



Memorandum

TO: PLANNING COMMISSION

FROM: Chris Burton

SUBJECT: GPT21-003/PP21-008/C21-018

DATE: March 23, 2022

COUNCIL DISTRICT: 3 and 4

PROJECT INFORMATION

<p>Project</p>	<p>Amendments to the General Plan and North San José Area Development Policy (“ADP”), addition of Chapter 20.65 to the Zoning Ordinance regarding Overlay Districts, establishing the Transit Employment Residential Overlay (“TERO”) District, adding the TERO Overlay District to the Zoning District Map, and amendments to Chapter 14.29 regarding the North San José Traffic Impact Fee.</p>
<p>Project Description</p>	<ol style="list-style-type: none"> 1. A Resolution amending the Envision San Jose 2040 General Plan and ADP to: <ol style="list-style-type: none"> a. Remove or modify references to the North San José Development ADP; b. Increase the minimum density within TERO Transit Employment Residential Overlay General Plan land use designation from 55 dwelling units per acre to 75 dwelling units per acre and remove the minimum floor area ratio requirement; and c. Amend the North San Jose ADP to limit the application of the ADP to projects that received an approved entitlement (general plan amendment and/or zoning amendment) and/or a land use permit from the effective date of the ADP to the effective date of the resolution making such changes, thus making the North San José Traffic Impact Fee inapplicable to future North San José development projects; 2. An ordinance amending Title 20 of the San José Municipal Code (Zoning Ordinance) to add Chapter 20.65 “Overlay Districts” and establish the “TERO Transit Employment Residential Overlay District,” and amending the Zoning District Map to include the TERO Transit Employment Residential Overlay District; 3. An ordinance amending San José Municipal Code, Chapter 14.29 “North San José Traffic Impact Fee” to limit the application of Chapter 14.29 to projects that received an approved entitlement (general plan amendment and/or zoning amendment) and/or a land use permit from the effective date of the Policy to the effective date of the resolution making such changes, thus making the North San José Traffic Impact Fee inapplicable to future North San José development projects.

CEQA	Addendum to the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 76041) and Supplemental Environmental Impact Report to the Envision San José General Plan Final Program Environmental Impact Report (Resolution No. 77617) and Addenda thereto.
Project Planner	Joe Sordi, Contract Planner/Project Manager

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the City Council take all of the following actions:

1. Adopt a resolution adopting an Addendum to the Envision San José 2040 General Plan Final Program Environmental Impact Report (Resolution No. 76041) and Supplemental Environmental Impact Report to the Envision San José General Plan Final Program Environmental Impact Report (Resolution No. 77617) and Addenda thereto in conformance with CEQA (GPT21-003, PP21-008 and C21-018);
2. Accept the February 18, 2022 North San Jose Traffic Impact Fee Plan Update;
3. Adopt a resolution amending the Envision San José 2040 General Plan and the ADP to:
 - a. Remove or modify references to the ADP in the General Plan;
 - b. Increase the minimum density within the TERO General Plan land use designation from 55 dwelling units per acre to 75 dwelling units per acre and remove the minimum floor area ratio requirement; and
 - c. Limit the application of the ADP to projects that received an approved entitlement (general plan amendment and/or zoning amendment) and/or a land use permit from the effective date of the ADP to the effective date of this resolution making such changes, making the North San José Traffic Impact Fee inapplicable to future North San José development projects;
4. Approve an ordinance amending Title 20 of the San José Municipal Code (Zoning Ordinance) to add Chapter 20.65 “Overlay Districts” including the “TERO Transit Employment Residential Overlay District,” and amending the Zoning District Map to include the “TERO Transit Employment Residential Overlay District;” and
5. Approve an ordinance amending San José Municipal Code Title 14, Chapter 14.29 “North San José Traffic Impact Fee” to limit the application of Chapter 14.29 to projects that received an approved entitlement (general plan amendment and/or zoning amendment) and/or a land use permit from the effective date of the ADP to the effective date of the resolution making such changes, making the North San José Traffic Impact Fee inapplicable to future North San José development projects.

