



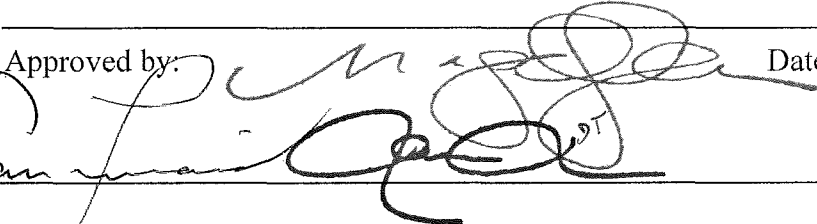
## Memorandum

**TO:** HONORABLE MAYOR AND  
CITY COUNCIL

**FROM:** Mayor Sam Liccardo  
Vice Mayor Chappie Jones  
Councilmember Raul Perez  
Councilmember Magdalena Carrasco

**SUBJECT:** SEE BELOW

**DATE:** February 22, 2019

Approved by: 

Date: 2/22/19

**SUBJECT: Amendment to Title 20 (The Zoning Ordinance) of the San José  
Municipal Code to Add Co-Living Facilities as a New Use in the  
Downtown**

### RECOMMENDATION

Accept the Planning Commission's recommendation with the following modifications:

1. Maintain the requirement that co-living projects provide Transportation Demand Management (TDM) measures even if they do not take advantage of parking reductions.
2. Modify the baseline parking ratio for projects with 600 or more *co-living units* adjacent, across or within 500 feet of a Residential Neighborhood (RN) zoned property to 0.60 per unit, prior to reductions.
3. Encourage projects that require a TDM to work with organizations like the Silicon Valley Bicycle Coalition to include a programmatic component to educate and incentivize residents to use those TDM measures.
4. Direct staff to report back no later than two years after issuance of the first Certificate of Occupancy to evaluate the effectiveness of the policy.

## **DISCUSSION**

We are enthused to support this policy update that will introduce creative and much-needed dense housing units in Downtown San José. Cities such as New York City, San Francisco, Boston, and Los Angeles have already ushered in this model of housing which provides “more quality for less”. It would then appropriate for first pilot this ordinance in our downtown considering the allowance for density and potentially more height.

### *Modified Parking Ratio*

We have long supported reduced ratios of parking in the Downtown Core especially with future transportation planning and investments on the horizon such as BART, improved bicycle infrastructure, rideshare and most recently shared micro-mobility. However, as we are transitioning toward this vision of being more multimodal, the reality is that the vehicle will remain a component in everyday transit. Staff’s recommended starting parking ratio of 0.25 may make sense in the heart of Downtown. However, on the periphery bordering certain residential neighborhoods, where parking is becoming increasingly impacted, we must not exacerbate further their agitated circumstance.

The staff recommended vehicle parking ratio of 0.25 may be consistent with the Single Room Occupancy (SRO) use under SJMC 20.90.060 which is citywide. However, under SJMC 20.70.100 the ratio is actually 0.60 within the DC zoning which is partially due to the reductions that projects could take being in the Downtown Zoning districts. With that said, in being sensitive to the residential neighbors on the fringes of the Downtown boundary, it would be appropriate to align the baseline ratio to 0.60, in which applicants may take further reductions if eligible.

### *Conclusion*

Thank you staff for the expedient work in bringing forth this policy update. This concept of “co-living” is not entirely foreign to San José considering existing models from traditional dormitory arrangements to the current reality of young professionals sharing rooms in high volume under one roof due to fiscal constraints. This ordinance has long been needed and should be implemented in a fashion that enhances our urban core while minimizing surrounding impacts to our existing residential communities.