



# Memorandum

**TO:** PLANNING COMMISSION

**FROM:** Joseph Horwedel

**SUBJECT:** SEE BELOW

**DATE:** February 6, 2013

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**SUBJECT: AN ORDINANCE OF THE CITY OF SAN JOSE AMENDING TITLE 20 OF THE SAN JOSE MUNICIPAL CODE (THE ZONING ORDINANCE) TO AMEND:**

- SECTION 20.70.330 OF CHAPTER 20.70 (DOWNTOWN ZONING REGULATIONS);
- NUMEROUS SECTIONS OF CHAPTER 20.90 (PARKING AND LOADING);
- SECTIONS 20.100.1300 AND 20.100.1320 OF CHAPTER 20.100 (ADMINISTRATION AND PERMITS);
- AND TO ADD NEW SECTIONS TO CHAPTER 20.200 (DEFINITIONS) TO ADD DEFINITIONS FOR "AREA DEVELOPMENT POLICY," "CAR-SHARE," "CHARGE/CHARGING STATION" AND "URBAN VILLAGE,"

**ALL TO MODIFY PARKING REQUIREMENTS FOR CERTAIN ENUMERATED USES TO FURTHER IMPLEMENT THE ECONOMIC DEVELOPMENT, LAND USE, AND TRANSPORTATION POLICIES SET FORTH WITHIN THE ENVISION SAN JOSÉ 2040 GENERAL PLAN, AND TO MAKE OTHER TECHNICAL, FORMATTING OR OTHER NONSUBSTANTIVE CHANGES WITHIN THOSE CHAPTERS OF TITLE 20.**

## RECOMMENDATION

Planning staff recommends that the Planning Commission recommend to the City Council the approval of the ordinance changes outlined in this memorandum to amend Title 20 of the San José Municipal Code to modify parking requirements for certain enumerated uses to further implement the Economic Development, Land Use, and Transportation Policies set forth within the Envision San José 2040 General Plan and make other nonsubstantive changes within those chapters of Title 20.

## OUTCOME

The proposed amendments to the Zoning Ordinance (Title 20) would allow certain types of land uses and development that are located near transit and that include Transportation Demand Management (TDM) measures to have a reduction in the required number of off-street vehicle parking spaces on-site.

## BACKGROUND

At the October 1, 2012 City Council Transportation and Environment (T&E) Committee meeting, staff reported on possible options to reduce vehicle miles traveled and create incentives to implement the transportation mode shift goals established in the Envision San José 2040 General Plan. Accordingly, the current proposal to amend Title 20 of the San José Municipal Code (the Zoning Ordinance) is intended to facilitate transportation mode shifts in Downtown, Transit-Oriented Development Corridors, and other designated Special Strategy and Growth Areas in the General Plan.

The amended Ordinance could provide a menu of incentive-based Transportation Demand Management (TDM) measures for reduced vehicle parking including, but not limited to transit proximity, clustering of mixed uses, car-sharing, provision of transit passes to tenants (i.e., Ecopasses or Clipper Cards), increased bicycle parking, and bicycle-sharing.

This approach would supplement previous amendments to the Zoning Ordinance that were adopted in the last 2 ½ years to further transportation mode shift goals including:

- Bicycle Parking and Clean Air Vehicle Ordinance No. 28836 effective 12/8/10  
to expand bicycle parking requirements and add Clean Air Vehicle parking requirements to comply with the California Green Building Standards Code.
- Envision San José 2040 General Plan Alignment and Economic Development Ordinance No. 29011 effective 2/10/12  
to amend portions of Chapters 20.10, 20.30, 20.40, 20.50, 20.70, 20.75, 20.80, 20.90, 20.100, and 20.200 to clarify regulations pertaining to incidental electric vehicle charging stations, allow higher densities within the R-M Multi-Family Residential District, and provide greater flexibility for residential uses in Residential and Main Street Zoning Districts, to update the boundaries of the Downtown Zoning Area, and to allow a reduction in the required off-street parking for Efficiency Living Units and gasoline or charge stations when combined with other uses.
- Height and Parking Ordinance No. 29012 effective 2/10/12  
to add Chapter 20.85 establishing certain maximum heights, and amend parking requirements to align with the Envision San José 2040 General Plan.
- Height Ordinance No. 29176 effective 12/28/12  
to amend allowable heights for development within specific areas in the City of San José

consistent with the County of Santa Clara's Airport Influence Areas for Norman Y. Mineta San José International and Reid-Hillview Airports, and to increase maximum allowable height for development in Industrial Zoning Districts.

## **ANALYSIS**

Consistent with direction from the T&E Committee, staff is proposing Zoning Code changes to encourage the shift in overall commute transportation mode share from gasoline-fueled automobile travel to less-polluting and less energy-intensive transportation modes. The proposed ordinance would provide reductions to the required amount off-street parking space if specific Transportation Demand Management (TDM) measures are provided by a developer/owner for a project. EcoPasses and car-share programs would be included in the list of TDM measures which may be considered as the basis for a reduction in a project's on-site parking requirement, consistent with a memorandum dated October 9, 2008 to the Rules and Open Government Committee from Mayor Reed and Councilmembers Liccardo and Chirco.

The 2008 memorandum discussed ways to encourage developers to implement measures supportive of the concept of planning for a city for people, not just cars. Staff's proposed changes to the Zoning Ordinance are intended to support this principle, particularly for the Downtown, Transit Employment Centers, Urban Villages, Neighborhood Business Districts, and other key growth areas in the Envision San José 2040 General Plan. The proposed reductions would support pedestrians, bicyclists, and transit riders, thereby facilitating San José's mode-shift and vehicle-miles-traveled reduction goals.

### **Downtown**

Under the current Zoning Code, most commercial/retail uses have no off-street parking requirement for projects located in Downtown Zoning Districts. Provisions allow a 15% reduction for all other land uses if the project has a Transportation Demand Management (TDM) program that includes EcoPass, parking cash-out, alternate work schedules, ride sharing, transit support, carpool/vanpools, shared parking, or any other reasonable measures. Staff is proposing a change to the Zoning Code to allow up to a 50% reduction if a project includes either car-share or EcoPass/Clipper Card, and two other TDM measures. This incentive is intended to foster car-share and EcoPass/Clipper Card use in new Downtown development.

The Zoning Code contains other existing parking provisions for the Downtown for which staff is not proposing any modifications at this time including the following measures:

- Parking reductions up to 100% for projects that provide public parking on-site as part of the development project.
- New structures on parcels that are 10,000 square feet or less with up to 30,000 square feet of building area do not need to provide parking.

- Additions to buildings totaling less than 20% of the existing building are exempt from providing parking.
- Additions to a historic landmark, structures in a historic district, or contributing structures to a historic district, do not need to provide parking if the addition conforms to the Secretary of Interior Historic Design Guidelines.

### Citywide Key Growth Areas

The existing Zoning Code allows for a 10% parking reduction for projects within a Neighborhood Business District or within 2,000 feet of an existing or proposed rail station. Staff is proposing to allow up to a 50% reduction in these areas, Urban Villages, and key areas that are subject to an Area Development Policy, for projects that includes either car-share or EcoPass/Clipper Card, and two other TDM measures.

The proposed Code amendment would add within the Zoning Code a much wider variety of potential TDM measures, including preferential parking with recharge facilities for electric or alternatively-fueled vehicles, recognizing the benefit these measures can have to reduce automobile travel and corresponding parking demand. This addition also addresses the City Council priority for parking requirements for electric vehicles.

Other proposed modifications to the Zoning Code's minimum parking requirements include allowing parking spaces for ground floor commercial uses in Neighborhood Business Districts or Urban Villages at a ratio of 1 space per 400 net square feet of floor area instead of the more typical 1 space per 200 square feet, and allowing a comprehensive single parking ratio of one parking space for every 200 net square feet of floor area for neighborhood shopping centers that are at least 20,000 square feet in building area in lieu of parking requirements based on individual tenant use.

### General Changes to Support More Urbanized Development

Staff is recommending the following additional changes to the Zoning Code:

- **Reduced Setbacks.** Staff is proposing to allow parking or loading spaces located within a side or front setback if approved in a development permit or development exception where the Director finds that the location of the off-street vehicle parking space or off-street loading space within the front or side setback area will not adversely affect surrounding development. Staff is also proposing exceptions permitting an incursion by buildings or structures of up to, but not more than, five feet into the rear setback area prescribed by the Zoning Code, provided, however, that no exception granted under the provisions of the Zoning Code shall permit the vertical projection of any building or structure to be closer than ten (10) feet rather than the current fifteen (15) feet, measured horizontally, to the rear property line. As an example, the proposed changes could allow minor reductions of setbacks for articulation of buildings or parking structures.

- **Tandem Parking.** The Director may issue a Site Development Permit rather than a Special Use Permit to allow tandem parking spaces on-site to satisfy up to fifty (50) percent of the required number of off-street parking spaces only upon a finding, based on an adequate parking management plan, that the reconfiguration of spaces will be adequate to meet the required number of off-street parking spaces generated by the project.
- **Other Uses.** Staff is proposing up to a twenty (20) percent reduction in the required off-street parking for private instruction or personal enrichment; sororities, fraternities and dormitories occupied exclusively (except for administrators thereof) by students attending college or other educational institutions; SROs; efficiency living units; emergency residential shelters; residential care/service facilities; and convalescent hospitals; hotels/motels; bed and breakfast inns; senior housing uses; indoor recreation uses; gasoline or charge stations when combined with other uses; performing arts rehearsal space uses, and performing arts rehearsal space uses if approved with a development permit or a development exception if no development permit is required, provided that such approval is based upon the findings that the project is either within 2,000 feet of an existing or proposed bus or rail transit stop, or the use is clustered with other uses that share all parking spaces on a site, because customers are likely to park once and then walk sequentially to more than one use in the cluster, while maintaining the same parking space.
- **Unbundled Parking.** To allow flexibility and reflect the true cost of parking, staff proposes that the total on-site off-street parking spaces required for a project containing at least fifty (50) multi-family attached units may be Unbundled Parking spaces as specified in an approved development permit.
- **Definitions.** “Area development policy,” “Car-share,” and “Charge or Charging station,” and “Urban Village,” definitions are proposed to be added to the Zoning Ordinance for reference.

### Other Pending Ordinances

Concurrently, as a separate amendment to the Zoning Code, staff is proposing to create a new TEC-Transit Employment Center Zoning District in Chapter 20.50 that would support land uses in proximity to transit with reduced parking requirements. This aligns with the Envision San José 2040 General Plan land use designation of Transit Employment Center and the General Plan’s overall strategy to expand San José’s innovation economy.

### General Plan Consistency

The proposed amendments are consistent with several goals, policies, and implementation actions in the Envision San José 2040 General Plan including but not limited to the following:

**Goal TR-7 – Transportation Demand Management** Implement effective Transportation Demand Management (TDM) strategies that minimize vehicle trips and vehicle miles traveled.

***Transportation Demand Management Policy TR-7.1*** Require large employers to develop and maintain TDM programs to reduce the vehicle trips generated by their employees.

***Goal TR-8 – Parking Strategies.*** Develop and implement parking strategies that reduce automobile travel through parking supply and pricing management.

***Parking Strategy Policy TR-8.1*** Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services.

***Parking Strategy Policy TR-8.2*** Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use.

***Parking Strategy Policy TR-8.3*** Support using parking supply limitations and pricing as strategies to encourage use of non-automobile modes.

***Parking Strategy Policy TR-8.4*** Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.

***Parking Strategy Policy TR-8.5*** Promote participation in car share programs to minimize the need for parking spaces in new and existing development.

***Parking Strategy Policy TR-8.6*** Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Urban Villages and other Growth Areas.

***Parking Strategy Policy TR-8.7*** Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments.

***Parking Strategy Policy TR-8.8*** Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rental of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage.

***Parking Strategy Policy TR-8.9*** Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.

***Parking Strategies Action TR-8.10*** Update existing parking standards to reduce parking requirements for transit-oriented developments, mixed-use projects, and projects within the Urban Villages to take advantage of shared parking opportunities generated by mixed-use

development. Update existing parking standards to address TDM actions and to require amenities and programs that support reduced parking requirements.

***Parking Strategies Action TR-8.11*** Establish a program and provide incentives for private property owners to share their underutilized parking with the general public and/or other adjacent private developments.

***Parking Strategies Action TR-8.12*** As part of the entitlement process, consider opportunities to reduce the number of parking spaces through shared parking, TDM actions, parking pricing or other measures which can reduce parking demand. Consider the use of reserve landscaped open space or recreational areas that can be used on a short-term basis to provide parking or converted to formal parking in the future if necessary.

***Goal TR-9 – Tier I Reduction of Vehicle Miles Traveled.*** Reduce Vehicle Miles Traveled (VMT) by 10%, from 2009 levels, as an interim goal.