PROJECT BACKGROUND

North San José Area Development Policy (2005)

Basic Structure and Phasing

In 2005, the City adopted the ADP which revised an already-established policy framework to guide the ongoing intensification of mixed-use development and further goals of making North San José an important employment center and innovation district. The Policy as amended to date specifies an amount of new development, including an additional 26.7 million square feet of new office/R&D development, 32,000 residential units, 2.7 million square feet of retail development, and 1,000 hotel rooms. All of this

development capacity is incorporated into the Envision San José 2040 General Plan. Mitigation measures are specified in the environmental impact report (EIR) for the ADP EIR, which was certified on June 21, 2005 in order to support the ADP. The City also approved a nexus study and adopted a Traffic Impact Fee for the North San José ADP, codified in Chapter 14.29 of the Municipal Code, to partially fund transportation improvements needed to support development under the ADP. The ADP includes a phased development approach that separates development into four roughly equal phases by requiring that infrastructure improvements allocated to each development phase be substantially funded in order to advance to the following phase of development. These four ADP phases are summarized in the table below.

While some minor amendments have been approved in the years since adoption, the ADP phasing program has prevented development from advancing beyond Phase 1. While development applications have been approved in all categories, and all are either at or near their entitlement capacity for Phase 1 (seven million sq. ft. of industrial, 100,00 sq. ft. of commercial, and 7,992 units of residential), not all seven million sq. ft. of the industrial development have received building permits in order to continue to Phase 2. Currently, approximately three million of the seven million sq. ft. of industrial projects have obtained building permits. Additionally, the ADP requires that the construction of 85% of the infrastructure improvements for each phase must be reasonably assured to the satisfaction of the Director of Public Works and all of the improvements from any preceding phase must be constructed before the industrial or residential development of the next phase may be issued building permits. This has become problematic in part because the related traffic impact fees that are due at building permit are often not paid by project until long after project entitlements are approved, so there is not sufficient funding to complete the projects until the fees are paid.

Phasing Plan							
Phase	Planning Permit Entitlement for new Industrial Development (maximum square feet)	Planning Permit Entitlement for New Commercial Development (minimum square feet)	Infrastructure Improvements	Planning Permit Entitlement Capacity for New Residential Units			
				Minimum	Maximum	Affordable (BMR) Reservation	Maximum Total Units (MR and BMR)
1	Up to 7 million	100,000	Group 1 Improvements	0	6,400	1,600	8,000
2	Up to 14 million	200,000	Group 2 Improvements	4,000	12,800	3,200	16,000
3	Up to 21 million	300,000	Group 3 Improvements	8,000	19,200	4,800	24,000
4	Up to 26.7 million	N/A	Group 4 Improvements	16,000	25,600	6,400	32,000

Transit Employment Residential Overlay

Transit Employment Residential Overlay (TERO) areas (shown shaded in the attached Exhibit A with ADP boundary illustrated in purple) were designated in the ADP to encourage housing production, and this established five key areas comprising 285 acres to support the development of 18,650 residential units. These areas provide more than half the 32,000 housing units envisioned within ADP boundaries.

Approximately 6,900 units of the Phase 1 housing allocations have been built on TERO sites since 2005, with about 156 acres remaining eligible for residential development. The density range of development is 55 dwelling units up to 250 dwelling units per acre. Most of the sites to-date have been developed toward the lower end of the permissible density range resulting in overall fewer units than expected. If the remaining sites are developed at a minimum density of 55 dwelling units per acre, approximately 8,400 additional units could be approved and built within the TERO, resulting in only a total of 15,300 units. This would fall below the goal of 18,650 units. An increase in base density should be considered for this area if the ultimate goal is to be achieved. As a result, staff is recommending that the minimum base density on TERO sites be increased to 75 dwelling units per acre so that approximately 18,350 units could be approved and constructed. Staff is also recommending the removal of the minimum floor area ratio (current FAR range is 2.0 to 12.0) in the TERO in order to encourage greater residential density and achieve an appropriate balance between residential and commercial space for mixed-use development.

Envision San José 2040 General Plan 2011

The City adopted the Envision San José 2040 General Plan in 2011 which identified North San José as a Growth Area and incorporated all of the development capacity in the ADP. The 2011 General Plan also provided new policy direction for transportation improvements, establishing San José as a “walk-and-bike-first” City.

