implement green street elements/ improvements, which may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible) along the entire stretch of the segment.
	Rosecrans Street/Sports Arena Boulevard/Camino Del Rio West	Remove the southbound free right-turn movement from Camino Del Rio West onto Sports Arena Boulevard and construct an exclusive right-turn lane.
	Rosecrans Street/Sports Arena Boulevard/Camino Del Rio West	Allow southbound movements to continue on Sports Arena Boulevard through the intersection.
	Sports Arena Boulevard / West Point Loma Boulevard / Midway Drive	Remove the northbound free right-turn movement from Midway Drive onto Sports Arena Boulevard.
	Sports Arena Boulevard / West Point Loma Boulevard / Midway Drive	Remove the free right-turn movement from westbound Sports Arena Boulevard onto northbound Sports Arena Boulevard. Square up the right-turn movement.
	Lytton Street and Rosecrans Street	Re-stripe Lytton Street to create a second southbound left-turn lane.

**Draft FY 2019 Midway-Pacific Highway Impact Fee Study
Summary of Public Facilities**

Attachment 13

Project No.	Project Location	Improvements
MOBILITY AND STORM WATER IMPROVEMENTS		
(M-1) Roadway Improvements <i>Intersections</i>	Lytton Street and Rosecrans Street	Implement a RTOL phase at the intersection.
	Hancock Street and Washington Street	Re-stripe the south leg of Washington Street to create a second right-turn lane onto Hancock St.
	Camino Del Rio West and Moore Street / Greenwood Street	Extend the existing median approximately 75 feet to close the southbound left turn pocket along Camino Del Rio W to reduce vehicular conflicts.
	Old Town Avenue between I-5 SB Ramps/Hancock Street and Moore Street	Implement traffic control improvements at Old Town Avenue/Hancock Street/I-5 Southbound Ramps intersection and the Old Town Avenue/Moore Street intersection. These improvements would consider intersection reconfiguration and/or alternative traffic control (e.g., roundabout).

DRAFT

**Draft FY 2019 Midway-Pacific Highway Impact Fee Study
Summary of Public Facilities**

Attachment 13

Project No.	Project Location	Improvements
MOBILITY AND STORM WATER IMPROVEMENTS		
(M-2) Bicycle Improvements	Pacific Highway From: Taylor Street To: Laurel Street	Implement One-Way Class IV Cycle Track (both directions).
	Lytton Street/Barnett Avenue From: Rosecrans To: Pacific Highway	Implement buffered Class II bike lanes (both sides).
	Rosecrans Street From: Lytton Street To: Pacific Highway	Implement buffered Class II bike lanes (both directions).
	Sports Arena Boulevard From: West Point Loma Boulevard To: Pacific Highway	Implement buffered Class II bike lanes (both directions).
	Hancock Street From: Old Town Avenue To: Noell Street	Implement Class II bike lanes (both directions).
	Hancock Street /Kettner Boulevard From: Noell Street To: Laurel Street	Implement Class II bike lanes (south side only).
	Kemper Street From: Midway Drive To: Sports Arena Boulevard	Implement buffered Class II bike lanes (both directions).
	Kemper Street From: Sports Arena Boulevard To: Kurtz Street	Implement buffered Class II bike lanes (both directions).
	Kemper Street From: Kenyon Street To: Sports Arena Boulevard	Implement buffered Class II bike lanes (both directions).
	Frontier Street From: Sports Arena Boulevard To: Kurtz Street	Implement buffered Class II bike lanes (both directions).
	Charles Lindbergh Parkway From: Midway Drive To: Kurtz Street	Implement buffered Class II bike lanes (both directions).
	Hancock Street From: Sports Arena Boulevard To: Kurtz Street	Implement a Class III bike route (both directions).
	Kurtz Street From: Hancock Street To: Rosecrans	Implement a Class III bike route (both directions).
	Wetherby Street From: Pacific Highway To: Hancock Street	Implement Class II bike lanes (both directions).
	Washington Street From: Pacific Highway To: Interstate 5	Implement One-Way Class IV Cycle Track.
	Sassafras Street From: Pacific Highway To: Interstate 5	Implement buffered Class II bike lanes (both directions).
	Old Town Avenue From: Hancock Street To: San Diego Avenue	Implement buffered Class II bike lanes (both directions).
	Noell Street From: Pacific Highway To: Hancock Street	Implement Class III bike route (both directions).
	Enterprise Street From: Midway Drive To: Pacific Highway	Implement Class III bike route (both directions).