***Tier I Reduction of Vehicle Miles Traveled Policy TR-9.1*** Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.

## **PUBLIC OUTREACH/INTEREST**

Planning staff has been engaging the public on how the Zoning Ordinance may be amended for development that can benefit from transportation alternatives to the car (see attached public correspondence). A community meeting on January 17, 2013, with nineteen members of the public including residents, industry representatives, and developers, and with Councilmember Oliverio and Planning staff in attendance, and the PBCE Developers' Roundtable on January 25, 2013, provided forums for public input on the proposed amendments. The T&E Committee meeting on February 4, 2013 also provided an opportunity for public comment.

Public outreach for this proposal complies with the City Council's Public Outreach Policy and the Municipal Code. A public hearing notice including the Planning Commission and City Council hearing dates was published in the San José Post-Record and emailed to a list of interested groups and individuals. Staff has posted the hearing notice, staff report and draft ordinance on the Department's website and has been available to discuss the proposal with interested members of the public.

### **Comments from Residents**

Residents expressed concerns about impacts to surrounding neighborhoods, and stated that tenants in a development with reduced parking on-site would likely park on adjacent residential streets. Additionally, in some areas, Redevelopment Agency-acquired parking lots are for sale which could lead to shortage of parking. Some attendees recommended that TDM measures be

implemented immediately when the project is complete. They requested that measures be tied to existing infrastructure and transit, rather than future improvements that may be planned but not yet built.

Neighborhood representatives commented that required on-site truck parking should not be affected by the potential reductions, and that truck parking and loading requirements should be maintained, as is.

Community members asked that if reductions are implemented for a project, that the project include off-site pedestrian facility improvements, especially around the project area, and could staff analyze potential Parking Benefit Districts where money generated could go back to the community for improvements. Community members asked for clarification as to how reductions would be related to Urban Village Plans, especially if one or more villages are adjacent to some neighborhoods.

### **Comments from the Development Industry**

Public comments from the development community include requests to: consider a comprehensive single parking ratio for small neighborhood shopping centers in lieu of parking requirements based on individual tenant use; ensure that there would not be maximum requirements for the number of vehicle parking spaces; possibly reduce or eliminate mandatory bicycle parking regulations; and ensure the reduced parking requirements meet Building Code standards for compliance with the Americans with Disabilities Act (ADA).

### **Comments from Non-Government Organizations**

Representatives from Transform and Greenbelt Alliance wanted to ensure that parking reductions would be available for residential development, as well as commercial uses. They asked whether there would be a time limit on TDM measures.

A letter from SPUR emphasizes the importance of density, diversity of uses, and design. SPUR suggests that the City propose no parking requirements in Downtown, rely instead on market demand to determine parking for development, and allow unbundled parking. Additionally, SPUR recommends that the City phase out subsidies for parking.

### **Staff Response**

To the extent feasible by State law and where practical within the scope of the Zoning Code, staff's recommended ordinance changes address many of the above-mentioned comments. The proposed amendments would provide: 1) reductions in required parking only when a project includes several TDM measures to reduce parking demand; 2) a comprehensive single parking ratio for neighborhood shopping centers that are at least 20,000 square feet in building floor area; 3) no required maximum numbers of parking spaces; 4) maintaining existing mandatory bicycle parking regulations in conformance with the State of California Green Building Standards Code; 5) additional exceptions that would allow no parking requirement for many uses in Downtown

(with office and residential uses having a parking requirement in some locations); 5) exceptions that would allow reduced parking for some types of affordable housing; and 6) no conflict with ADA.

### COORDINATION

The preparation of the proposed ordinance and this staff report have been coordinated with the City Attorney's Office.

### CEQA

Final Program Environmental Impact Report for Envision San José 2040 General Plan, EIR Resolution No. 76041.

Pursuant to Section 15168 of the CEQA Guidelines, the City of San José has determined that this activity is within the scope of the Envision San José 2040 General Plan Program approved previously. The Final Program Environmental Impact Report (EIR) for the Envision San José 2040 General Plan entitled, "Envision San José 2040 General Plan," for which findings were adopted by City Council Resolution No. 76041 on November 1, 2011, adequately describes the activity for the purposes of CEQA. The project does not involve new significant effects beyond those analyzed in this Final EIR. Therefore, the City of San José may take action on the project as being within the scope of the Final EIR, File No. PP13-007.

  
for JOSEPH HORWEDEL, Director  
Department of Planning, Building and Code Enforcement

For questions, please contact Jenny Nusbaum, Senior Planner at 408-535-7872.

Attachments: Draft Ordinance  
Map of Urban Villages, Transportation-Development Policy Areas, and Downtown  
Public Correspondence

**ORDINANCE NO.**

**AN ORDINANCE OF THE CITY OF SAN JOSÉ AMENDING TITLE 20 OF THE SAN JOSÉ MUNICIPAL CODE (THE ZONING ORDINANCE) TO AMEND: SECTION 20.70.330 OF CHAPTER 20.70 (DOWNTOWN ZONING REGULATIONS); NUMEROUS SECTIONS OF CHAPTER 20.90 (PARKING AND LOADING); SECTIONS 20.100.1300 AND 20.100.1320 OF CHAPTER 20.100 (ADMINISTRATION AND PERMITS); AND TO ADD NEW SECTIONS TO CHAPTER 20.200 (DEFINITIONS) TO ADD DEFINITIONS FOR “AREA DEVELOPMENT POLICY,” “CAR-SHARE,” “CHARGE OR CHARGING STATION,” AND “URBAN VILLAGE,” ALL TO MODIFY PARKING REQUIREMENTS FOR CERTAIN ENUMERATED USES TO FURTHER IMPLEMENT THE ECONOMIC DEVELOPMENT, LAND USE, AND TRANSPORTATION POLICIES SET FORTH WITHIN THE ENVISION SAN JOSÉ 2040 GENERAL PLAN, AND TO MAKE OTHER TECHNICAL, FORMATTING OR OTHER NONSUBSTANTIVE CHANGES WITHIN THOSE CHAPTERS OF SAID TITLE 20**

**WHEREAS**, pursuant to the provisions of the California Environmental Quality Act of 1970, together with state implementation guidelines and the provisions of Title 21 of the San José Municipal Code, the provisions of this Ordinance have been examined in light of the Final Program Environmental Impact Report prepared for the Envision San José 2040 General Plan (the “FEIR”) and are within the scope of the project analyzed under and covered by that FEIR.

**NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF SAN JOSE:**

**SECTION 1.** Section 20.70.330 of Chapter 20.70 of Title 20 of the San José Municipal Code is hereby amended to read in its entirety as follows:

**20.70.330    Reduction of requirement.**

In addition to exceptions provided for under Section 20.90.200 and Section 20.90.220, the following reductions in parking requirements may be made by the Director:

**DRAFT - Contact the Office of the City Clerk at (408) 535-1260 or [CityClerk@sanjoseca.gov](mailto:CityClerk@sanjoseca.gov) for final document.**

- A. The Director may grant up to a fifteen (15) percent reduction in the number of spaces required as part of the issuance of a development permit where the reduced number of spaces will be adequate to meet the parking demand generated by the project when the following findings are made:
1. The project has developed a travel demand management (TDM) program that provides evidence that a TDM program will reduce parking demand and identifies the percentage of parking demand that will be reduced through the TDM program. The TDM program will incorporate one or more elements of TDM including, but not limited to measures such as Ecopass, parking cash-out, alternate work schedules, ride sharing, transit support, carpool/ vanpools, shared parking, or any other reasonable measures; and
  2. The project demonstrates that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use.
- B. For mixed-use projects, the director may reduce the required parking spaces by up to fifty (50) percent, including any other exceptions or reductions as allowed under Title 20, upon making the following findings:
1. That the reduction in parking will not adversely affect surrounding projects;
  2. That the reduction in parking will not be dependent upon public parking supply; or reduce the surrounding public parking supply; and
  3. The project demonstrates that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use.
- C. The total parking required for a project may be reduced by up to one hundred (100) percent as part of a development permit where public parking is provided on-site as part of a public or private development project. Public parking spaces may be applied toward the parking requirements for the use, applying no more than a one-for-one standard. The finding shall be made in the development permit by the Director and be based on an alternate peak use, shared parking or parking demand analysis.
- D. The project will provide replacement parking either on site, off-site within reasonable walking distance or pay the current in-lieu fee for the parking required if the project fails to maintain a TDM program.

**SECTION 2.** Section 20.70.350 of Chapter 20.70 of Title 20 of the San José Municipal Code is hereby amended to read in its entirety as follows:

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**20.70.350 Tandem parking.**

- A. The Director may issue a development permit to allow tandem parking spaces to satisfy up to fifty (50) percent of the required off-street parking.
- B. This permit shall be issued only upon a finding, based on an adequate parking management plan, that the reconfiguration of spaces will be adequate to meet the parking demand generated by the project.
- C. This finding shall be based upon a parking demand analysis which may include, without limitation, alternate peak use of parking spaces, shared parking, proximity to public transit.

**SECTION 3.** Section 20.70.370 of Chapter 20.70 of Title 20 of the San José Municipal Code is hereby amended to read in its entirety as follows:

**20.70.370 Enlargement, intensification or change in use.**

- A. Any structure which is a legal nonconforming use pursuant to Chapter 20.150 is exempted from the application of this part, except to the extent of the construction of any additional structure or enlargement of the existing structure.
- B. New structures on parcels that are ten thousand (10,000) square feet or less with up to thirty thousand (30,000) square feet of building area do not need to provide parking.
- C. Additions to structures totaling less than twenty (20) percent of the existing structure are exempt from providing parking.
- D. Additions to a historic landmark, structures in a historic district, or contributing structures to a historic district, do not need to provide parking if the addition conforms to the Secretary of Interior Historic Design Guidelines.

**SECTION 4.** Section 20.90.020 of Chapter 20.90 of Title 20 of the San José Municipal Code is hereby amended to read in its entirety as follows:

**20.90.020 Applicability.**

- A. Every use, including a change or expansion of a use, shall provide, on site, the required off-street vehicle parking in compliance with the provisions of this chapter, except for uses in the downtown zoning districts which are governed by Part 2 of Chapter 20.70.

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- B. Any building erected, constructed, or moved shall provide, on site, the minimum number of off-street vehicle parking spaces set forth in Table 20-190. No building or moving permit shall be issued for any building unless the application specifies the proposed use of the building and the building official is satisfied that adequate provision has been or will be made for the parking spaces as are required by the provisions of this title.
- C. Every building for which a building permit application for new square footage was submitted on or after January 1, 2011, shall provide the required bicycle parking spaces in compliance with the provisions of this chapter.
- D. Every development that creates more than five thousand square feet of outdoor uses for which a development permit application was submitted on or after January 1, 2011 shall provide the required bicycle parking spaces for the outdoor uses in compliance with the provisions of this chapter.

**SECTION 5.** Section 20.90.030 of Chapter 20.90 of Title 20 of the San José Municipal Code is hereby amended to read in its entirety as follows:

**20.90.030 No reduction in off-street parking spaces.**

- A. Off-street vehicle parking spaces existing on February 19, 2001, and/or required as a condition of any permit or approval by the City of San José, shall not be reduced in number or size without an approved development permit, or a development exception if no development permit is required. in accordance with the requirements of Chapter 20.100.
- B. Off-street bicycle parking spaces existing on December 31, 2010 and/or required as a condition of any permit or approval by the City of San José shall not be reduced in number or size without an approved development permit in accordance with the requirements of Chapter 20.100.

**SECTION 6.** Section 20.90.060 of Chapter 20.90 of Title 20 of the San José Municipal Code is hereby amended to read in its entirety as follows:

**20.90.060 Number of parking spaces required.**

- A. Number of Off-Street Vehicle Spaces Required.
  - 1. All parking requirements in Table 20-190 are minimums unless otherwise specified. Each land use shall provide, on site, at least the minimum number of vehicle parking

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spaces required by Table 20-190, unless a modification has been granted pursuant to Section 20.90.220 or 20.90.230.

