

Article 2: General Development Regulations

Division 10: Loading Area Regulations

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

§142.1001 Purpose of Loading Area Regulations

The purpose of these regulations is to provide the number, size, location, and screening requirements for loading areas in multiple unit residential, commercial, and industrial uses. The intent of these regulations is to minimize disruption of traffic flow by freight-carrying vehicles blocking the *public right-of-way* and to minimize impacts to vehicular and pedestrian circulation and required *off-street parking spaces*.
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§142.1005 When Loading Area Regulations Apply

This division applies to all *development* in multiple unit residential, commercial, and industrial zones, whether or not a permit or other approval is required for the *development*.

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

§142.1010 General Loading Area Regulations

- (a) Loading area requirements are provided in Table 142-10B. The number of required loading area spaces is based on the use of the building and the building size. Where two or more uses are located on the same *premises*, the number of loading area spaces required is the sum of the spaces required for each use (based on square footage of each use) computed separately. The City Manager may reduce these loading area requirements where the loading area is shared by the uses.
- (b) Parking of passenger vehicles is not permitted in off-street loading areas.
- (c) Each required off-street loading space shall have a minimum length of 35 feet, a minimum width of 12 feet, and a minimum vertical clearance of 14 feet including entrances and exits.

Table 142-10B
Required Off-Street Loading Spaces

Use Category or Subcategory	Gross Floor Area of Structure (Square Feet)	Minimum Number of Spaces Required
Multiple Unit Residential Use Subcategory or Commercial Services Subcategories not specified or Industrial - Research and Development	0-100,000	0
	100,001-200,000	1
	200,001-500,000	2
	More than 500,000	3 - plus 1 space for each additional 400,000 sq. ft. of <i>gross floor area</i>
Retail Sales Use Category or Commercial Services - Eating and Drinking Establishments Subcategory	0-10,000	0
	10,000-30,000	1
	30,000-50,000	2
	Over 50,000	1 space per 25,000 sq. ft. of <i>gross floor area</i>
Commercial Services - Visitor Accommodations Subcategory	0-40,000	1
	Over 40,000	0.25 space per 10,000 sq. ft. of <i>gross floor area</i>
Office Use Category	0-50,000	0
	Over 50,000	0.1 space per 10,000 sq. ft. of <i>gross floor area</i>
Distribution and Storage Use Category or Industrial Use Category and Subcategories not specified	0-10,000	0
	10,001-50,000	1
	Over 50,000	0.2 space per 10,000 sq.ft. of <i>gross floor area</i>

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

(Amended 11-13-08 by O-19805 N.S; effective 12-13-2008.)

(Amended 7-22-2024 by O-21836 N.S.; effective 10-5-2024.)

[Editors Note: Amendments as adopted by O-21836 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-21836-SO.pdf]

§142.1020 Loading Area Location Regulations

- (a) In the IP zones, loading areas shall be located so that they are not parallel to any adjacent *public right-of-way* except *alleys*. In all other zones loading areas shall be located so that they are not parallel to any adjacent *public right-of-way* if one or more residentially zoned properties are located on the other side of the *public right-of-way*.
- (b) In the IP zones, loading areas shall not be located in the front 25 percent of the *premises*, measured from the front *property line*.
- (c) Loading areas shall be designed and located so that loading vehicles are not parked in required front or street side yards, driveways, or required parking spaces during loading activities.

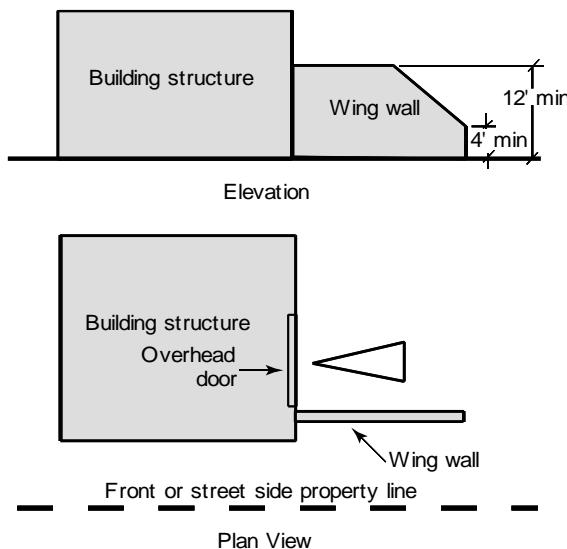
(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§142.1030 Loading Dock and Overhead Door Screening Regulations

- (a) Loading docks and overhead doors shall be *screened* from the *public right-of-way* with *fences* or walls designed to reduce visual impacts.
- (b) In all industrial zones, loading docks and overhead doors that are adjacent to the *street yard* shall comply with Chapter 14, Article 2, Division 4 (Landscape Regulations) for loading docks that face the *street*.
- (c) In the IP zones, loading docks and overhead doors shall be *screened* from the *public right-of-way* with a wing wall that meets the following criteria:
 - (1) The wing wall may be either freestanding or attached to the building wall, as shown in Diagram 142-10A.
 - (2) The wing wall shall be at least 12 feet high for half its length but may taper to a lesser height, as shown in Diagram 142-10A, provided that the wall still *screens* the loading dock and loading vehicles from the *public right-of-way*. The wall shall not be less than 4 feet high at any point.

Diagram 142-10A

Wall Requirement in the IP Zone

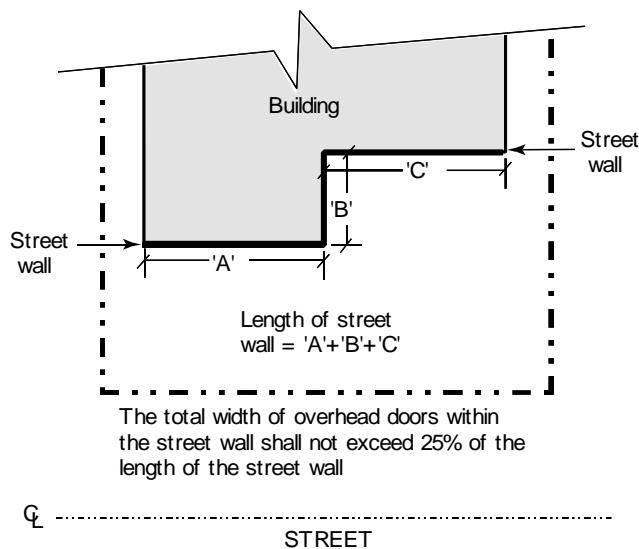


- (3) The wing wall shall be architecturally similar to the associated building and shall be constructed of the same materials as the building to which it is attached.
- (4) The wing wall shall not encroach into a *visibility area*.
- (5) The length of the wing wall shall be sufficient to *screen* the loading dock and any vehicle parked in the area.

- (d) In the IL and IH zones, a maximum of two loading docks or overhead doors may be visible when projected perpendicularly to a single plane that is most parallel to the closest abutting *public right-of-way*. The total width of the loading docks or overhead doors shall not occupy more than 25 percent of the length of the *street wall*. See Diagram 142-10B.

Diagram 142-10B

Street Wall Loading Docks in the IL and IH Zones



(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.)