**Draft FY 2019 Midway-Pacific Highway Impact Fee Study
Summary of Public Facilities**

Attachment 13

Project No.	Project Location	Improvements
MOBILITY AND STORM WATER IMPROVEMENTS		
(M-3) Pedestrian Improvements	South side of Rosecrans Street, between Lytton Street and Pacific Highway	<p>Implement green street elements/improvements that are aimed to improve active transportation facilities along Rosecrans between Sports Arena Boulevard and Taylor Street.</p> <ul style="list-style-type: none"> • Active transportation improvements include: <ul style="list-style-type: none"> - Implement a 12' wide trail on the south side of the roadway that will replace the existing sidewalk. - Install pedestrian scale lighting along the length of the path (La Playa Trail). • Stormwater management improvements may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible).
	Southwest side of Sports Arena Boulevard, between I-8 and Midway Drive	<p>Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the segment.</p> <ul style="list-style-type: none"> • Active transportation improvements include: <ul style="list-style-type: none"> - Implement a 12' wide multi-use urban path on the southwest side of the roadway that will replace the existing sidewalk. - Install pedestrian scale lighting along the length of the path (Bay-to-Bay). • Stormwater management improvements may include but not be limited to, street tree planting.
	Northeast side of Sports Arena Boulevard, between Midway Drive and Rosecrans Street	<p>Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the segment.</p> <ul style="list-style-type: none"> • Active transportation improvements include: <ul style="list-style-type: none"> - Implement a 12' wide multi-use urban path on the northeast side of the roadway that will replace the existing sidewalk. - Install pedestrian scale lighting along the length of the path (Bay-to-Bay). • Stormwater management improvements may include but not be limited to, street tree planting.
	Northeast side of Sports Arena Boulevard, between Rosecrans Street and Pacific Highway	<p>Implement a 12' wide multi-use urban path on the northeast side of the roadway that will replace the existing sidewalk.</p> <p>Install pedestrian scale lighting along the length of the path (Bay-to-Bay).</p>
	South side of Dutch Flats Parkway, between Barnett Avenue and Sports Arena Boulevard	<p>Implement a 12' wide multi-use urban path on the south side of the roadway that will replace the existing sidewalk.</p> <p>Install pedestrian scale lighting along the length of the path (Bay-to-Bay).</p>
	South side of Lytton Street / Barnett Avenue, between Rosecrans Street and Pacific Highway	<p>Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the segment.</p> <ul style="list-style-type: none"> • Active transportation improvements include: <ul style="list-style-type: none"> - Implement a 12' wide multi-use urban path on the south side of the roadway that will replace the existing sidewalk. - Install pedestrian scale lighting along the length of the path (Bay-to-Bay). • Stormwater management improvements may include but not be limited to, street tree planting, both-side bioswales, and median landscaping.