2. All required parking shall be made available to residents, patrons and employees of a use on the site.
  3. All vehicle parking spaces shall be standard size spaces as set forth in Section 20.90.100. Alternatively, a development permit may:
    - a. Authorize all off-street vehicle parking spaces to be uniform-size car spaces, as set forth in Section 20.90.100; or
    - b. Allow up to forty percent of the off-street vehicle parking spaces to be small car spaces as set forth in Section 20.90.100. The remainder of the required vehicle off-street parking spaces shall be standard car space as defined in Section 20.90.100.
  4. If the number of off-street vehicle parking spaces hereinafter required contains a fraction after all parking is totaled, such number shall be rounded to the nearest higher whole number.
  5. Whenever alternative units of measurement are specified in Tables 20-190, 20-200 or 20-210 for computing vehicle off-street parking requirements for any given use, the unit of measurement which provides the greatest number of off-street parking spaces for such use shall control.
  6. The minimum number of vehicle off- street parking spaces required for any given use is the same irrespective of the district in which such use is conducted. In case of a use for which vehicle off-street parking requirements are not specified at all, the requirements for the most nearly similar use for which vehicle off-street parking requirements are specified shall apply.
  7. When two or more uses are located in the same lot or parcel of land or within the same building, the number of vehicle off-street parking spaces required shall be the sum total of the requirements of the various individual uses computed separately in accordance with this Chapter 20.90, except as hereinafter provided for alternating uses or exceptions.
- B. Number of Bicycle Parking Spaces Required.
1. The minimum number of bicycle parking spaces required for uses permitted under this title is set forth in Table 20-190.
  2. Except as otherwise expressly permitted in this chapter, the minimum number of bicycle parking spaces required under this title shall be provided on private property on a parcel or development site in an area, other than a public street, public way, or other public property, permanently reserved or set aside for bicycle parking spaces.

3. A minimum of two short-term bicycle parking spaces and one long-term bicycle parking space shall be provided for each site that has a nonresidential use set forth in Table 20-190.
4. If the number of bicycle parking spaces hereinafter required contains a fraction, such number shall be rounded to the nearest higher whole number.

<b>Table 20-190 Parking Spaces Required by Land Use</b>			
<b>Use</b>	<b>Vehicle Parking Required</b>	<b>Applicable Sections</b>	<b>Bicycle Parking Required</b>
<b>Agriculture and Resource Uses</b>			
Agriculture and Resource Uses	1 per employee	Note 6	1 per 10 full-time employees
<b>Drive-Through Uses</b>			
Drive-through in conjunction with any use	No additional parking required		None
<b>Education and Training</b>			
Day care center	1 per 6 children, up to 5 spaces and thereafter 1 per 10 children (includes employee parking)	Note 6	1 per 10 full-time employees and children
Instructional studios	1 per 150 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Private instruction, personal enrichment	1 per 3 students, plus 1 per staff	Note 6	1 per 10 students and full-time employees
School- elementary (K - 8)	1 per teacher, plus 1 per employee	Note 6	1 per 10 full-time employees plus 6 per classroom
School- secondary (9 - 12)	1 per teacher, plus 1 per employee, plus 1 per 5 students	Note 6	1 per 10 full-time employees plus 10 per classroom
School, post secondary	1 per 3 students, plus 1 per staff	Note 6	1 per 10 full-time employees plus 10 per

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			classroom
School, trade and vocational	1 per 3 students, plus 1 per staff	Note 6	1 per 10 full-time employees plus 10 per classroom
<b>Entertainment and Recreation</b>			
Arcade, amusement	1 per 200 sq. ft of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Batting cages	1 per station, plus 1 per employee	Note 6	1 per 10 full-time employees plus one per 6 stations
Bowling establishment	7 per lane	Note 6	1 per 2 lanes
Dancehall	1 per 40 sq. ft. open to public	Note 6	1 per 3,000 sq. ft. of floor area
Driving range	1 per tee, plus 1 per employee	Note 6	1 per 10 full-time employees plus 1 per 10 tees
Golf course	8 per golf hole, plus 1 per employee	Note 6	1 per 10 full-time employees plus 1 per 2 golf holes
Health club, gymnasium	1 per 80 sq. ft. recreational space	Note 6	1 per 1,600 sq. ft. of recreational space
Miniature golf	1.25 per tee, plus 1 per employee	Note 6	1 per 10 full-time employees plus 1 per 6 tees
Performing arts rehearsal space	1 per 250 sq. ft. of floor area	Section 20.90.220 <b>E.G</b>	1 per 4,000 sq. ft. of floor area
Poolroom	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Private club or lodge	1 per 4 fixed seats on the premises, or 1 per 6 linear feet of seating, plus 1 per 200 square feet of area without seating but designed for meeting or assembly by guests, plus 1 per 500 sq. ft. of outdoor area	Note 6	1 per 60 fixed seats on the premises, or 1 per 90 linear feet of seating, plus 1 per 3,000 sq. ft. of area without seating but designed for meeting or assembly by guests, plus

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	developed for recreational purposes		1 per 5,000 sq. ft. of outdoor area developed for recreational purposes
Recreation, commercial (indoor)	1 per 80 sq. ft. of recreational area	Note 6	1 per 1,600 sq. ft. of recreational area
Recreation, commercial (outdoor)	20 per acre of site	Note 6	2 per acre of site
Relocated cardroom	1 per 40 sq. ft. of area devoted to card games	Note 6	1 per 800 sq. ft. area devoted to card games
Skating rink	1 per 50 sq. ft. of floor area	Note 6	1 per 1,000 sq. ft. of floor area
Swim and tennis club	1 per 500 sq. ft. of recreation area	Note 6	1 per 5,000 sq. ft. of recreation area
Motion picture theatre, indoor	1 per 3 seats in theaters with 1-3 screens; 1 per 3.3 seats with 4+ screens	Note 6	1 per 45 seats in theaters with 1-3 screens; 1 per 50 seats with 4+ screens
Motion picture theatre, outdoor	1 per 300 sq. ft.	Note 6	1 per 3,000 sq. ft.
<b>Table 20-190 Parking Spaces Required by Land Use</b>			
<b>Use</b>	<b>Vehicle Parking Required</b>	<b>Applicable Sections</b>	<b>Bicycle Parking Required</b>
Theaters, auditoriums, sports arenas, and stadiums- with or without fixed seats	1 per 4 fixed seats on the premises, plus 1 per 7 linear feet of fixed benches, or 1 per 30 square feet of area used for assembly	Note 6	1 per 60 fixed seats on the premises, plus 1 per 100 linear feet of fixed benches, or 1 per 450 sq. ft. of area used for assembly
<b>Food Services</b>			
Banquet facility	1 per 2.5 seats or 1 per 40 square feet of dining area, whichever requires the greater number of parking spaces	Note 6	1 per 50 seats or 1 per 800 square feet of dining area, whichever requires the greater number of parking spaces
Caterer w/eating facility (not a	1 per 2.5 seats or 1 per 40 square feet of dining area,	Note 3,	1 per 50 seats or 1 per 800 sq. ft. of dining area,

catering facility)	whichever requires the greater number of parking spaces	Note 6	whichever requires the greater number of parking spaces
Caterer w/no public interface	1 per 250 sq. ft.	Note 6	1 per 3,000 sq. ft. of floor area
Drinking establishments	1 per 2.5 seats or 1 per 40 square feet of drinking area, whichever requires the greater number of parking spaces	Note 3, Note 6	1 per 50 seats or 1 per 800 sq. ft. of dining area, whichever requires the greater number of parking spaces
Entertainment (with any food or alcohol service)	1 per 40 sq. ft. of area open to the public	Note 3, Note 6	1 per 800 sq. ft. of area open to the public
Outdoor dining incidental to a public eating establishment or a retail establishment	0 spaces up to 25 seats, 1 space per 2.5 for seats over 25	Note 6	1 space per 50 seats
Public eating establishments	1 per 2.5 seats or 1 per 40 square feet of dining area, whichever requires the greater number of parking spaces	Note 3, Note 6	1 per 50 seats or 1 per 800 sq. ft. of dining area, whichever requires the greater number of parking spaces
Take-out only establishment (including but not limited to pizza delivery, ice cream shops, doughnut shops)	1 per 75 sq. ft. of area open to the public, minimum of 5 spaces, plus 1 per delivery vehicle (if applicable)	Note 3, Note 6	1 per 750 sq. ft. of area open to the public
<b>General Retail</b>			
Alcohol, off-site sales	1 per 200 sq. ft. of floor area	Note 3 and Part 11, Chapter 20.80, Note 6	1 per 4,000 sq. ft. of floor area
Auction house	1 per 2.5 seats, or 1 per 200 sq. ft. of auction area exclusive of warehouse area	Note 6	1 per 5,000 sq. ft. of floor area
Food, beverage, groceries	1 per 200 sq. ft. of floor area	Note 3, Note 6	1 per 3,000 sq. ft. of floor area

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Plant nursery	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Open air sales establishments and areas	1 per 200 sq. ft. of sales area	Note 6	1 per 3,000 sq. ft. of floor area
Outdoor vending	3 parking spaces	Part 10, Chapter 20.80, Note 6	2 parking spaces
Pawn shop/broker	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Large format commercial establishment	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Large format commercial establishment, associated commercial	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Retail sales, goods and merchandise	1 per 200 sq. ft. of floor area	Note 3, Note 6	1 per 3,000 sq. ft. of floor area
Retail sales of furniture	1 per 250 sq. ft. of floor area	Note 3, Note 6	1 per 4,000 sq. ft. of floor area
Retail Art Studio	1 space per 200 sq. ft. of retail area	Note 3, Note 6	1 per 3,000 sq. ft. of floor area
Sales, appliances, industrial equipment, and machinery	1 per 1,000 sq. ft. of floor area	Note 6	1 per 10,000 sq. ft. of floor area
Neighborhood shopping center (minimum 100,000 sq. ft. in size), includes a mix of permitted, <u>special</u> , and conditional uses	1 per 225 sq. ft. of floor area	Note 1, Note 6	1 per 3,000 sq. ft. of floor area at publicly accessible entrances with locations to be determined through a development permit

<u>Neighborhood shopping center (minimum 20,000 sq. ft. in size), includes a mix of permitted, special, and conditional uses</u>	<u>1 per 200 sq. ft. of floor area</u>	<u>Note 1,</u> <u>Note 6</u>	<u>1 per 3,000 sq. ft. of floor area at publicly accessible entrances with locations to be determined through a development permit</u>
<b>General Services</b>			
Bed and breakfast	2 spaces, plus 1 per guest room, plus 1 per employee	Note 6	1 per space plus 1 per 10 guest rooms
Crematory	1 per full-time employee	Note 6	1 per 10 full-time employees
Dry cleaner	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Hotel/motel	1 per guest room or suite, plus 1 per employee	Section 20.90.220 <del>C</del> , Note 6	1 space plus 1 per 10 guest rooms
Laundromat	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Maintenance and repair, small consumer goods	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Messenger services	1 per 200 sq. ft of floor area, plus 1 per company vehicle	Note 6	1 per 3,000 sq. ft. of floor area
Mortuary and funeral services	1 per 4 seats, plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Mortuary, excluding funeral services	1, per full-time employee, plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Personal services	1 per 200 sq. ft. of floor area	Note 3	1 per 3,000 sq. ft. of floor area
Photo processing and developing	1 per 200 sq. ft.	Note 6	1 per 3,000 sq. ft. of floor area
Printing and publishing	Minimum 1 per 350 sq. ft. of floor area, maximum 5% over minimum required.	Note 6	1 per 5,000 sq. ft. of floor area

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Social service agency	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
<b>Health and Veterinary Services</b>			
Animal boarding, indoor	1 per employee, plus 1 per 1,000 sq. ft. of floor area	Note 6	1 per 10 full-time employees
Animal grooming	1 per 200 sq. ft. of floor area	Note 6	1 per 3,000 sq. ft. of floor area
Emergency ambulance station	1 per employee, plus 1 per on-site staff, plus 1 per facility vehicle	Note 6	1 per 10 full-time employees
Hospital per in-patient facility	1 per 2.5 beds	Note 6	1 per 25 beds
Medical clinic/out-patient facility	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Medical, dental and health practitioner	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Veterinary clinic	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
<b>Industry</b>			
Catalog and mail order house	1 per 250 sq. ft. of floor area of office space plus, plus 1 per 1,000 sq. ft. of floor area of warehouse and distribution area	Note 6	1 per 4,000 sq. ft. of floor area
Commercial support	1 per 350 sq. ft. of floor area	Note 6	1 per 5,000 sq. ft. of floor area
Distribution facility	A minimum of 2 for facilities with a total gross floor area under 5,000 square feet; a minimum of 5 for facilities with a total gross floor area between 5,000 sq. ft. and 25,000 sq. ft.; for facilities with a total gross floor area in excess of 25,000 sq. ft. a minimum of 1 per 5,000 sq. ft. of gross floor area or a fraction thereof	Note 6	1 per 10 full-time employees

