

## RESOLUTION NO. 16211

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDWOOD CITY ADOPTING REDUCED TRANSPORTATION IMPACT FEES FOR TRANSIT-ORIENTED DEVELOPMENT PROJECTS AND AFFORDABLE HOUSING DEVELOPMENT PROJECTS**

**WHEREAS**, the Redwood City Municipal Code Chapter 18 (Local Improvements and Planning), Article XV (Transportation Impact Fee) imposes upon new development the requirement to pay a Transportation Impact Fee (“Transportation Fee”) and authorizes the City of Redwood City (“City”), City Council to establish the amounts of the Transportation Fees by ordinance or resolution; and

**WHEREAS**, the City Council adopted Ordinance No. 2532, on January 22, 2024, which adopted updated Transportation Fee amounts, which are set forth in the Transportation Impact Fee Schedule and shall automatically increase starting on July 1, 2025, and each year thereafter, in accordance with changes in regional construction costs; and

**WHEREAS**, the 2023-2031 Housing Element of the City of Redwood City (“Housing Element”), Goal H1 (Maintain and increase the diversity of housing types in all City neighborhoods), Policy H1.2 directs the City to “create a regulatory environment that enables the private market to build a variety of housing types at all income levels”; and

**WHEREAS**, the Housing Element, Goal H2 (Protect and increase the supply of affordable housing, both deed-restricted and unsubsidized affordable units), Policy H-2.1 directs the City to “support the construction, acquisition, rehabilitation, and maintenance of affordable housing; and

**WHEREAS**, affordable housing is developed and maintained within the City through the use of Affordability Agreements, which are agreements, to which the City is a party, that; (i) restrict ownership (in the case of owner-occupied housing) or tenancy (in the case of rental housing) to persons at or below a specified income level, (ii) restrict purchase price or rental costs to a level affordable to such owners or tenants, using the affordability calculations applicable to expenditures of moneys from the low and moderate income trust funds, (iii) have a term of not less than fifty (50) years; and (iv) are determined by the City Manager to contain sufficient provisions to permit enforcement of these restrictions by the City; and

**WHEREAS**, Moderate Income Housing Unit is a dwelling unit, other than a low-income housing unit, that is restricted, by means of an Affordability Agreement, to be affordable to persons with income of not more than one hundred twenty percent (120%) of area median income and to be owned (in the case of owner-occupied housing) or leased (in the case of rental housing) only by such persons; and

**WHEREAS**, a Low-Income Housing Unit is a dwelling unit that is restricted, by means of an Affordability Agreement, to be affordable to persons with income of not more

than eighty percent (80%) of area median income and to be owned (in the case of owner-occupied housing) or leased (in the case of rental housing) only by such persons; and

**WHEREAS**, Redwood City Moves, the City's Transportation Plan, includes goals that are furthered by encouraging transit-oriented development, such as; (1) provide seamless connections and improved street access to all areas within the City, but especially along mixed-use corridors designated in the General Plan and the Citywide Transportation Plan; (2) reach over 50% of all trips being by non-driving modes by 2040; and (3) invest in projects that support a resilient, equitable and sustainable transportation system; and

**WHEREAS**, the map set forth in **Exhibit A**, which is attached hereto and incorporated herein by reference, depicts the areas of the City that are within one half mile of the Caltrain Station platform, and therefore, are sites for potential transit-oriented development; and

**WHEREAS**, the City desires to reduce Transportation Fees for certain types of development projects in order to further the policies, goals, and programs referenced herein.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF REDWOOD CITY AS FOLLOWS:**

1. The above recitals are true and correct, and incorporated herein, by reference, and each is relied upon independently by the City Council for its adoption of this Resolution.

2. The City Council finds that this Resolution is not subject to the California Environmental Quality Act ("CEQA"). This action is not a project within the meaning of the CEQA Guidelines Section 15378 and 15061(b)(3) as it has no potential for physical effects on the environment because it adopts lower Transportation Fees for certain development but does not commit the City to any specific project, and said fees and/or charges are applicable to future development projects and/or activities, each of which future projects and/or activities will be fully evaluated in full compliance with CEQA when sufficient physical details regarding said projects and/or activities are available to permit meaningful CEQA review (see CEQA Guidelines, Section 15004(b)(1)).

3. For all residential development within the red circle depicted on **Exhibit A**, the Transportation Fee for single family development will be the Single Family-Downtown Area fee and the Transportation Fee for multiple family development will be the Multi Family-Downtown Area fee, which are set forth in the Transportation Impact Fee Schedule.

4. For all nonresidential development within the red circle depicted on **Exhibit A**, the Transportation Fee will be seventy-five percent (75%) of the fee set forth in the Transportation Impact Fee Schedule that would otherwise apply to the development project. This represents a twenty-five percent (25%) discount from the adopted

Transportation Fee amounts for nonresidential development located within the red circle depicted on **Exhibit A**.

5. For all Moderate Income Housing Units and Low-Income Housing Units, as defined herein, no matter where in the City the Moderate Income Housing Units or Low Income Housing Units are located, the Transportation Fee for single family development will be the Single Family-Downtown Area fee and the Transportation Fee for multiple family development will be the Multi Family-Downtown Area fee, which are set forth in the Transportation Impact Fee Schedule.