**Draft FY 2019 Midway-Pacific Highway Impact Fee Study
Summary of Public Facilities**

Attachment 13

Project No.	Project Location	Improvements
MOBILITY AND STORM WATER IMPROVEMENTS		
(M-3) Pedestrian Improvements	Southwest side of Midway Drive, between Sports Arena Boulevard and Barnett Avenue	<p>Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the segment.</p> <ul style="list-style-type: none"> • Active transportation improvements include: <ul style="list-style-type: none"> - Implement a 12' wide multi-use urban path on the southwest side of the roadway that will replace the existing sidewalk. - Install pedestrian scale lighting along the length of the path (Midway). • Stormwater management improvements may include but not be limited to, street tree planting.
	East side of Pacific Highway, between Taylor Street and Laurel Street	<p>Implement green street elements/improvements that are aimed to improve active transportation facilities along the entire stretch of the segment.</p> <ul style="list-style-type: none"> • Active transportation improvements include: <ul style="list-style-type: none"> - Implement a 12' wide multi-use urban path on the east side of the roadway that will replace the existing sidewalk. - Install pedestrian scale lighting along the length of the path (Historic Highway 101). • Stormwater management improvements may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible).
	Hancock Street Extension	Extend Hancock Street between Midway Drive and Sports Arena Boulevard as a pedestrian and bicycle connection.
	Midway Drive between Bogley Drive and Barnett Avenue	Implement new sidewalks on the east side of the roadway.
	Jessop Lane between Enterprise Street and Barnett Avenue	Implement new sidewalks on both sides of the roadway.
	St. Charles Street between Lytton Street and Cadiz Street	Implement new sidewalks on both sides of the roadway.
	Kemper Street between Kenyon Street to Midway Drive (South Side)	Implement new sidewalks on the south side of the roadway.
	Sports Arena Boulevard between Rosecrans Street and Pacific Highway	Implement new sidewalks on the south side of the roadway.
	Kurtz Street between Rosecrans Street and Pacific Highway	Implement new sidewalks on both sides of the roadway.
	Pacific Highway between Coutts Street and Washington Street	Implement new sidewalks on the southwest side of the roadway.
	Witherby Street, between Hancock Street and Pacific Highway	Implement new sidewalks on both sides of the roadway.
	Intersection of Midway Drive and Enterprise Street	<p>Implement bulb-outs on the northeast leg of the intersection.</p> <p>Implement a pedestrian refuge island on the northeast leg of the intersection.</p>

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Project No.	Project Location	Improvements
MOBILITY AND STORM WATER IMPROVEMENTS		
(M-3) Pedestrian Improvements	Intersection of West Palm Street and Kettner Boulevard	Install bulb-outs on the north leg of the intersection. Install continental crosswalk on the north leg of the intersection. Install a Pedestrian Hybrid Beacon on the north leg of the intersection (if warrants are met).
	Intersection of Sports Arena Boulevard/West Point Loma Drive/Midway Drive	Remove free-right turn movements from SB Sports Arena Blvd to WB W. Point Loma Blvd. Implement landscaping in the northeast corner of the intersection (where the free right is removed) to improve right-of-way.

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Project No.	Project Location	Improvements
MOBILITY AND STORM WATER IMPROVEMENTS		
(M-4) Corridor Transit Improvements	Major Corridor 1: Sports Arena Boulevard between Midway Drive and Rosecrans Street	Implement transit facilitating measures along the communities transit carrying corridors; such as queue jump lanes, transit signal priority, and measures identified within the City's Traffic Signal Communications Master Plan, in an effort to prioritize transit use and optimize transit operations.
	Major Corridor 2: Midway Drive between Sports Arena Blvd and Rosecrans Street	
	Major Corridor 3: Rosecrans Street between Lytton Street and Pacific Highway	
	Major Corridor 4: Pacific Highway between Taylor Street and Laurel Street	
(M-5) Accessibility Compliance	Community-wide	Facilities improvements for Americans with Disabilities Act (ADA) barrier removal in mobility facilities and in the public right-of-way as required by the federally mandated ADA Transition Plan. Examples include but are not limited to the construction of curb ramps, sidewalks, and audible pedestrian signals.
	(9) Ramps along Pacific Highway	
(M-6) Storm Water Improvements	See Improvements column for description of locations	Implement Community-wide storm water management improvements (e.g., street tree planting, bioswales, median landscaping, and other green street elements, where feasible), which could include but may not be limited to the following locations: •Rosecrans Street between Lytton Street and Sports Arena Boulevard and Taylor Street •Kemper Street between Midway Drive and Sports Arena Boulevard •Witherby Street between Pacific Highway and Hancock Street •Washington Street between Pacific Highway and Interstate 5 •Palm Street between Pacific Highway and Kettner Boulevard Laurel Street between Pacific Highway and Interstate 5
	Taylor Street Pump Station	Additional upgrade of the electrical system at the Taylor Street Pump Station. New electrical equipment and components will be purchased and installed.
	Wing Street, Kenyon Street to Midway Drive	Construction of storm drain improvements consisting of 900 square feet of concrete cross gutter, 740 linear feet of 18-inch reinforced concrete pipe and associated inlets and cleanouts.
	Noell Street Pump Station	This project will upgrade the existing pumps from diesel driven pumps to electrical motor driven pumps with new electric service.
(M-7) Traffic Signals	Kurtz Street and Greenwood Street	Install a new traffic signal at the intersection
	Sports Arena Boulevard and Greenwood Street	Install a new traffic signal at the intersection
	Hancock Street and Greenwood Street	Install a new traffic signal at the intersection