Establishment for the repair, cleaning of household, commercial or industrial equipment or products	1 per 350 sq. ft. of floor area	Note 6	1 per 5,000 sq. ft. of floor area
Hazardous materials storage facility	1 per employee plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Hazardous waste facility	1 per employee plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Industrial services	1 per 350 sq. ft. of floor area	Note 6	1 per 5,000 sq. ft. of floor area
Junkyard	1 per employee	Note 6	1 per 10 full-time employees
Laboratory	1 per 350 sq. ft. of floor area	Note 6	1 per 5,000 sq. ft. of floor area
Manufacturing and assembly, light, medium, heavy	1 per 350 sq. ft. of floor area plus 1 per company vehicle	Note 6	1 per 5,000 sq. ft. of floor area
Miniwarehouse/ministorage	1 per 5,000 sq. ft. of floor area, plus 1 per resident manager	Note 4, Note 6	1 per 10 full-time employees
Outdoor storage	1 per employee	Note 6	1 per 10 full-time employees
Private power generation	1 per employee plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Research and development	1 per 350 sq. ft. of floor area	Note 6	1 per 5,000 sq. ft.
Stockyard, including slaughter	1 per employee	Note 6	1 per 10 full-time employees
Warehouse	A minimum of 2 for warehouses with a total gross floor area under 5,000 square feet; a minimum of 5 for warehouses with a total gross floor area between 5,000 sq. ft. and 25,000 sq. ft.; for warehouses in excess of 25,000 sq. ft. of total gross floor area a minimum of 1 per 5,000 sq. ft. of gross floor area or a fraction thereof	Note 6	1 per 10 full-time employees

Warehouse retail	Minimum 1 per 2,000 sq. ft. of floor area; maximum 1 per 250 sq. ft. of floor area	Note 6	1 per 10 full-time employees
Wholesale sale establishment	1 per 2,000 sq. ft. of floor area, plus 1 per company vehicle	Note 6	1 per 20,000 sq. ft. of floor area
<b>Offices and Financial Services</b>			
Automatic teller machine (free standing)	2 per machine	Note 6	1 per 10 machines
Business support	1 per 200 sq. ft. of floor area plus 1 per company vehicle	Note 6	1 per 3,000 sq. ft. of floor area
Financial institution	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Offices, business and administrative	1 per 250 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Offices, research and development	1 per 300 sq. ft. of floor area	Note 6	1 per 4,000 sq. ft. of floor area
Private security	1 per 250 sq. ft. of floor area office space, plus 1 per employee, plus 1 per company vehicle	Note 6	1 per 4,000 sq. ft. of floor area
<b>Public, Quasi-Public and Assembly Uses</b>			
Cemetery	1 per full-time employee	Note 6	1 per 10 full-time employees
Church/religious assembly	1 per 4 fixed seats, or 1 per 6 linear feet of seating, or 1 per 30 sq. ft. of area designed for assembly, used together or separately for worship.	Note 6	1 per 60 fixed seats, or 1 per 90 linear feet of seating, or 1 per 450 sq. ft. of area designed for assembly, used together or separately for worship
Community television antenna systems	1 per company vehicle	Note 6	1 per 10 full-time employees
Museums and libraries	1 per 300 sq. ft. of area open to the public	Note 6	1 per 4,000 sq. ft. of floor area open to the public

Parks and playgrounds	1 per 500 sq. ft.	Note 6	1 per 5,000 sq. ft. of outdoor recreation space
Community centers	1 per 4 fixed seats, or 1 per 6 linear feet of seating, plus 1 per 200 square feet of area without seating but designed for meeting or assembly by guests, plus 1 per 500 sq. ft. of outdoor area developed for recreational purposes	Note 6	1 per 60 fixed seats, or 1 per 90 linear feet of seating, plus 1 per 3,000 sq. ft. of area without seating but designed for meeting or assembly by guests, plus 1 per 5,000 sq. ft. of outdoor area developed for recreational purposes
Utility facilities, excluding corporation yards, storage or repair yards and warehouses	1 per 1.5 employees, plus 1 per company vehicle	Note 6	1 per 10 full-time employees
<b>Recycling Uses</b>			
Processing facility	1 per employee of the largest shift, plus 1 per facility vehicle	Note 6	1 per 10 full-time employees
Transfer facility	1 per employee of the largest shift, plus 1 per facility vehicle	Note 6	1 per 10 full-time employees
Small collection facility	1 per attendant	Note 6	1 per 10 full-time employees
<b>Residential</b>			
Emergency residential shelter	1 per 4 beds, 1 per 250 square feet of area which is used for office purposes	Section 20.90.220 <del>G</del> <u>G</u>	1 per 5,000 sq. ft. of floor area
Guesthouse	1 per guest room, plus 1 per each employee	Note 6	1 per 10 guest rooms plus 1 per 10 full-time employees
Live/work	No additional parking required above what is required for commercial use parking	Note 6	1 per 5,000 sq. ft. of floor area
Living quarters, custodian, caretakers	1 per living unit	Note 6	1 per 10 living units

Mixed use/ground floor commercial with residential above	Respective commercial and residential parking requirements combined	Note 6	
Multiple dwelling	See Table 20-210 and Table 20-211, required parking is determined by the type of parking facility and the number of bedrooms		See Table 20-210 and Table 20-211
One family dwelling	2 covered	Note 5 and Section 20.90.220 B.	None
Residential care or service facility	1 per first 6 client beds, plus 1 additional space for up to 4 client beds (or portion thereof) above the first six, plus 1 additional space for each additional four client beds (or portion thereof), plus 1 space for each employee or staff member.	Section 20.90.220 <del>C</del> <b>G</b>	1 per 10 full-time employees
Servants quarters attached to a one-family dwelling or attached to a garage structure	1 additional parking space	Note 6	1 per 10 full-time employees
SRO facilities within 2,000 ft. of public transportation		Note 6	1 per SRO unit
SRO residential hotels	.25 per SRO unit		
SRO living unit facilities with shared kitchen and bathroom facilities	.25 per SRO unit		
SRO living unit facilities with partial or full kitchen and bathroom facilities	1 per SRO unit		
SRO facilities not within 2,000 ft. of public transportation	1 per SRO unit	Note 6	1 per SRO unit
Sororities, fraternities and dormitories occupied exclusively (except for administrators thereof) by students attending college or	1 per guest room, plus 1 per employee	Note 6	1 per guest room plus 1 per 10 full-time employees

other educational institutions			
Temporary farm labor camp necessary to the gathering of crops grown on the site	1 per dwelling unit		None
Travel trailer parks	1 per employee	Note 6	1 per 10 full-time employees
Two family dwelling	See Table 20-200, required parking is determined by the type of parking facility and the number of bedrooms		None
<b>Transportation and Utilities</b>			
Common carrier depot	1 per employee, plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Data center	1 per 250 sq. ft. of office/meeting/technician work space, plus 1 for each 5,000 square feet of floor area, or fraction thereof, devoted to computer equipment space	Note 6	1 per 5,000 sq. ft. of office/meeting/ technician work space, plus 1 for each 50,000 sq. ft. of floor area, or fraction thereof devoted to computer equipment space
Television and radio studio	1 per 250 sq. ft. of space devoted to office use	Note 6	1 per 5,000 sq. ft. of space devoted to office use
Wireless communication antenna	1 per site	Note 6	1 per site
<b>Vehicle Related Uses</b>			
Accessory installation, passenger vehicles and pick-up trucks	4 per vehicle work station, plus 1 per employee	Note 6	1 per 10 full-time employees
Auto broker, <del>retail</del> -w/on-site storage	See Vehicle sales and leasing	Note 6	1 per 10 full-time employees
Auto <del>brokerdealer</del> , wholesale, no on-site storage	1 per 250 sq. ft. of floor area	Note 6	1 per 10 full-time employees

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Car wash	1 per employee, plus stacking as follows:  self service- 5 cars per lane  full service- 15 cars (may be in multiple lanes)	Note 2,  Note 6	1 per 10 full-time employees
Gas or charge station	1 per employee, plus 1 per air and water pump service area, plus 1 space for information stop	Note 6	1 per 10 full-time employees
Gas or charge station with incidental service and repair	4 per grease rack or vehicle work station, plus 1 per employee, plus 1 per air and water pump service area, plus 1 space for information stop	Note 6	1 per 10 full-time employees
Glass sales, installation and tinting	4 per vehicle work station, plus 1 per employee	Note 6	1 per 10 full-time employees
Repair and cleaning per detailing of vehicles	4 per grease rack or vehicle work station, plus 1 per employee	Note 6	1 per 10 full-time employees
Sale or lease of vehicles	1 per 350 sq. ft. enclosed showroom, 1 per 2,500 sq. ft. open area, plus 2 per service bay	Note 6	1 plus 1 per 10 full-time employees
Exclusively indoors sales	1 per 200 sq. ft.	Note 6	1 plus 1 per 10 full-time employees
Auto rental agency	1 per 400 sq. ft. of floor area, plus 1 per rental vehicle	Note 6	1 plus 1 per 10 full-time employees
Sale, vehicle parts	1 per 200 sq. ft. of floor area	Note 6	1 plus 1 per 10 full-time employees
Tires, batteries, accessories, lube, oil change, smog check station, air conditioning	4 per grease rack or vehicle work station, plus 1 per employee	Note 6	1 plus 1 per 10 full-time employees
Tow yard	1 per employee, plus 1 per company vehicle	Note 6	1 per 10 full-time employees
Vehicle wrecking, including sales of parts	1 per employee	Note 6	1 per 10 full-time employees

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Notes:

1. A covenant of easement is required when multiple parcels are involved.
2. Stacking shall be calculated at twenty feet per car.
3. Parking for uses of this type located within a Neighborhood Business District or an Urban Village and meeting all of the requirements set forth in Section 20.90.220C., may be reduced as specified in Section 20.90.220C.
4. Parking for miniwarehouse/ministorage uses meeting all of the requirements of Section 20.90.220~~DE~~ may be reduced as specified in Section 20.90.220~~DE~~.
5. Covered parking may include carports or garages.
6. When part or all of the bicycle parking spaces required for a land use is based on the number of full-time employees, that portion shall be provided in long-term bicycle parking facilities. When part or all of the bicycle parking spaces required for a land use is based on classrooms, that portion shall be provided in short-term bicycle parking facilities. When the bicycle parking required for a land use is based solely on square footage or other criteria in the table, at least eighty (80) percent of the bicycle parking spaces shall be provided in short-term bicycle parking facilities and at most twenty (20) percent shall be provided in long-term bicycle facilities.

<b>Table 20-200 Two-Family Dwelling</b>			
Living Unit Size	Type of Parking Facility		
	All Open Parking	One-Car Garage	Two-Car Garage
0 Bedroom (Studio)	1.5	1.5	2.0
1 Bedroom	1.5	2.0	2.0
2 Bedroom	2.0	2.0	2.0
3 Bedroom	2.0	2.0	2.0
Each Additional Bedroom	0.25	0.25	0.25

<b>Table 20-210 Multiple Dwelling</b>				
Living Unit Size	Type of Parking Facility			
	All Open Vehicle Parking	One-Car Garage	Two-Car Garage	Bicycle Parking Spaces <sup>1</sup>

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0 Bedroom (Studio)	1.25	1.6	2.2	1 per 4 living units
1 Bedroom	1.25	1.7	2.3	1 per 4 living units
2 Bedroom	1.7	2.0	2.5	1 per 4 living units
3 Bedroom	2.0	2.2	2.6	1 per 4 living units
Each Additional Bedroom	0.15	0.15	0.15	1 per 4 living units

Note 1: Bicycle parking spaces shall consist of at least sixty percent long-term and at most forty percent short-term spaces.

Notwithstanding the provisions of Table 20-210, off-street parking for multiple dwellings in the pedestrian oriented zoning districts shall conform to the requirements of Table 20-211.

<b>Table 20-211 Multiple Dwellings in the Pedestrian Oriented Zoning Districts</b>		
	<b>Vehicle Parking Spaces</b>	<b>Bicycle Parking Spaces</b>
Minimum required spaces <sup>1</sup>	1.25 per living unit	1 per living unit
Maximum required spaces	2.0 per living unit	None

Note 1: If tandem vehicle parking is provided, any residential unit utilizing tandem parking shall have a parking requirement of two vehicle parking spaces.