SB 743 and Change to VMT Analysis 2013-2020

The adoption of Senate Bill 743 by the state legislature in 2013 changed the CEQA metric for transportation impact analysis from Level of Services (LOS) to Vehicle Miles Traveled (VMT), marking a fundamental shift in how project transportation impacts are analyzed in California. The LOS impacts of a project were measured by the amount of time additional vehicle traffic from the project would slow vehicle travel times at intersections and road segments. The LOS analysis resulted in mitigation measures aimed at increasing automobile capacity such as widening roads and highways. By supporting auto travel, LOS analysis neither benefited nor enabled sustainable modes of non-vehicle travel such as bike lanes, public transit improvements, and parking pricing, and often led to more automobile trips, thereby further degrading the environment.

While SB 743 was passed in 2013, California Governor’s Office of Planning and Research only formally adopted this change to the VMT method of evaluating traffic impacts on July 1, 2020. State law required that all transportation analyses under CEQA change to VMT by July 2020. This not only marks a milestone in that projects that impact state-controlled roadways would become subject to VMT analysis rather than LOS, but also required changes in transportation impact analysis by local government agencies. The City of San José adopted its Transportation Analysis Policy (Council Policy 5-1) in February 2018 in order to comply with SB 743, and since then has, with some exceptions for existing projects, required VMT as the metric for transportation impact analysis.

New development in North San José is required to pay the traffic impact fee (TIF) established in Chapter 14.29 of the Municipal Code. Council Policy 5-1, establishing the City’s transportation analysis requirements, requires that only the TIF be paid by all projects that have received land use approvals in North San José and also allows those projects that are consistent with the ADP and the ADP EIR to proceed by paying the TIF. However, applications for projects that may not proceed under the ADP EIR CEQA clearance are required to comply with VMT mitigation measures and also comply with the requirement to pay the TIF as a fee established and supported under the Mitigation Fee Act (Government Code section 66000 et seq.) Staff estimates that the addition of VMT-driven mitigation, in combination with the current TIF fees could result in a doubling of transportation fees paid particularly for post-2018 industrial

and commercial development and may serve as a disincentive for such new development in North San José. As a result, staff proposes to amend both the ADP and the TIF ordinance in Municipal Code Chapter 14.29 to make the TIF inapplicable to development that has not received entitlements and permits prior to the effective date of the proposed changes to the ADP and TIF.

Mayor and Council Direction 2017-2023

In September 2017, the Mayor's Office issued a memorandum which set a goal of entitling/building 25,000 housing units, including 10,000 affordable units. The Mayor's memo also included staff direction to study ways to modify the phasing constraints in the ADP.

On June 12, 2018, the City Council directed staff to implement a Housing Crisis Workplan that prioritizes implementation and policy actions that facilitate the citywide development of 15,000 market-rate and 10,000 affordable residential units by 2023. Item #4 on the Workplan is the review and update of the ADP to complete analysis and proposed policy amendments necessary to advance 8,000 housing units from Phase 2 into Phase 1. In response, staff established a Housing Crisis work program and a process of biannual progress reports to the Community and Economic Development Committee to report on progress on implementing this work program. "Retirement" of the ADP to make the remaining housing capacity available for new development was added to this work program.

In February 2018, the City Council adopted Council Policy 5-1, updating the City's Transportation Analysis Policy which now largely uses VMT as a metric for determining transportation impacts under CEQA. However, Council Policy 5-1 includes grandfathering provisions where the TIF remains valid in transportation policy areas such as North San José. Given the change to VMT required by state law, the North San José TIF, which is based upon the evaluation of LOS-related impacts, is no longer relevant to the CEQA analysis of transportation impacts. While the TIF remains valid as a mitigation fee pursuant to the Mitigation Fee Act and is supported by a nexus study, it is no longer desirable for the reasons explained above.

In May 2019, the City Council directed staff to explore options to enable housing development more readily in North San José, and present options that forward the goal of advancing housing with an enhanced amount and incentives for the creation of affordable housing.

SB 330 in 2019

Within the last few years, the state legislature adopted a significant amount of new housing and housing-related land use legislation. SB 330 includes several new procedural changes and limitations that impact the City, but of primary concern to North San Jose is a limitation on moratoria or similar restrictions being imposed on housing development, and a prohibition on placing housing unit caps on, or limitations on population or permits issued for, housing development. Specifically, Government Code section 66300(b)(1)(D), in relevant part, appears to invalidate any numeric cap on housing that: (i) limits the number of land use approvals or permits necessary for the approval and construction of housing that will be issued or allocated within all or a portion of the affected city; (ii) acts as a cap on the number of housing units that can be approved or constructed either annually or for some other time period; or (iii) limits the population of the affected city. Because development cannot advance under the North San Jose Area Development Policy until all residential, industrial, and commercial thresholds for advancement beyond Phase 1 have been met (with similar limitations on advancement to subsequent development phases in the Policy), the Policy may have the effect of being considered as a cap on housing approvals and permits.