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Project No.	Project Location	Improvements
PARKS AND RECREATION IMPROVEMENTS		
(P-1) Dewey Elementary Joint Use Facility-Development	Dewey Elementary School on 3251 Rosecrans Street	This project provides for the design and construction of a joint use facility, approximately 0.5 useable acres, which may include turf multi-purpose fields, hardcourts, walkways, and fencing. This project is located at Dewey Elementary School on 3251 Rosecrans Street.
(P-2) NTC Recreation Center-Development	Building 619 at NTC in the Peninsula Community	This project provides for the design and construction to retrofit the existing building (approximately 19,650 SF) located in NTC in the Peninsula Community. Amenities could include, but is not limited to a gymnasium, indoor courts, multi-purpose rooms, kitchen, and other community serving facilities. This project is to be shared between Peninsula and Midway Pacific Highway communities.
(P-3) NTC Aquatic Complex-Development	Building 619 at NTC in the Peninsula Community	This project provides for the design and construction of an aquatic complex, which may include pools for specialized uses, parking, aquatic support facilities that could include, but are not limited to locker rooms, staff offices and showers. This future project is to be shared with the communities of Peninsula, Ocean Beach, Old Town and Midway/Pacific Highway. Complex will be located at the Naval Training Center (NTC) in the Peninsula community.
(P-4) Sports Arena Green (Neighborhood Park)-Development	Sports Arena site on Sports Arena Boulevard	This project provides for the design and construction of a Neighborhood Park, approximately 3.3 acres, which may include; plazas, picnic areas, children's play area, multi-purpose courts, multi-purpose turf areas, comfort station, site furniture, walkways and landscaping. This project is located on the Sports Arena site on Sports Arena Blvd.
(P-5) Sports Arena Square (Mini-Park)- Development	Sports Arena site on Sports Arena Boulevard	This project provides for the design and construction of a mini-park, approximately 2.8 acre, which may include; plazas, picnic areas, multi-purpose turf areas, walkways and landscaping. This project is located on the Sports Arena site on Sports Arena Blvd.
(P-6) Sports Arena Linear Park-Development	Sports Arena site on Sports Arena Boulevard	This project provides for the design and construction of a linear park, approximately 7.30 acres, located on City-owned land, which may include amenities such as, site furniture, fitness stations, picnic areas, multi-purpose courts, multi-purpose turf areas, public art, children's play areas, shade structures, pathways and landscaping. This project is located on the Sports Arena site on Sports Arena Blvd.
(P-7) Kurtz Street Pocket Park-Development	2100 block of Hancock Street	This project provides for the design and construction of a 0.25 acre pocket park which may include, picnic areas, children's play area, multi-purpose court, multi-purpose turf areas, walkways and landscaping. The project requires a lease agreement with MTS for use of the land. Project is located in the 2100 block of Hancock Street.
(P-8) San Diego River Pathway-Development	Mission Bay Park and Caltrans ROW, on the south side of the San Diego River, between West Mission Bay Drive and Highway #5	This project provides for the design and construction of the San Diego River Pathway, approximately 3.3 acres, which could include a new 1.13 mile long, 14' wide multi-use pathway, (10' concrete and 2' decomposed granite on both sides, consistent with the San Diego River Park Master Plan), 5' revegetation each side, overlooks, kiosks, interpretive signage, benches, shade structures, site furniture, fitness stations, and landscaping. Project is located in Mission Bay Park and Caltrans ROW, on the south side of the San Diego River, between West Mission Bay Drive and Highway #5.
(P-9) Park Land Acquisition and Development	Community-wide	Acquisition, design and construction of approximately 8 acres of parkland. Potential sites may include, but are not limited to: Dutch Flats Green and Dutch Flats Linear Park. Park amenities could include, but are not limited to multi-purpose fields, children's play areas, multi-purpose courts, picnic facilities, shade structures, walkways, lighting, landscaping and comfort stations.
(P-10) Midway/Pacific Highway Recreation Center and Park-Development	City-owned land located at 3350-3360 Sports Arena Blvd	This project provides for the design and construction of approximately 1.3 acres of parkland (total site is 1.75 acres) and a recreation center, approximately 17,000 square feet, which could include, but is not limited to a gymnasium, indoor courts, multi-purpose rooms, kitchen, and other community serving facilities. Three existing buildings located on-site (approximately 38,366 sq ft) will require demolition. This project is located on City-owned land located at 3350-3360 Sports Arena Blvd.