<b>Table 20-215 Clean Air Vehicles For non-residential uses provide designated parking for any combination of low-emitting, fuel efficient, and carpool or van pool vehicles as follows:</b>	
<b>Total Number of Parking Spaces</b>	<b>Clean Air Vehicle Parking Spaces</b>
0-9	0
10-25	1

26-50	3
51-75	6
76-100	8
101-150	11
151-200	16
201+	At least eight percent of total

**SECTION 7.** Section 20.90.120 of Chapter 20.90 of Title 20 of the San José Municipal Code is hereby amended to read in its entirety as follows:

**20.90.120 Setbacks.**

- A. No off-street vehicle parking space or off-street loading space shall be located within any side or front setback area required by other provisions of this Title unless the Director finds that the location of the off-street vehicle parking space or off-street loading space within the front or side setback area will not adversely affect surrounding development and issues a development permit or a development exception if no development permit is required.
- B. ~~In no event shall the~~ No setback for any vehicle parking area consisting of six (6) or more parking spaces located in, or adjoining, any residential district shall be less than the front setback, and corner side setback, if any, of the adjoining residential lot or parcel unless the Director finds that the location of the off-street vehicle parking space or off-street loading space within the front setback or corner side setback area will not adversely affect surrounding development and issues a development permit or a development exception if no development permit is required.
- C. In the main street districts the following additional provisions shall apply:
  - 1. At-grade parking that is not fully enclosed within a building shall be set back fifty feet or more from the main street, except that an interim off-street parking establishment in conformance with the requirements of Table 20-156 may be located within fifty feet of the main street.
  - 2. At-grade parking that is not fully enclosed within a building shall be set back a minimum of five feet from any minor or major cross street, which setback area shall be landscaped and shall be maintained in good condition at all times.

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3. If at-grade parking that is not fully enclosed within a building includes six or more parking spaces, it shall be effectively screened on all sides which adjoin, face or are directly opposite any lot in a residential zoning district by a masonry wall or solid wood fence no less than five feet in height.
4. At grade parking areas not located within a structure shall include one tree for every four parking space.
5. Parking structures shall not be located within fifty feet of the main street unless they are submerged below grade or are integrated within buildings that conform to the active commercial building frontage requirements of Section 20.75.130.

**SECTION 8.** Chapter 20.90 of Title 20 of the San José Municipal Code is hereby amended by adding a new Section to be numbered and entitled and to read in its entirety as follows:

**20.90.185 Unbundled Parking.**

Required on-site, off-street parking spaces may be Unbundled Parking spaces so long as all of the following conditions and criteria are met:

- A. The Unbundled Parking Spaces are maintained and available for the life of the building(s) and use(s) on the subject property; and
- B. The use located on the subject property includes at least fifty (50) multi-family attached units; and
- C. In addition to other findings required for a development permit, the decision-maker for a development permit also finds, as a part of approving the Unbundled Parking spaces, as follows:
  1. The total number of on-site off-street parking spaces maintained and available on the subject property adequately meets the parking requirements of the buildings and uses on the subject property as specified in this Chapter 20.90; and
  2. The Unbundled Parking spaces otherwise meet the requirements of this Section.

**SECTION 9.** Section 20.90.200 of Chapter 20.90 of Title 20 of the San José Municipal Code is hereby amended to read in its entirety as follows:

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**20.90.200 Off-site, alternating use and alternative parking arrangements - Vehicle or bicycle.**

- A. The following off-street parking arrangements may be permitted with a **Special Use Permit** in accordance with Chapter 20.100:
1. Parking facilities on a lot other than the lot occupied by the building or use which they are required to serve **where the lots are not contiguous or there is no recordation of a cross-access easement with reciprocal parking.**
  2. Alternating use of common parking facilities where certain uses generate parking demands during hours when the remaining uses are not in operation (for example, if one use operates during the day time or on weekends and the other use operates at night or on weekdays).
  3. Parking facilities which accommodate the required number of spaces in an alternative parking design.
- B. In addition to any other findings required for a **Special Use Permit**, the director, or planning commission on appeal, may approve such off-street parking facilities arrangements only upon making the following findings:
1. The number of off-street parking spaces provided in such parking facilities adequately meets the parking requirements of the individual buildings and uses as specified in this Chapter 20.90 of this title;
  2. It is reasonably certain that the parking facility shall continue to be provided and maintained at the same location for the service of the building or use for which such facility is required, during the life of the building or use; and
  3. The parking facility is reasonably convenient and accessible to the buildings or uses to be served.
- C. As a condition precedent to approving such **off-street parking facilities** arrangements, the director, or planning commission on appeal, shall require:
1. Satisfactory statements and evidence by the parties involved in the parking arrangement describing the nature of the use or uses, the timing of demand for such parking if applicable, and the provisions which are to be made to meet the specific parking requirements under this title.
  2. Such other documents, agreements, commitments, and such other evidence as is deemed necessary in each case.
- D. The Director may issue a Site Development Permit rather than a Special Use Permit to allow tandem parking spaces on-site to satisfy up to fifty percent (50%) of the required number of off-street parking spaces when all of the following criteria are met:**

1. This Site Development Permit may be issued only upon a finding, based on an adequate parking management plan, that the reconfiguration of spaces will be adequate to meet the required number of off-street parking spaces generated by the project.

**SECTION 10.** Section 20.90.220 of Chapter 20.90 of Title 20 of the San José Municipal Code is hereby amended to read in its entirety as follows:

**20.90.220 Reduction in required off-street parking spaces.**

A. Alternative Transportation.

1. A reduction in the required off-street vehicle parking spaces of up to ~~ten~~ fifty (50) percent may be authorized with a development permit or a development exception if no development permit is required, for structures or uses that conform to all of the following and implement a total of at least three (3) transportation demand management (TDM) measures as specified in the following provisions:
  - a. The structure or use is located within two thousand (2,000) feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a Neighborhood Business District, or as an Urban Village, or as an area subject to an Area Development Policy in the City's General Plan or the use is listed in Section 20.90.220.G; and
  - b. The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.
  - c. For any reduction in the required off-street parking spaces that is more than twenty (20) percent the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least one (1) of the following measures:
    - i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable onsite locations at the ratio set forth in the development permit or development exception considering type of use; or
    - ii. Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA EcoPass system will satisfy this requirement).

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and

- d. In addition to the requirements above in Section 20.90.220.A.1.c for any reduction in the required off-street parking spaces that is more than twenty (20) percent the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least two (2) of the following measures:
- i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable onsite locations; or
  - ii. Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the regionwide Clipper Card or VTA EcoPass system will satisfy this requirement); or
  - iii. Provide preferential parking with charging facility for electric or alternatively-fueled vehicles; or
  - iv. Provide a guaranteed ride home program; or
  - v. Implement telecommuting and flexible work schedules; or
  - vi. Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking) ; or
  - vii. Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or
  - viii. Make available transportation during the day for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or
  - ix. Provide shuttle access to Caltrain stations; or
  - x. Provide or contract for on-site or nearby child-care services; or
  - xi. Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts) ; or
  - xii. Provide on-site showers and lockers; or

- xiii. Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; and
- e. For any project that requires a TDM program:
- i. The project shall demonstrate that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and
  - ii. The project shall provide replacement parking either on-site or off-site within reasonable walking distance for the parking required if the project fails to maintain a TDM program.
2. A reduction in the required off-street vehicle parking spaces for a structure or use of up to ten percent (10%) or up to two (2) off-street vehicle parking spaces, whichever is less, may be authorized with a Development permit or a development exception if no development permit is required for a particular use, for nonresidential uses in conformance with the following:
- a. In addition to the off-street bicycle parking spaces required for the structure or use, ten off-street bicycle parking spaces consisting of bicycle racks or five off-street bicycle parking spaces consisting of bicycle lockers shall be provided for every one required off-street vehicle parking space that is reduced; and
  - b. The bicycle parking spaces shall conform to all of the requirements of this Chapter.
- B. One-Family Dwellings.
1. A reduction in the required off-street vehicle parking for a one-family dwelling is allowed by right if the following criteria are met:
    - a. At least one covered parking space is provided; and
    - b. No more than one dwelling occupies the lot; and
    - c. The location of the required covered parking is set back a minimum of sixty feet from the front property line when the garage is accessed via a curb cut from the front property line and forty feet from the side corner property line when the garage is accessed via a curb cut from the corner side property line; and
    - d. The required covered parking is accessed by a driveway of a width no less than ten feet and no more than twelve feet; and
    - e. Any curb cuts accessing the parking shall be in proportion to the driveway width; and

- f. No additional paving in the front setback shall be designated or used for parking; and
  - g. The floor area of the covered parking structure does not exceed three hundred and fifty (350) square feet; and
  - h. The covered parking structure shall meet all other applicable regulations of this title.
- C. Ground Floor Commercial Uses in Neighborhood Business Districts or Urban Villages.
- 1. The off-street vehicle parking requirement for uses subject to Note 3 on Table 20-190 in Section 20.90.060 shall be reduced to one space per four hundred (1 space per 400) square feet of floor area, provided all of the following requirements are met:
    - a. The site is designated on the General Plan land use transportation diagram with the Neighborhood Business District overlay or designated as Urban Village; and
    - b. The use is located on the ground floor of a building; and
    - c. No parking reduction is approved for a use pursuant to Section 20.90.220A.1. of this chapter.
- D. Multiple Family Residential in the Main Street Districts. The decision maker may reduce the required vehicle parking spaces for a multiple family residential use in the pedestrian oriented zoning districts with a development permit based on the following findings:
- 1. The project includes one or more of the following options:
    - a. The project includes unbundled parking that maximizes the efficient use of available parking; or
    - b. The project includes a car\_share program that reduces the demand for parking spaces; or
    - c. The project promotes safe pedestrian movements by eliminating or significantly reducing the need for vehicular driveways to the main street by means of parcel assembly or shared access or by providing a new pedestrian walkway to the main street that facilitates safe and convenient access for a substantial segment of the surrounding neighborhood; and
  - 2. The project does not include a parking reduction pursuant to Section 20.90.220G.; and
  - 3. For a project that includes ground floor commercial building space, the project is designed in a manner that ensures the availability of adequate parking for ground floor commercial uses; and

4. The project provides vehicle parking spaces at a parking ratio of no less than 0.8 parking spaces per residential unit; and
- E. Nonresidential Uses in a Main Street District. The decision maker may reduce the required vehicle parking spaces for non-residential uses by up to thirty (30) percent with a development permit based on the following findings:
1. The project achieves one of the following:
    - a. The project promotes safe pedestrian movements by eliminating or significantly reducing the need for vehicular driveways to the main street through parcel assembly or shared access or by providing a new pedestrian walkway to the main street that facilitates safe and convenient access for a substantial segment of the surrounding neighborhood; or
    - b. The project promotes the efficient use of available parking by providing shared parking facilities; and
  2. The project does not include a parking reduction for ground-floor commercial building area subject to reduced parking pursuant to Section 20.90.220A. or 20.90.220C. of this title; and
  3. For a project that includes ground floor commercial building space, the project is designed in a manner that ensures the availability of adequate parking for ground floor commercial uses.
- F. Miniwarehouse/Ministorage.
1. A reduction in the required off-street parking may be authorized with a development permit for those miniwarehouse/ministorage buildings meeting all of the following requirements:
    - a. Buildings are single story; and
    - b. Loading spaces are available directly adjacent to those storage units contained in the single-story building.
- G. Other Uses.
1. A Up to a twenty (20) percent reduction in the required off-street parking for private instruction or personal enrichment; sororities, fraternities and dormitories occupied exclusively (except for administrators thereof) by students attending college or other educational institutions; SROs; efficiency living units; emergency residential shelters; residential care/service facilities; and convalescent hospitals; hotels/motels; bed and breakfast inns; senior housing uses; indoor recreation uses; gasoline or charge stations when combined with other uses; performing arts rehearsal space uses, and performing arts rehearsal space uses may be approved with a development permit or a development exception if no development permit is required, provided that such

approval is based upon the findings that the project is either within two thousand (2,000) feet of an existing or proposed bus or rail transit stop; or the use is clustered with other uses that share all parking spaces on a site. ~~in Section 20.90.200B.~~

**SECTION 11.** Section 20.100.220 of Chapter 20.100 of Title 20 of the San José Municipal Code is hereby amended to read in its entirety as follows:

**20.100.1300 General.**

Pursuant to and in accordance with the provisions hereinafter set forth in this part, the director or the planning commission on appeal may, but shall not under any circumstances be required to, grant the following variances and exceptions:

A. Development variance.

1. Variances hereinafter referred to as "development variances," to the height, number of stories, frontage, setback, coverage, density, area, off-street parking, fencing, loading and landscaping requirements and regulations of this Title.