SB 1333 in 2019

Senate Bill (SB) 1333 took effect in January 2019 and requires charter cities (like the City of San José) to make consistent their General Plan and Zoning. The City must now rezone areas that are inconsistent with the General Plan. The 2011 General Plan established the TERO Overlay designation consistent with the ADP, but no changes have since been made to the Zoning Ordinance and the Zoning District Map in order to implement this designation and provide consistency between the General Plan and Zoning. The proposed ordinance amending the Zoning Ordinance to add Chapter 20.65 regarding overlay districts, establish the TERO Overlay District, and add the TERO Overlay District to the Zoning Map complies with this requirement of state law.

Housing Element 2023 – 2031

The State of California's Regional Housing Needs Assessment (RHNA) released in 2020 has determined Bay Area cities and counties are responsible for planning, zoning and approving a combined 441,176 new housing units between 2023 and 2030. This is a substantial increase from the 187,990 housing units that Bay Area cities were tasked with approving between 2015 and 2022. San José's fair share of new housing was determined to be 62,200 units, also a significant increase from 35,080 housing units for the housing element cycle ending in 2022. With only about 8,000 of its 32,000 potential housing units approved to-date, North San José is the largest potential planning area for new housing units in the City of San José so staff is recommending effectively eliminating the phasing in the current ADP so that housing can be accommodated.

Affordable Housing Goal in North San José

The North San José ADP contains a 20% affordable housing goal for each phase of residential development as shown in the Phasing Plan chart above. However, in the first phase of development, only 432 affordable units were built out of the 1,600 affordable unit allocation (27%). The City's Inclusionary Housing Ordinance (IHO) has a 15% affordability requirement and has many built-in alternatives for developers in addition to constructing the units. In order to address the above-stated 2019 Council direction and incentivize affordable housing in North San Jose, staff will need to propose intentional measures to achieve the production of affordable housing. This will include efforts to economically integrate North San Jose, which is now a State requirement under the next Housing Element cycle for 2023-2031. Fair housing analysis and fair housing access must inform the locations in which housing is built.

Recommendations on how to achieve affordable housing production in North San José will occur in the second step of the North San Jose policy work which will be integrated into the Housing Element process. Affordable housing measures being considered include the following:

- Identify new North San Jose housing sites in the next Housing Element cycle Site Inventory.
- Identification and possible rezoning of appropriate sites in North San Jose for affordable housing production with emphasis on site proximity to amenities.
- Analysis of the fair housing implications for potential affordable housing sites in North San Jose and confirmation of a positive impact on racial and ethnic segregation as required by the State.
- Study the feasibility of modifications to the IHO to provide flexibility to developers while achieving affordable housing production.

The next cycle of the Housing Element which includes the draft site inventory and a draft of all programs, policies and milestones will be released for public review in mid-year 2022. Staff anticipates completing site selection and rezoning of sites in North San Jose by the end of January 2023. Studying the financial feasibility of other programmatic strategies, such as modifications to the IHO or other programs will take

additional time. Actions that cannot be accomplished prior to certification of the Housing Element in 2023 would be included as part of the work program established for the next Housing Element moving forward, with timeframes established for completion of these additional actions.

ANALYSIS

Staff proposes to amend the ADP by retiring the plan with respect to future development while requiring that currently entitled projects would fulfill their requirements including all mitigation and payment of TIF under the current ADP. As explained on page 3 above, development in North San Jose has not achieved the levels and goals to move from Phase 1 to Phase 2 under the ADP. The amendments to the ADP would effectively eliminate the Phasing Plan, allowing the market to dictate the pace at which development proceeds for all remaining capacity under the General Plan. All new development that has not already been entitled under the ADP would be required to be evaluated on a project-by-project basis under CEQA, including transportation impacts. The proposed changes to the ADP will allow for the submission of applications for development, including the potential industrial, commercial, and residential development envisioned in the General Plan.

Proposed General Plan Text Amendments

Revisions to References to the ADP in the General Plan.

