



# Memorandum

**TO:** HONORABLE MAYOR  
AND CITY COUNCIL

**FROM:** Rosalynn Hughey

**SUBJECT:** SEE BELOW

**DATE:** March 8, 2019

Approved

*D. P. S. L.*

Date

*3/8/19*

## SUPPLEMENTAL

**SUBJECT: PP18-101: AN ORDINANCE OF THE CITY OF SAN JOSÉ AMENDING SECTION 20.70.100 OF CHAPTER 20.70, ADDING A NEW PART 3.75 OF CHAPTER 20.80, AMENDING SECTION 20.90.060 OF CHAPTER 20.90, AND ADDING SECTION 20.200.197 OF CHAPTER 20.200 OF TITLE 20 OF THE SAN JOSÉ MUNICIPAL CODE TO ADD CO-LIVING COMMUNITY AS AN ENUMERATED USE IN THE DOWNTOWN, TO ESTABLISH RULES AND REGULATIONS RELATED TO CO-LIVING COMMUNITIES, TO ESTABLISH PARKING REQUIREMENTS FOR CO-LIVING COMMUNITIES, TO ADD A NEW DEFINITION FOR CO-LIVING COMMUNITY, AND MAKING OTHER TECHNICAL, NON-SUBSTANTIVE OR FORMATTING CHANGES.**

## REASON FOR THE SUPPLEMENTAL

The purpose of this Supplemental Memorandum is to provide clarification on the City Council approval of bicycle parking requirements for Co-Living Communities.

## BACKGROUND

On February 26, 2019, the City Council approved Item 4.2, an ordinance amending Title 20 to add the Co-Living Community use. Based on additional evaluation and feedback from Co-living developers and builders since the Planning Commission hearing of January 30, 2019, staff recommended that the Council adopt the proposed bicycle parking ratios:

- Long Term Spaces (60%): 0.25 per bedroom. For buildings containing over 100 bedrooms, 25 long term spaces plus 0.20 spaces for every bedroom over 100
- Short Term Spaces (40%): 2 spaces for every 100 bedrooms

These ratios are a reduction from the Planning Commission's recommendation of 0.5 spaces per bedroom. The ratios recommended by staff are consistent with San Francisco's bicycle parking requirement for such a use.

### ANALYSIS

At the February 26, 2019 Council hearing, staff noted that based on several comments received from co-living developers that a substantial amount of bicycle spaces remained unused as many renters chose bike share options, rather than owning a bicycle. Additional evaluation indicated that the proposed bicycle parking requirement of 0.5 per bedroom was higher in comparison with more dense cities, such as San Francisco and Portland, leading to the staff recommendation of a lower bicycle parking requirement than was recommended by the Planning Commission. Staff added that the City Council's requirement for the one-year progress report to evaluate completed Co-Living development projects would be an opportunity to assess the use and demand for bicycle parking for this new type of use.

Based on the discussion at the February 26, 2019 Council hearing, staff understood that the Council adopted the bicycle parking requirements as recommended by staff, however, the motion to approve the ordinance was not entirely clear on this matter. This Supplemental Memorandum clarifies that the ordinance before the City Council for a second reading includes the staff recommendation for a lower bicycle parking requirement. If the City Council's intent was to approve the Planning Commission's recommendation on bicycle parking, then staff will need to revise the ordinance and bring it back to a second reading at a later date.

/s/  
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Director, Planning, Building and Code  
Enforcement

For questions, please contact Michael Brilliot, Deputy Director, Planning Division at (408) 535-7831.