B. Development exception.

1. Certain exceptions, hereinafter referred to as "development exceptions" as follows:
  - a. Exceptions permitting an incursion by buildings or structures of up to, but not more than, five feet into the rear setback area prescribed by this title, provided, however, that no exception granted hereunder shall permit the vertical projection of any building or structure to be closer than ~~fifteen~~ ten (10) feet, measured horizontally, to the rear property line.
  - b. Exceptions permitting church steeples, church bell towers, church roofs, wireless communication antenna and associated structures which exceed in height the height limitations prescribed in this title; provided, however, that the following exception from these provisions shall apply.
    - i. Wireless communication antennae that meet the height limitations of Section 20.80.1900 or 20.80.1910, as applicable, shall not be subject to the development exception requirements set forth in this part.
  - c. Exceptions from the area requirements for a lot or parcel in any residential district having an area of less than three thousand square feet, provided such area is not less than the area of such lot or parcel on March 1, 1977 (or, if the lot was created after March 1, 1977, then as approved by the city) and that no such exception shall permit any diminution in such area and provided further that if such lot or parcel has or is to have a structure or

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structures thereon, no such exception shall be issued for such lot or parcel unless all such structures are dwelling structures or structures accessory thereto, and all such structures comply with the height and setback requirements of this title. An exception permitted by this subsection may be issued at the same time as an exception provided for in subsection (1) above.

d. Exceptions to the off-street parking and loading requirements and regulations of this title.

**SECTION 12.** Section 20.100.1310 of Chapter 20.100 of Title 20 of the San José Municipal Code is hereby amended to read in its entirety as follows:

**20.100.1310 Action by Director.**

Upon finding of an application complete pursuant to this chapter, the **D**irector shall review the application and shall set a public hearing on the application.

**SECTION 13.** Section 20.100.1320 of Chapter 20.100 of Title 20 of the San José Municipal Code is hereby amended to read in its entirety as follows:

**20.100.1320 Findings.**

- A. Development variance. Neither the **D**irector, nor the **P**lanning **C**ommission on appeal, shall grant a development variance, except for fencing, unless it is found that:
  - 1. Because of special circumstances uniquely applicable to the subject property, including (but not limited to) size, shape, topography, location, or surroundings, but expressly excluding any consideration of:
    - a. The personal circumstances of the petitioner, or
    - b. Any changes in the size or shape of the subject property made or occurring while the subject property was situate in the zoning district in which it is situated at the time of the filing of the petition, regardless of whether such changes were caused by the petitioner or his predecessors in interest, the strict application of the requirements and regulations prescribed in this title and referred to in Section 20.100.1300A., deprives such property of privileges enjoyed by other property in the vicinity of and in the same zoning district as the subject property, and
  - 2. The variance, subject to such conditions as may be imposed thereon, will not impair:

- a. The utility or value of adjacent property or the general welfare of the neighborhood, and
  - b. The integrity and character of the zoning district in which the subject property is situate.
- B. Fence variance. Neither the director, nor the planning commission on appeal, shall grant a fence variance unless it is found that:
1. Because of special circumstances uniquely applicable to the subject property, the strict application of the requirements and regulations prescribed in Part 6 of Chapter 20.30 of the title deprives such property of privileges enjoyed by other property in the vicinity of and in the same zoning district as the subject property. The special circumstances to be considered include, but are not limited to, size, shape, topography, location or surroundings of the subject property.
    - a. In the case of a corner lot, special circumstances to be considered under the subsection above include the fact that the legal front lot line of the corner lot does not serve as the actual front entry into the residence.
    - b. The fence variance for a side corner lot shall not be granted unless it is found that the fence variance will not result in an adverse impact upon the neighboring properties any differently than if the side corner lot line were the actual front lot line.
  2. The fence variance, subject to such conditions as may be imposed thereon,
    - a. Will not substantially impair the utility or value of adjacent property or the general welfare of the neighborhood; and
    - b. Will not substantially impair the integrity and character of the zoning district in which the subject property is situated.
- C. Development exception. Neither the director, nor the planning commission on appeal, shall grant a development exception unless it is found that the exception, subject to such conditions as may be imposed thereon, will not impair:
1. The utility or value of adjacent property or the general welfare of the neighborhood, and
  2. The integrity and character of the zoning district in which the subject property is situate.

**SECTION 14.** Chapter 20.200 of Title 20 of the San José Municipal Code is hereby amended by adding a new Section to be numbered and entitled and to read in its entirety as follows:

**20.200.111 Area Development Policy.**

"Area Development Policy" means any policy defined as such in the text of the General Plan of the City of San José, as amended.

**SECTION 15.** Chapter 20.200 of Title 20 of the San José Municipal Code is hereby amended by adding a new Section to be numbered and entitled and to read in its entirety as follows:

**20.200.176 Car-share.**

"Car-share" means a privately-operated automobile-sharing program.

**SECTION 16.** Chapter 20.200 of Title 20 of the San José Municipal Code is hereby amended by adding a new Section to be numbered and entitled and to read in its entirety as follows:

**20.200.188 Charge station.**

"Charge station" or "charging station" means a privately operated facility that provides electrical power for charging motor vehicles directly, charging batteries which power motor vehicles, or other electrical power needed to operate motor vehicles.

**SECTION 17.** Chapter 20.200 of Title 20 of the San José Municipal Code is hereby amended by adding a new Section to be numbered and entitled and to read in its entirety as follows:

**20.200.1306 Urban Village.**

"Urban Village" means any area delineated as such on the land use/transportation diagram of the

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General Plan of the City of San José, as amended.

**PASSED FOR PUBLICATION** of title this            day of            2013, by  
the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

\_\_\_\_\_  
CHUCK REED  
Mayor

ATTEST:

\_\_\_\_\_  
TONI J. TABER, CMC  
Acting City Clerk

DRAFT



# Rational Parking

## Is it really possible to have too much parking?

Figuring out how much parking to have in a neighborhood is a tricky balancing act. Too little, and prospective customers or residents have difficulty finding spots easily. Too much, and the empty lots are dead zones inviting crime and wasting space that could have contributed to the neighborhood. Further, high parking requirements make homes more expensive, cause higher rents that can make it impossible for local businesses to flourish, and make it harder to design beautiful buildings, parks and streets people enjoy.

*Instead of a sea of parking, Great Communities provide only as much parking as is needed, reclaiming public space for parks, plazas, food markets, child care centers, clinics and other services.*



Acres of land is wasted on parking lots which could have been dedicated to park land, open space or workforce housing.

## Good parking policies tailor the supply to local conditions.

Finding the right balance depends on many factors and vary for different neighborhoods. Unfortunately, too many cities have one-size-fits-all policies designed for low-density areas with no public transit. These policies don't make sense for neighborhoods where people walk and take transit. At the very least, neighborhoods near transit should not require as much parking as the rest of the city. Additional conditions that call for less parking include:

Required Parking Spaces per Unit		
City	Studio	1 BR
Benicia	1	1
Berkeley	1	1
Daly City	1	1.5
East Palo Alto	1	1.2
Emeryville	0.5	1
Fairfield	1	1.33
Healdsburg	1.5	1.5
Livermore	1.5	1.5
Millbrae	1	1.5
Oakland	1.5	1.5
Petaluma	1	1
San Francisco	1	1
San Jose	1.5	1.5
Vacaville	1	1

Parking requirements in select Bay Area communities. Most of these are paired with policies that reduce parking demand.

### VIBRANT AND COMPACT NEIGHBORHOODS NEAR TRANSIT

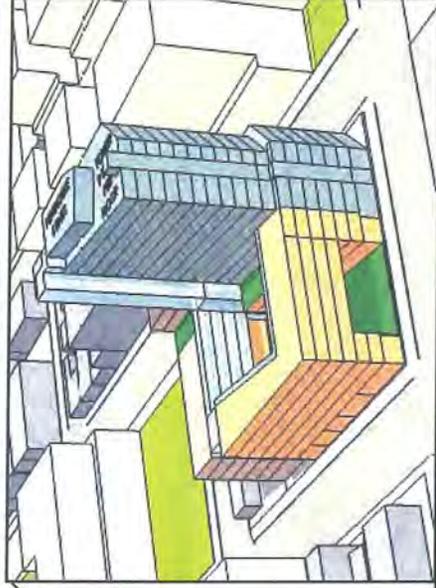
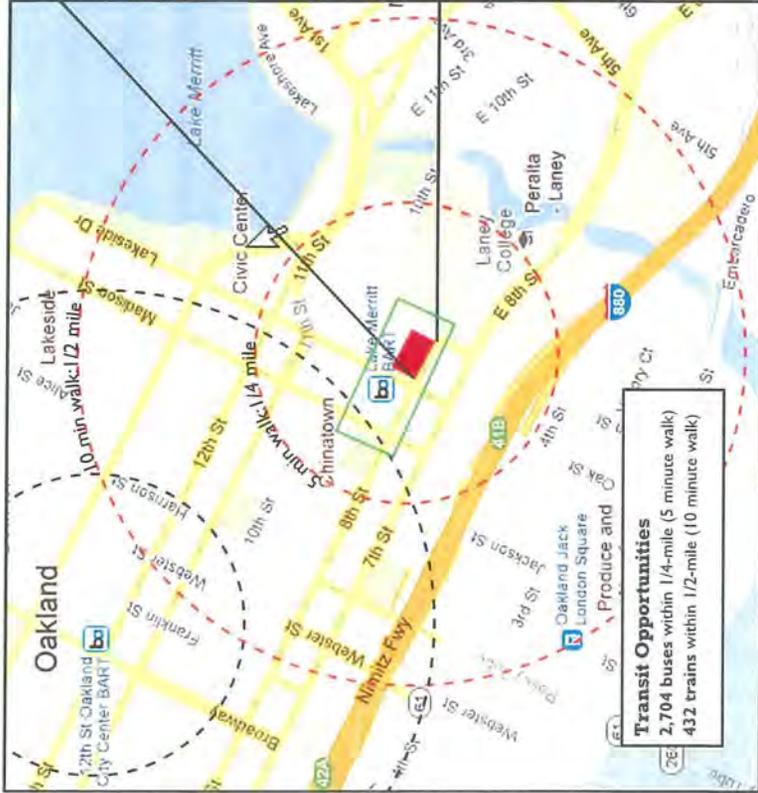
Where we live has a big effect on how much parking we need. People own fewer cars in neighborhoods that have shops and frequent, high quality transit service. For example, residents of San Francisco's wealthy Nob Hill on average own one-fourth as many vehicles as residents in suburban San Ramon. Requiring more parking than is needed increases the cost of housing and undermines the character of those communities.

**AFFORDABLE HOUSING** Low-income families own fewer cars than middle-income or wealthy families. According to 2000 Census data for the entire Bay Area, 15% of families making between \$25-35,000 did not own any cars.

**SENIOR HOUSING** Seniors own significantly fewer vehicles and thus generate lower demand for parking. In the Bay Area, households with all members aged 62 and above own 31 % fewer cars than households with no seniors.

*Parking needs to be managed and optimized for local conditions. Too much parking can be more harmful than too little.*

# \$12 Million freed up if parking requirement is reduced to 0.5/unit



Lake Merritt BART TOD Opportunity Site  
**Hypothetical Scenario:** 280 units with minimum 1 parking space per unit.

**Car Parking Space**  
**\$60,000- \$88,000/each**



2,700 Weekday opportunities to catch a bus, within 5 minute walk.



432 Weekday opportunities to catch a BART train, within 10 minute walk.



The average household within a half mile of the Lake Merritt BART Station owns 0.67 cars per household.



50% of households in the station area that are below poverty line don't own any cars.



Parking ratios should be 0.5 space/unit while requiring two free transit pass and one free carshare membership per unit. Dedicated affordable homes should provide less parking than market rate homes.

Given the transit rich location, new development should spend limited resources on the following strategies that will ensure less car traffic from future residents, instead of paying for more parking than needed.

**\$2.26 million** to buy 560 annual AC Transit Easy Passes for 40 years

**\$1 million** to buy 280 household carshare memberships for 40 years

**\$1.1 million** to pay for streetscape improvements identified in the Draft Preferred Plan



Sources: City of Oakland Draft Emerging Concept Plan (September 16, 2011)  
 Transit Information [www.511.org](http://www.511.org), CNT's TOD Database <http://toddatabse.org/>, Census 2000  
 Parking Cost, Pricing and Revenue Calculator, VTPI - Victoria Transportation Policy Institute ([www.vtpi.org/parking.xls](http://www.vtpi.org/parking.xls))  
 AC Transit Easy Pass Program <http://www.actransit.org/ride-info/easypass/>  
 May 23, 2012

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For More Information Contact 510-740-3150

# Health Benefits of Prioritizing Infrastructure for People Over Cars

There are many studies that document the impact of improving pedestrian safety, traffic calming and reducing vehicle traffic on health.

Too much parking wastes money spent on constructing the parking, degrades urban design, increases impervious surface area, and encourages overuse of cars. The main health effects involve overuse of cars, increased traffic and more impervious surface areas.

## **More parking = more driving**

Most projects require more than enough parking spaces to satisfy need because parking generation studies are done based on estimates of 1) demand during peak periods in 2) suburban

communities with no public transit option, thus everyone chooses to drive as it's the only choice. (1)

**More driving equals more air pollution, motor vehicle accidents and injuries, stress.** It also means less time to engage with family and community. Thus, more driving = more air, water, and noise pollution.