The proposed Envision 2040 General Plan Text Amendments are attached as Exhibit B hereto. The text amendments generally eliminate or modify references to the ADP to satisfy closing-out of the ADP with respect to future development in North San José. Entitled but not constructed projects would still be required to pay TIF fees (due prior to issuance of a building permit) in order to mitigate the traffic impacts identified in the ADP.

Amendment to Raise Minimum Density for TERO Areas

The General Plan TERO designation supports residential development as an alternate use at a minimum average density of 55 units per acre. These sites would continue to be allowed to develop consistent with the underlying designation of Industrial Park. The TERO designation permits development with commercial uses on the first two floors and residential use on upper floors, as well as entirely residential projects. Development within this category is intended to make efficient use of land to provide residential units in support of nearby industrial employment centers. Site specific land use issues and compatibility with adjacent uses are addressed through the development permit process. Land within this overlay area may also be converted for the development of new schools and parks as needed to support residential development. As discussed above, approximately 156 acres remain eligible to develop for residential use in the TERO areas, supporting approximately 15,300 additional dwelling units if developed at the established minimum density of 55 dwelling units per acre. Staff proposes an increase of the required minimum density to 75 dwelling units per acre. At this density, the TERO areas could produce a minimum of 18,350 dwelling units at build-out.

Amendment to Eliminate Floor Area Ratio Requirement for TERO Sites

Pursuant to the General Plan, commercial use is permitted but not required on TERO sites. There is, however, an established FAR minimum of 2.0 which results in more commercial space than needed to support the residential uses. Commercial spaces are also difficult to finance in housing projects and very challenging for 100% affordable housing developments. Typical sources of financing for these projects come from local and State programs that often only support the residential uses. A maximum 12.0 FAR is not relevant to a predominantly residential project that has supporting first and second floor commercial uses. It is, therefore, recommended that the FAR range be removed entirely for TERO sites.

Proposed ADP Amendments

The proposed amendments to the ADP are included in Exhibit B hereto. The text amendments explain that since its adoption in 2005, development within the ADP to-date has not reached the levels to conclude Phase 1 and move forward with the other phases. Moreover, development has not occurred where projected in 2005, so changes to the priority of transportation improvements have been made to adjust for where development has actually occurred and been entitled. The changes to the ADP specify the general location and amount of development to date. Revisions to the proposed transportation improvement program in the ADP is addressed. The proposed amendments clarify that future development that is not subject to the ADP will be required to obtain project-level CEQA clearance, including VMT transportation analysis under CEQA and the City's VMT policy.

New Zoning Ordinance Overlay Chapter 20.65 and Amendment of Zoning Map to add TERO Overlay

Exhibit C includes the proposed Zoning Ordinance amendment adding Chapter 20.65 establishing overlay districts including the TERO District. This includes the new Chapter 20.65 text, with the TERO Overlay District map attached hereto. Senate Bill 1333 requires that zoning be consistent with the applicable general plan. The proposed Zoning Ordinance and Map amendments will make the zoning consistent with the TERO designation in the General Plan.

Staff recommends that the development standards currently in the Zoning Ordinance for the Transit Residential designation be applied to the proposed TERO Overlay, with the exception of minimum density which would be raised to 75 dwelling units per acre consistent with the change to the General Plan amendment recommended above. Staff also recommends there be no floor area ratio applied to development in the TERO Zone for the reasons state above. The standards in the Zoning Ordinance Transit Residential designation conform with the General Plan and this ensures that both documents are consistent as required by SB 1333. The TERO Overlay Zoning District standards are summarized in the table below:

Proposed TERO District Development Standards

Category	Standard
Min. Lot Area	6000 sq. ft.
Mixed Use	Allowed, no minimum or maximum floor area ratio (FAR)
100% Residential DU/AC	75 -250 DU/AC
Maximum Building Height	270 feet
Setback Regulations	
Front	Maximum 10 feet
Side	Maximum 10 feet
Rear	Minimum 10 feet
Ground Floor Commercial Spaces	Refer to North San José Urban Design Guidelines and Citywide Design Standards (as applicable) for minimum frontage, height, depth and other requirements for ground-floor commercial spaces.