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Project No.	Project Location	Improvements
FIRE-RESCUE IMPROVEMENTS		
(F-1) Fire Station 8 - Expansion	3974 Goldfinch Street (Uptown)	This project provides for the design and construction to expand the existing station approximately 210 square feet to improve the living environment with a station office, crew dining area, ADA compliance, and expanding the central HVAC system.
(F-2) Fire Station 8 - New Station	3974 Goldfinch Street (Uptown)	This project provides for the expansion of the existing station located at the corner intersection of Washington Street & Goldfinch Street at approximately 12,500 square foot with 3-bays to meet the current and future emergency response needs of Uptown and surrounding communities. The station will accommodate one engine, one truck, a paramedic ambulance, and 10 personnel. Station 8's response area is approximately 2.66 square miles. It is anticipated that the current Mission Hills library will be relinquished to SDFD and land acquisition of the corner lot is necessary to make way for the station expansion that meets SDFD's current operational and program requirements, design/construction standards, and specifications.
(F-3) Fire Station 15 - Expansion	4711 Voltaire Street (Ocean Beach)	This project provides for the expansion of the existing station located at the corner intersection of Washington Street & Goldfinch Street at approximately 12,500 square foot with 3-bays to meet the current and future emergency response needs of Uptown and surrounding communities. The station will accommodate one engine, one truck, a paramedic ambulance, and 10 personnel. Station 8's response area is approximately 2.66 square miles. It is anticipated that the current Mission Hills library will be relinquished to SDFD and land acquisition of the corner lot is necessary to make way for the station expansion that meets SDFD's current operational and program requirements, design/construction standards, and specifications.
(F-4) Fire Station 15 - New Station	4711 Voltaire Street (Ocean Beach)	This project will provide for the design and construction to expand the station approximately 12,500 square feet to enhance the operational capability of the service to Ocean Beach. The station located at Voltaire Street and Ebers street will improve emergency response service to the Ocean Beach and surrounding communities while complying with SDFD's current operational and program requirements, design/construction standards, and specifications. The expansion will accommodate one engine, one truck, a paramedic ambulance, and 10 personnel.
(F-5) Fire Station 20 - New Station	3305 Kemper Street (Midway/Pacific Highway Corridor)	This project will provide for the expansion of the station located at 3305 Kettner Blvd that is approximately 12,500 square foot with 3-bays to meet the current and future emergency response needs of Midway/Pacific Highway Corridor and the surrounding communities. The expansion will comply with SDFD's current operational and program requirements, design/construction standards, and specifications. The expansion will accommodate one engine, one truck, a paramedic ambulance, and 10 personnel. Station 20's response area is approximately 4.62 square miles.