According to the California Air Resources Quality Board, about half the air pollution in California is caused by cars and trucks.

**Limiting parking for cars in a transit rich neighborhood helps reduce driving and directly preventing increases in traffic**

**injuries.** In Boston's Chinatown, an increase of 3-5 injuries per year for each increase of 1,000 vehicles. (2)

**Plans to reduce street widths and increase sidewalk widths help reduce vehicle speeds and overall number of cars moving through a neighborhood and supports more pedestrians.**

An analysis in Oakland, CA, showed that the risk for pedestrian-vehicle collisions was smaller in areas with greater pedestrian flows and the risk was greater in areas with higher vehicle flows.(3) Roadway width predicts pedestrian injuries. (4) Narrow streets are simply safer than wider ones.

**Reducing required parking allows room for more people to live in a transit rich environment, in turn giving more families access to homes that support active living.**

Americans who use public transit spend a median of 19 minutes daily walking to and from transit; 29% achieve > or = 30 minutes of physical activity a day solely by walking to and from transit.(5)



(1) Shoup D. 2005. *The High Cost of Free Parking*. Planners Press, Chicago, IL.

(2) Brugge D, Lai Z, Hill C, Rand W. 2002. Traffic injury data, policy, and public health: lessons from Boston Chinatown. *Journal of Urban Health* 79(1):87-103.

(3) Geyer J, Roford N, Ragland D, Pham T. 2005. The continuing debate about safety in numbers – data from Oakland, CA. UC Berkeley Traffic Safety Center: UCB-TSC-RR-TRB3. Available at <http://repositories.cdlib.org/cgi/viewcontent.cgi?article=10298&context=its/isc>.

(4) Zajac SS, Ivan JN. 2003. Factors influencing injury severity of motor vehicle-crossing pedestrian crashes in rural Connecticut. *Accident Analysis and Prevention* 35(3):369-379.

(5) Besser LM, Dannenberg AL. 2005. Walking to public transit: Steps to help meeting physical activity recommendations. *American Journal of Preventative Medicine* 29(4):273-280. Available at <http://www.vpi.org/idm/idm4.htm>.

## THE OHLONE

### TRIP REDUCTION CREDITS

The following is an inventory of URBEMIS model inputs. The projected driving is affected by the following trip reduction credits.

#### DENSITY

**100 UNITS/ACRE**

SOURCE: GREEN REPUBLIC



**7%  
REDUCTION**

#### MIX OF USES

**3,583 JOBS IN 1/2 MILE  
1,457 HOMES IN 1/2 MILE**

**LOCAL RETAIL PRESENT**

SOURCE: 2000 CENSUS



**6%  
REDUCTION**

**2%  
REDUCTION**

#### TRANSIT SERVICE

**733 WEEKDAY BUSES IN 1/4 MILE  
339 DAILY RAIL IN 1/2 MILE**

SOURCE: VTA



**12%  
REDUCTION**

#### PEDESTRIAN/BICYCLE FRIENDLINESS

**260 INTERSECTIONS PER SQ. MILE**  
**100% STREETS W/ SIDEWALKS ON BOTH SIDES**  
**56% ARTERIALS/COLLECTORS W/ BIKE LANES OR**  
WHERE SUITABLE, DIRECT PARALLEL ROUTES  
SOURCE: DRAFT SAN JOSE BIKE PLAN 2020



**5%  
REDUCTION**

#### AFFORDABLE HOUSING

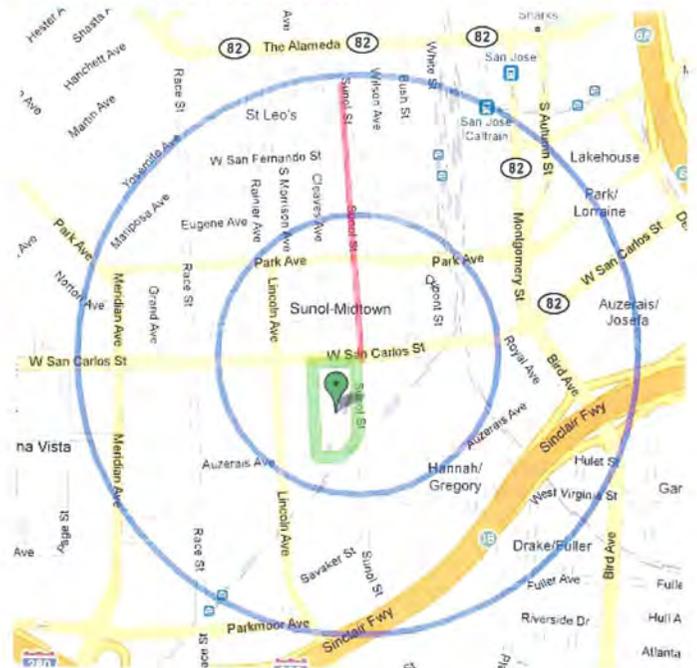
**20% OF UNITS ARE DEED  
RESTRICTED BELOW MARKET RATE  
HOUSING**

SOURCE: GREEN REPUBLIC



**1%  
REDUCTION**

## PROJECT CONTEXT MAP



GREEN BORDER REPRESENTS THE PROJECT FOOTPRINT.

CONCENTRIC CIRCLES REPRESENT THE AREA WITHIN 1/4 AND 1/2-MILE FROM THE PROJECT.

SOURCE: GOOGLE MAPS



### KEY PROJECT DETAILS:

- 8.25 ACRES
- 710 UNITS
- 140 BELOW MARKET RATE UNITS
- THREE 11-STORY TOWERS
- 1040 DEDICATED RESIDENTIAL ONLY PARKING SPACES
- OFFERING 2 FREE ANNUAL VTA TRANSIT PASSES PER HOUSEHOLD

## QUESTIONS?

Contact: Ann Cheng [GreenTRIP@TransFormCA.org](mailto:GreenTRIP@TransFormCA.org)  
Program Director, TransForm  
(510) 740-3150 x316  
[www.GreenTRIP.org](http://www.GreenTRIP.org)

a project of **TRANSFORM**



## VENDOME PHASE II

### TRIP REDUCTION CREDITS

The following is an inventory of URBEMIS model inputs. The projected driving is affected by the following trip reduction credits.

<b>DENSITY</b>	↓
<b>133 UNITS/ACRE</b> SOURCE: BARRY SWENSON BUILDER	<b>11% REDUCTION</b>
<b>MIX OF USES</b>	↓
<b>WITHIN A HALF-MILE</b> <b>9,318 JOBS</b> <b>2,042 HOMES</b>	<b>3% REDUCTION</b>
<b>LOCAL RETAIL PRESENT</b> SOURCE: 2008 CENSUS	<b>2% REDUCTION</b>
<b>TRANSIT SERVICE</b>	↓
<b>536 WEEKDAY BUSES IN 1/4 MILE</b> <b>288 DAILY RAIL IN 1/2 MILE</b> SOURCE: VALLEY TRANSPORTATION AUTHORITY	<b>12% REDUCTION</b>
<b>PEDESTRIAN/BICYCLE FRIENDLINESS</b>	↓
<b>243 INTERSECTIONS PER SQ. MILE</b> <b>98% STREETS W/ SIDEWALKS BOTH SIDES</b> <b>72% ARTERIAL STREETS W/ BIKE LANES</b> OR WHERE SUITABLE, DIRECT PARALLEL ROUTES SOURCE: VTA BIKE MAP	<b>6% REDUCTION</b>
<b>AFFORDABLE HOUSING</b>	↓
<b>0% OF UNITS ARE DEED RESTRICTED BELOW MARKET RATE HOUSING</b>	<b>0% REDUCTION</b>

Families living within a 1/2 mile or 10 minute walk to transit are 10 times more likely to take transit.<sup>1</sup>

Families living within a 1/2 mile of transit drive 50% less than those living further away.<sup>2</sup>

### PROJECT CONTEXT MAP



RED SHADING REPRESENTS THE PROJECT FOOTPRINT.  
CONCENTRIC CIRCLES REPRESENT THE AREA WITHIN 1/4 AND 1/2-MILE FROM THE PROJECT.  
SOURCE: GOOGLE MAPS



#### KEY PROJECT DETAILS:

- 0.9 ACRES
- 122 UNITS
- 11 STORIES
- 183 DEDICATED RESIDENTIAL PARKING SPACES
- OFFERING 2 PASSES PER HOUSEHOLD WITH A DISCOUNT OF AT LEAST 50% OFF RETAIL COST

### QUESTIONS?

Contact: Ann Cheng, Program Director  
[GreenTRIP@TransFormCA.org](mailto:GreenTRIP@TransFormCA.org)  
 (510) 740-3150 x316 [www.GreenTRIP.org](http://www.GreenTRIP.org)

a project of **TRANSFORM**



<sup>1</sup> ABAG New Places, New Choices, 2007

<sup>2</sup> Cervero, Arrington, TCRP Report 128, 2008



# Rational Parking

## Is it really possible to have too much parking?

Figuring out how much parking to have in a neighborhood is a tricky balancing act. Too little, and prospective customers or residents have difficulty finding spots easily. Too much, and the empty lots are dead zones inviting crime and wasting space that could have contributed to the neighborhood. Further, high parking requirements make homes more expensive, cause higher rents that can make it impossible for local businesses to flourish, and make it harder to design beautiful buildings, parks and streets people enjoy.

*Instead of a sea of parking, Great Communities provide only as much parking as is needed, reclaiming public space for parks, plazas, food markets, child care centers, clinics and other services.*



Acres of land is wasted on parking lots which could have been dedicated to park land, open space or workforce housing.

## Good parking policies tailor the supply to local conditions.

Finding the right balance depends on many factors and vary for different neighborhoods. Unfortunately, too many cities have one-size-fits-all policies designed for low-density areas with no public transit. These policies don't make sense for neighborhoods where people walk and take transit. At the very least, neighborhoods near transit should not require as much parking as the rest of the city. Additional conditions that call for less parking include:

Required Parking Spaces per Unit		
City	Studio	1 BR
Benicia	1	1
Berkeley	1	1
Daly City	1	1.5
East Palo Alto	1	1.2
Emeryville	0.5	1
Fairfield	1	1.33
Healdsburg	1.5	1.5
Livermore	1.5	1.5
Millbrae	1	1.5
Oakland	1.5	1.5
Petaluma	1	1
San Francisco	1	1
San Jose	1.5	1.5
Vacaville	1	1

Parking requirements in select Bay Area communities. Most of these are paired with policies that reduce parking demand.

### VIBRANT AND COMPACT NEIGHBORHOODS NEAR TRANSIT

Where we live has a big effect on how much parking we need. People own fewer cars in neighborhoods that have shops and frequent, high quality transit service. For example, residents of San Francisco's wealthy Nob Hill on average own one-fourth as many vehicles as residents in suburban San Ramon. Requiring more parking than is needed increases the cost of housing and undermines the character of those communities.

**AFFORDABLE HOUSING** Low-income families own fewer cars than middle-income or wealthy families. According to 2000 Census data for the entire Bay Area, 15% of families making between \$25-35,000 did not own any cars.

**SENIOR HOUSING** Seniors own significantly fewer vehicles and thus generate lower demand for parking. In the Bay Area, households with all members aged 62 and above own 31 % fewer cars than households with no seniors.

*Parking needs to be managed and optimized for local conditions. Too much parking can be more harmful than too little.*

**Nusbaum, Jenny**

**From:** Myron Crawford [Mcrowford@MISSIONWEST.com]  
**Sent:** Friday, January 11, 2013 11:37 PM  
**To:** Nusbaum, Jenny; Chundur, Dipa  
**Cc:** gdeyoung@ruthandgoing.com  
**Subject:** Zoning Ordinance Amendments Proposed Parking Standard To Encourage Bicycle Pedestrians Transit Car Share

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1/11/13

**Jenny Nusbaum**

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**Chundur, Dipa <[Dipa.Chundur@sanjoseca.gov](mailto:Dipa.Chundur@sanjoseca.gov)>**

**Reference: Zoning Ordinance Amendments Proposed**

**Subject: Parking Standard To Encourage Bicycle Pedestrians Transit Car Share**

**The agenda of the Zoning Amendment Team seems to be strictly to support the political agenda to:**

- a. throttle the use of the private vehicle**
- b. drive the employees out of their cars**
- c. limit parking and set maximums on parking threatening the financial viability of future development**
- d. promote costly unrealistic bicycle parking requirements and bicycle lockers that will be largely unused**

I've seen an number of bicycle locker installations at south bay City offices that are largely unused. Here you have an employer that has more stability of employment, more predictable hours of employment than private industry ever or will have and the bicycle facilities are largely unused. Cal Green already requires an insane allocation of bicycle parking that will never be used in many of the industrial parks. If a bicyclist is going to ride to work in the rain the bicycle and seat and rider are going to get wet anyway so they don't need lockers. The rider can put a plastic bag over the seat when parked. If an employer starts seeing 10 to 20 bicycles chained up to trees and shrubs around the building don't you think they'll provide rack facilities. If a retailer thinks they are or are going to lose business because a biker can't tie down a bike, don't you think some provisions will be made? You don't need a wildly swinging City or State sledgehammer for this issue.