Common and Private Open Space Regulations for 100% Residential and Mixed Use	Refer to Section 20.55.102
Lighting	Refer to Section 20.55.103
Parking	For general parking regulations, refer to Chapter 20.90 No unmounted camper or vehicle, other than those vehicles expressly specified and allowed under Title 17 of this Code, shall be kept, stored or parked for a period of time in excess of forty-eight consecutive hours in the front setback area of any lot or parcel containing a residential use. Such parking or storage is limited to paved surfaces

SJMC Chapter 14.29 Amendments Regarding Application of Traffic Impact Fee

The proposed amendments to Chapter 14.29 of the San José Municipal Code are attached hereto as Exhibit D. The amendments to the TIF ordinance would mirror the proposed changes to the application of the ADP by limiting the application of the TIF to projects that received approved entitlements (general plan amendment and/or zoning amendment) and/or a land use permit from the effective date of the ADP to the effective date of the resolution making such changes to the ADP, thus making the North San José Traffic Impact Fee inapplicable to future North San José development projects. Exhibit E is the North San José Traffic Impact Fee Plan Update (dated February 18, 2022) with an assessment of the transportation projects needed to support already entitled ADP Phase 1 development including development that has occurred in the Policy area to date. The proposed changes would mean that the ADP and the TIF only apply to already entitled development. New development in North San José could only move forward with CEQA clearance and transportation mitigation, among other mitigation measures, on an individual project basis using VMT transportation analysis as required by state law.

COORDINATION

The preparation of the proposed General Plan and ADP text amendments, ordinances, Traffic Impact Fee Update, CEQA resolution, and this staff report were coordinated with the City Attorney's Office. Additionally, draft versions of the text amendments and ordinances were shared with various City departments including the Department of Transportation, Housing Department, Department of Public Works, Parks Recreation Neighborhood Services, and Office of Economic Development, as well as the Building Division within the Department of Planning, Building and Code Enforcement. Feedback from various departments was incorporated into the final drafts of these documents.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The environmental impacts of the North San José Area Development Policy Amendment were addressed in an Initial Study/Addendum to the Final Program Environmental Impact Report (EIR) for the Envision San José 2040 General Plan (Resolution No. 76041) and the Envision San José 2040 General Plan Supplemental Environmental Impact Report (Resolution No. 77617), and Addenda thereto.

The recommended Council actions above relating to the North San José Area Development Policy, and as described in the Initial Study/Addendum, do not create any of the conditions described in Section 15162 of the CEQA Guidelines that call for the preparation of a subsequent EIR. No new significant impacts would occur, and no previously examined significant effects would be substantially more severe than shown in the Envision San José 2040 General Plan EIR and SEIR. Thus, an Addendum to the adopted EIRs is the appropriate environmental documentation to analyze the potential environmental impact.

The Initial Study/Addendum will be posted to the City's ["Active EIRs" web page](#). The Envision San José 2040 General Plan EIR and SEIR can be found at the ["Completed EIRs" web page](#).

PUBLIC OUTREACH

Staff has followed Council Policy 6-30: Public Outreach Policy. The City has held meetings with neighborhood groups and area businesses to discuss the retirement of the ADP. Meetings have included multiple presentations to the San José Developer's Roundtable, and active local neighborhood groups. The City held two virtual community meetings on June 24, 2021 with approximately 30 members of the public in attendance, and another on June 28, 2021 with approximately 35 members of the public in attendance.