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Project No.	Project Location	Improvements
SUBDIVIDER IMPROVEMENTS¹		
Subdivider Improvements <i>Segment Modifications</i>	Sports Arena Boulevard, between Rosecrans Street and Pacific Highway	Improve from an existing sub-collector to implement the ultimate classification of a 2-Lane Collector w/ center left turn lane (CLTL).
	Kurtz Street, between Rosecrans Street and Pacific Highway	Improve from an existing 2-Lane Collector to implement the ultimate classification of a 2-Lane Collector w/ CLTL.
Subdivider Improvements <i>New Roadways</i>	Kemper Street Extension	Construct a new roadway between Sports Arena Boulevard and Kurtz Street. The new roadway will be constructed as a 2-Lane Collector w/CLTL. As part of the new roadway design, implement green street elements/ improvements, which may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible) along the entire stretch of the segment.
	Frontier Street	Construct a new roadway between Sports Arena Boulevard and Kurtz Street. Frontier Street will be constructed as a 2-Lane collector w/CLTL. As part of the new roadway design, implement green street elements/ improvements, which may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible) along the entire stretch of the segment.
	Charles Lindbergh Parkway	Construct a new roadway between Midway Drive and Kurtz Street. The new roadway will be constructed as a 2-Lane Collector w/CLTL. As part of the new roadway design, implement green street elements/ improvements, which may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible) along the entire stretch of the segment.
	Dutch Flats Parkway	Construct a new roadway between Barnett Avenue and Sports Arena Boulevard. The new roadway will be constructed as a 2-Lane Collector w/CLTL. As part of the new roadway design, implement green street elements/ improvements, which may include but not be limited to, street tree planting, both-side bioswales, and median landscaping (where feasible) along the entire stretch of the segment.
Subdivider Improvements <i>Intersections</i>	Sports Arena Boulevard and Pacific Highway	Re-align Sports Arena Boulevard to create a right-angle with Pacific Highway.
	Sports Arena Boulevard and Pacific Highway	Construct a new intersection approximately 500 feet north of existing intersection (and remove existing intersection).
	Sports Arena Boulevard and Pacific Highway	Construct an exclusive eastbound left-turn lane from Sports Arena Boulevard onto Pacific Highway.
	Sports Arena Boulevard and Pacific Highway	Provide exclusive northbound left-turn lane from Pacific Highway onto Sports Arena Boulevard.
Subdivider Improvements <i>Traffic Signals</i>	Sports Arena Boulevard and Pacific Highway	Implement a traffic signal at the intersection.
	Midway Drive and Charles Lindbergh Parkway	Install a new traffic signal at the new intersection.
	Kemper Street and Sports Arena Boulevard	Install a new traffic signal at the intersection.
	Sports Arena Boulevard and Charles Lindbergh Parkway	Install a new traffic signal at the intersection.
	Kurtz Street and Hancock Street	Install a new traffic signal at the intersection.
	Kurtz Street and Pacific Highway	Install a new traffic signal at the intersection.
	Kurtz Street and Frontier Street	Install a single side stop control on south leg of Frontier Street at Kurtz Street.
	Kurtz Street and Charles Lindbergh Parkway	Install a new traffic signal at the intersection.

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Project No.	Project Location	Improvements
SUBDIVIDER IMPROVEMENTS ¹		
Subdivider Improvements <i>Traffic Signals</i>	Barnett Avenue and Dutch Flats Parkway	Install a new traffic signal at the intersection.
	Midway Drive and Dutch Flats Parkway	Install a new traffic signal at the intersection.
	Sports Arena Boulevard and Dutch Flats Parkway	Install a new traffic signal at the intersection.
	Sports Arena Boulevard and Frontier Street	Install a new traffic signal at the intersection.

1. The improvements shown above are anticipated to be financed and constructed by Subdividers as part of their obligations related to future development projects in the community.

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