The City should do what all Cities should do, provide/insure public police protection, fire protection/safety services, zoning, streets, roads/highways, utility infrastructure both public and private and stay out of social engineering, stick to the basics. If the local, state and federal governments were truly interested in cutting greenhouse gasses they should be putting their efforts into overturning the California prohibition against nuclear power plants that can provide carbon free electricity and hydrogen fuel for truly emission free vehicles. Electric vehicles are not emission free they use power generated from coal and fossil fuel.

The City should set minimums on parking but absolutely should not be setting maximums on parking. Note the comment from one of the valley's larger employer's Luigi Sciabarrasi of Symantec who stated "Don't put maximums on parking we are putting more employees into smaller and smaller areas every year, we need more parking not less". Employees change employers every five years, they may live next to work this year and change employers next year but retain their residence. Business needs change, requiring expansion into parking areas. The developers and owner users are taking the financial risk, they should be able to provide the current and future parking they feel is necessary for financial viability of their building.

As one developer stated at a Transportation Work Session, tenants will pay to have the necessary parking for a building and if they are not able to obtain the required parking they will move to another location in Silicon Valley where they can satisfy their space and desired parking requirements.

Please get the Zoning Amendments study back on the right track, right now it looks like it's off the rails. You can encourage pedestrian, bicycling and car sharing transportation but you should not be bludgeoning property owners with parking maximums.

**Jenny the link** For Zoning Ordinance Changes: <http://ca-sanjose.civicplus.com/index.aspx?nid=2107> **did not produce any results.**

**Thank you for your consideration,**

**Myron Crawford**



Executive Director  
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San Jose Director  
Leah Tooniskoetter

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Robert Steinberg  
Kim Walesh  
Jessica Zenk

September 27, 2012

Joe Horwedel  
Director, Planning, Building and Code Enforcement

Hans Larsen  
Director, Department of Transportation

City of San Jose  
200 East Santa Clara Street  
San Jose, CA 95113

**Re: Planning requirements to encourage transportation innovation**

Dear Mr. Horwedel and Mr. Larsen:

The City of San Jose is considering new planning requirements in new development to encourage mode share shifts in walking, biking, and use of public transit. SPUR has studied this topic, and is very supportive of the goals. We offer the following comments and suggestions about how to move forward with new, and attainable, planning requirements.

**The basics: density, diversity, and design**

To begin with, it is important to understand the planning conditions that enable people to move around easily without a car. These are frequently expressed as the "three D's" density, diversity of uses, and pedestrian-oriented design. These ingredients are interconnected and all three are essential to make a real impact on travel behavior. Together, they support "Access by Proximity", in which basic needs are met nearby, with fewer overall trips.

- **Density** — High levels of transit service and pedestrian-oriented retail depend on having enough people within walking distance — in other words, high population densities. There is no magic number that is "enough," but in general, the higher the density, the more services that can be supported within walking distance.
- **Diversity of uses** — People will only walk if there is something to walk to. High densities give a neighborhood the possibility of a vibrant pedestrian life, but only if there is a mix of stores, restaurants, services and amenities to draw people out. In general, the more diverse the mix of uses, the more likely it is that people will access those uses on foot. In downtowns (and certain other settings) the diversity of uses may include work, residential, retail, civic, and entertainment uses. But the same principle applies in residential neighborhoods, where the planning goal is to create "complete neighborhoods" that provide grocery stores, dry cleaners, and other life necessities within walking distance of every resident. If people cannot walk to meet these basic needs, then the neighborhood will lose its potential customer base to car-oriented shopping malls.
- **Design** — The final ingredient in planning to promote sustainable transportation modes is pedestrian-oriented design. The perception of distance, which is highly sensitive to a pedestrian's sense of comfort and safety, has a major impact on the distance they will walk. Although the "quarter-mile radius" is a popular shorthand for walking distance, people will walk much farther in a well-designed urban setting than they will in a car-oriented setting. Good urban design is therefore essential to capturing the potential benefits of density and diversity of land use. Indeed, whether or not a destination is "accessible" from transit is not just based on its proximity to transit but also the experience of walking from the transit station to the front door. Specifically, pedestrian-oriented design means:

- Buildings are placed adjacent to streets and oriented toward sidewalks, not set back behind surface parking lots or landscaping, forming a clearly definable “urban edge” to streets.
- Clear, direct, and continuous routes among key activity nodes and destinations, including transit
- Generous sidewalks with trees, lighting, and other streetscape amenities, with adequate crosswalks and signals at intersections
- A “porous” street network composed of smaller blocks, which allows pedestrians more choices and more direct access
- Minimizing curb cuts and blank walls along the ground floors of street-oriented buildings
- Tall ground floors (approximately 14’ to 15’ minimum) where there are active uses such as retail, lobbies or office space.
- Ensure that primary building entrances are from the sidewalk
- When necessary, place surface parking behind buildings and away from the street edge, to maintain active streetwall.

We start with these “basics” because we believe these are the fundamental determinants of how residents, workers and visitors choose to get around. Without density, diversity, and design, no amount of “bells and whistles” — and no amount of transit service — will get people out of their cars.

The primary planning objective in downtown San Jose, those parcels adjacent to major transit nodes and in all the designated urban villages should be to require that every new building contribute to high densities, diverse uses, and good pedestrian design. These principles not only support transit riders by bringing services and amenities within reach, they also reduce driving by creating “park once” environments, in which drivers can leave their cars behind and accomplish several errands on foot.

### **Control parking design; de-control parking quantity**

Realistically, the vast majorities of adults in San Jose are going to own cars and use them for the foreseeable future. What SPUR promotes is a “transition strategy,” which can create places where people want to walk, and create good access to transit for longer trips, while still accommodating high levels of parking. What we suggest, in other words, is that the next phase in San Jose’s urban evolution should embrace **stringent controls on the design (and location) of parking, without trying to limit the quantity of parking** that developers provide. Translating that general approach into specific requirements, we make the following recommendations:

1. **Eliminate minimum parking requirements.** In downtown San Jose, and wherever else possible, San Jose should not force developers to build more parking than they believe the market requires. This follows the principle of “first, do no harm.” Using the power of government to force added parking is contrary to all of the goals in the 2040 plan. We acknowledge that, over time, this could tend to lead to a decline in on-street availability. However, it is a simple matter to maintain on-street availability through the use of variable pricing, and we would note that a high demand for on-street parking is a prime indicator of any thriving urban neighborhood in the country.
2. **Un-bundle parking from the price of residential units.** Residents in developments should be given the choice of how much parking they want to buy or lease, ranging from no parking spaces to multiple spaces. Parking in new developments should be sold or rented separately from residential units, creating transparency around the cost of parking and giving residents the ability to save money for other things by forgoing the obligation to own or rent a parking space. The City can require un-bundling of parking through an ordinance of general applicability or as a condition of approval in residential developments.
3. **Allow developers to lease or purchase space in nearby garages, rather than building new parking.** Downtown San Jose, and perhaps other neighborhoods, has excess off-street parking capacity. One of the best ways to reduce the cost of development, while improving the design of

new buildings, is to allow developers to make arrangements for parking off-site rather than always requiring them to build it new on-site. The City of San Jose can monitor such lease or purchase arrangements actively or enforce the requirement based on complaints, as it sees fit. Or, better yet, if the City is eliminating minimum requirements altogether (as per recommendation #1), there is no need to enforce leasing arrangements at all, and this can simply be a private transaction between a building owner and his or her residential customers. For publicly-owned garages, the City can monitor overall levels of parking availability to ensure that not too many spaces are leased to residents.

4. **Design parking the right way.** The overall goal of parking design should be to maintain the quality of the pedestrian experience while minimizing potential automobile conflicts with other modes, especially transit services. In cities with high real estate prices, this usually means requiring parking to be under ground. But where prices don't support this (or where the water table is too high), the impact of parking on the public realm can still be controlled through good design. This includes:
  - a. **Limiting the amount of building façade that can be taken up with parking or, conversely, requiring active ground floors on a minimum percent of the façade.** This leads to the "Texas donut" as a common solution – a building form that puts parking on multiple floors, but wraps the non-parking use around the parking on three-and-a-half sides. Similarly, San Francisco's Mission Bay prohibits exposed parking at the street level, requiring pedestrian entrances or active uses instead. San Jose's Fourth and San Fernando garage is an excellent example of a garage whose design and organization – including ground floor retail, pedestrian circulation, and architectural expression – allow it to serve as a supportive point of entry into a pedestrian-friendly downtown environment.
  - b. **Limit the size and location of curb cuts and garage portals.** Oversized garage entrances can severely disrupt the pedestrian environment. Entrances should be narrow, limited in number, and placed away from key pedestrian corridors.
  - c. **Require surface parking to be behind, not in front of, buildings.** While we think San Jose is largely moving away from surface parking lots, if any new development includes surface parking, it should be located behind the building, and the building should have its primary entrance from the sidewalk.

We also make the following recommendations to the City of San Jose about other ways to encourage alternative transportation:

5. **Phase out subsidies for parking.**

San Jose's "Parking Incentive Program" provides free or half-off parking for businesses signing or renewing downtown office leases. This program is intended as an economic development incentive to encourage businesses to move into downtown by making the price of employee parking free or lower cost. Such a policy conflicts with the goal of changing mode shift away from driving because the city is subsidizing driving to work. Downtown offers urban amenities to an office tenant, something not found in nearby free parking job centers. As the downtown vacancy rate declines, the city should focus its economic development subsidies on continuing to strengthen the urbanism of downtown, and not attempt to compete with free parking of surrounding suburban areas.

6. **Restore Eco Pass subsidy for City employees.**

The City of San Jose should restore the subsidy for VTA's Eco Pass for city employees, particularly at City Hall. While in times of limited budgets, this appeared to be a line item that was relatively easy to eliminate, restoring Eco Passes should be a near-term goal. In addition, it will

simply not be possible for the city to achieve its mode shift goals if it continues to provide free parking employees but not provide subsidized transit. The message of that policy choice is that car commuting is more valued than transit commuting. If the city cannot prioritize transit, it will be more difficult to expect other employers to do so.

We are, on the other hand, very skeptical about the idea of requiring residential developers to provide building occupants with Eco Passes. First, this is a potentially expensive requirement that might have little actual use. Second, it would be difficult to track and administer. And third, payment mechanisms for transit are in flux, meaning that both the costs and methods of providing an Eco Pass are likely to change in the future. That being said, a model for administering such a requirement can be found in San Francisco's recently approved Parkmerced Development Agreement.

**7. Streamline the environmental review process for projects that support city goals.**

Finally, we would note that one change to planning practice in San Jose would reap benefits for infill development of all kinds: the City should conduct a master environmental review on the 2040 plan which would acknowledge, in advance, the congestion impacts of the development envisioned in the plan. This is something the City did for the North San Jose Plan and it is something the City of San Francisco is doing city wide at this time. With such an EIR in place, San Jose could adopt a citywide transportation mitigation fee that would reduce the need for subsequent transportation analysis of individual projects, saving time and money for developers. In other words, rather than have developers spend huge amounts of time and money studying the impacts of congestion, the city could have developers contribute funds to do something about it. These funds could be spent on road improvements, sidewalk improvements, bicycle infrastructure, or public transit.

**Conclusion: each new development brings the city closer, or farther away, from its goals.**

Each project that comes to the city is an opportunity. It's important to make good use of these opportunities when they come, to repair the urban fabric and make San Jose more walkable over time. Although there is a pressing need to attract and facilitate new development in San Jose, different approaches to development have profoundly different ramifications for transportation and sustainability goals. Tempting as it may be, the wrong sort of development hurts the city several times over: reinforcing drive-alone commuting, telegraphing the city's willingness to compromise its stated goals, and removing opportunity sites that could be developed in a catalytic and transformational way. Conversely, accommodating development that fits in with the city's long-range vision sends the right message and moves the city closer, building by building, to a more sustainable future.

Thank you for considering these ideas. We look forward to continuing to work with you on the implementation of the San Jose 2040 General Plan, which we believe is one of the most visionary planning documents of any American city.

Sincerely,



Leah Toeniskoetter  
Director  
SPUR San Jose

cc: Laurel Prevetti

# City of San Jose

## Areas Subject to Proposed Parking Ordinance