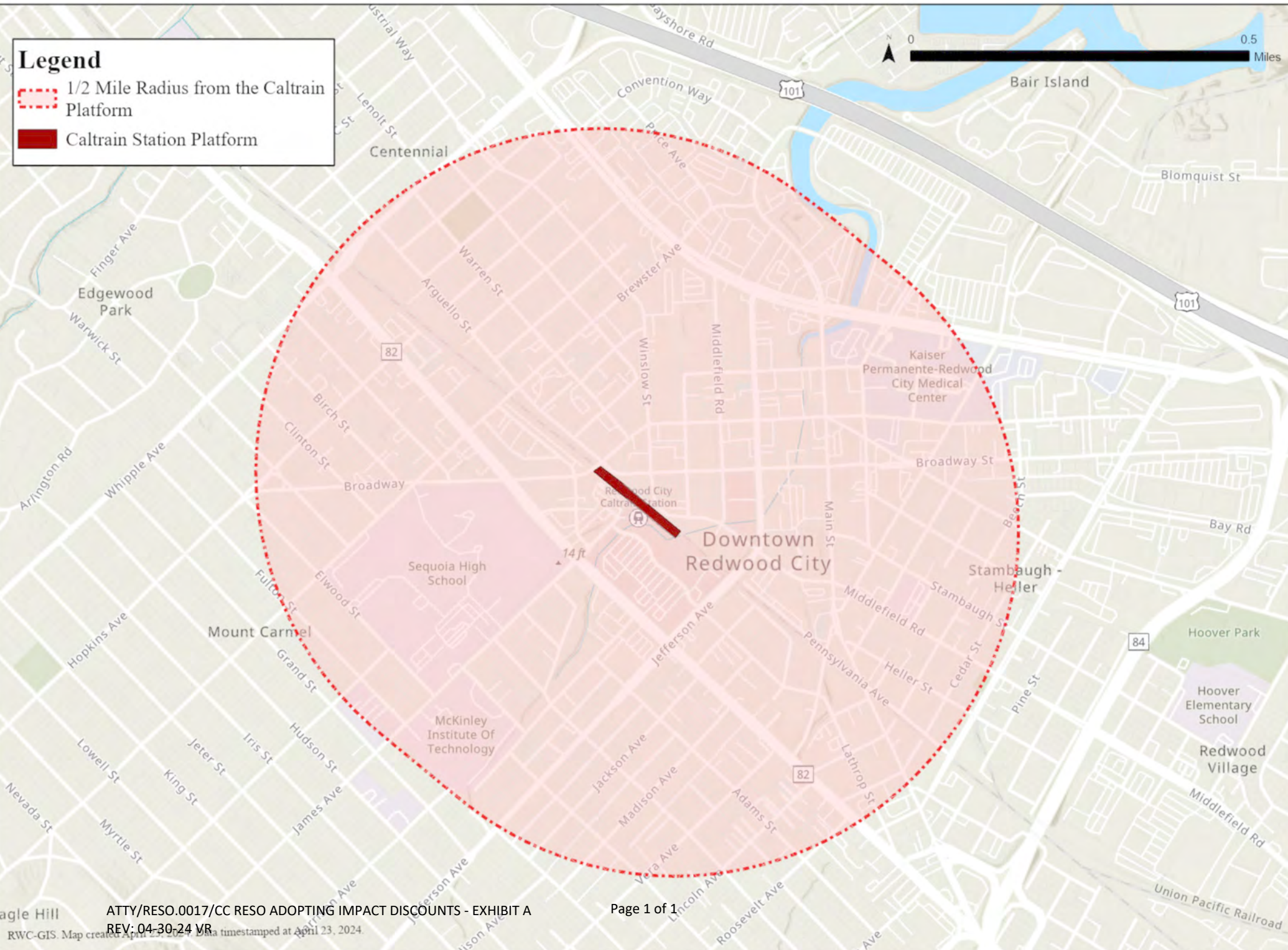
6. This resolution is effective on July 23, 2024. Sections four (4) and five (5) of this resolution shall remain in effect only until April 1, 2027, and as of that date are repealed.

\* \* \*

# Exhibit A

**Legend**

- 1/2 Mile Radius from the Caltrain Platform
- Caltrain Station Platform



Passed and adopted by the Council of the City of Redwood City at a  
Joint City Council/Successor Agency Board/Public Financing Authority Meeting  
thereof held on the 6<sup>th</sup> day of May 2024 by the following votes:

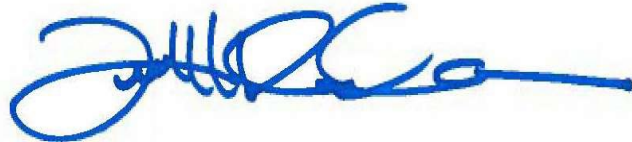
AYES: Aguirre, Eakin, Martinez Saballos, Sturken, Vice Mayor  
Espinoza-Garnica and Mayor Gee

NOES: None

ABSENT: Howard

ABSTAINED: None

RECUSED: None



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Jeff Gee  
Mayor of the City of Redwood City

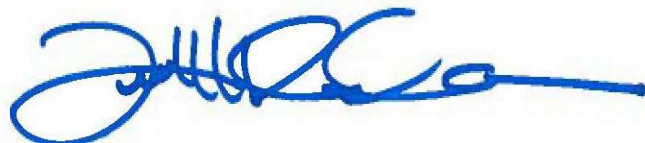
Attest:



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Yessika Castro, CMC, CPMC  
City Clerk of Redwood City

I hereby approve the foregoing resolution this  
7<sup>th</sup> day of May 2024.



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Jeff Gee  
Mayor of the City of Redwood City