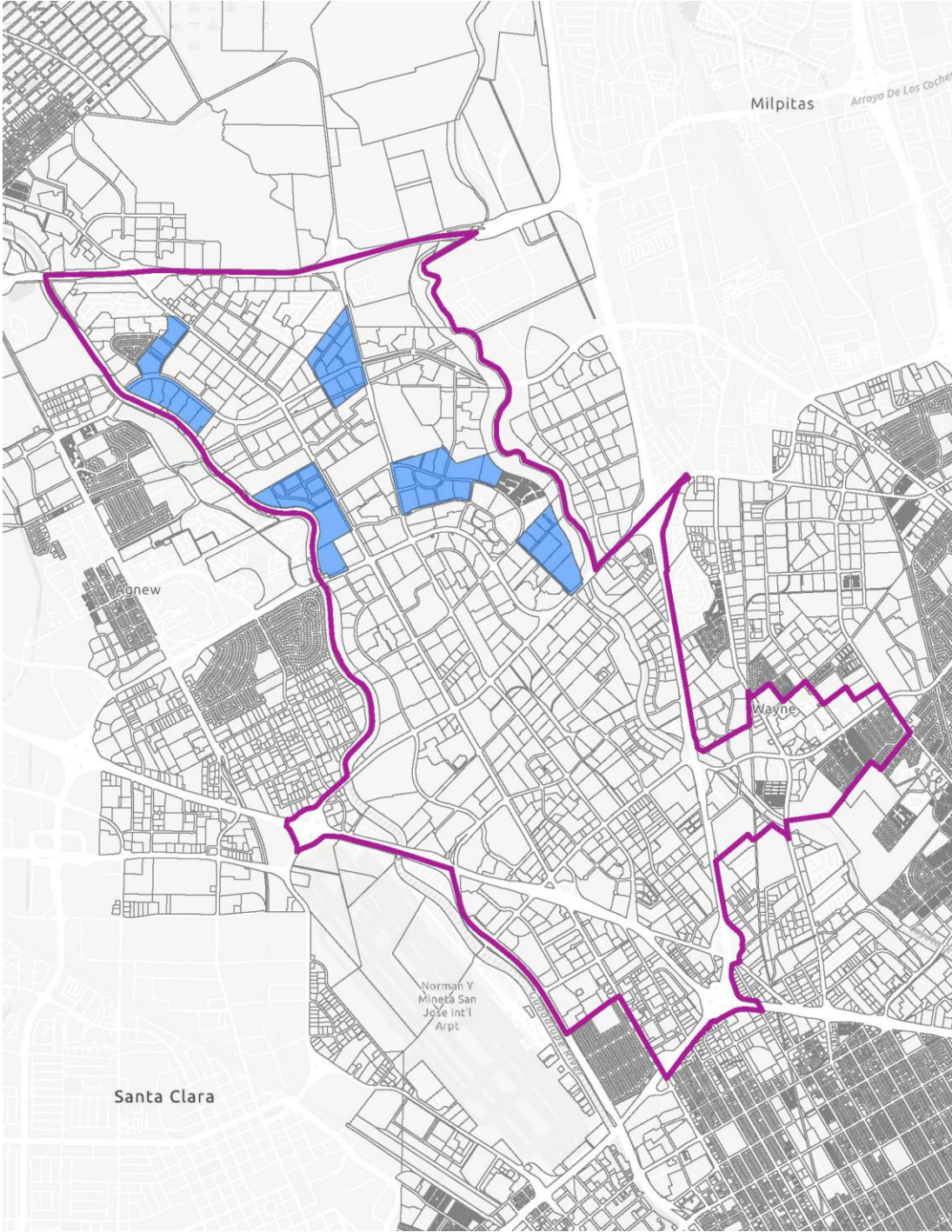
A notice for the March 23, 2022 Planning Commission hearing was distributed to all owners and tenants within 1000 feet of the project and posted on the City's website.

Project Manager: Joe Sordi

Approved by: /s/ Michael Brilliot, Deputy Director for Christopher Burton, Planning Director

ATTACHMENTS:	
Exhibit A:	Location Map/ TERO Sites
Exhibit B:	Resolution with General Plan Text Amendments and Amendments to the North San José Area Development Policy
Exhibit C:	Ordinance Amending Municipal Code Title 20 to add Chapter 20.65 (Overlay Districts) including the TERO Overlay District, and amending the Zoning Map to include the TERO Overlay District
Exhibit D:	Ordinance Amending Municipal Code Chapter 14.29 (North San José Traffic Impact Fee)
Exhibit E:	North San José Traffic Impact Fee Plan Update (February 18, 2022)
Exhibit F:	Addendum to Envision San José 2040 General Plan EIR and SEIR
Exhibit G:	CEQA Resolution

Exhibit A: Site Location/ TERO Sites



GPT21-003, PP21-008, C21-018

Links to Attachments B-G

Click on the title to view document

Exhibit B: Resolution with General Plan Text Amendments and Amendments to the North San José Area Development Policy
Exhibit C: Ordinance Amending Municipal Code Title 20 to add Chapter 20.65 (Overlay Districts) including the TERO Overlay District, and amending the Zoning Map to include the TERO Overlay District
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Exhibit F: Addendum to Envision San José 2040 General Plan EIR and SEIR
Exhibit G: CEQA Resolution

Correspondence received after March 16, 2022