

Infill Incentives

In the Priority 1 Properties category, increase the maximum reduction of Traffic Impact Fees for qualifying affordable housing projects from 50% to 60%

Priority 1 Properties category refers to properties in the traditional “Core Area” and are:

- ◆ Located in the Tier 1 Growth Boundary; or have a parcel size of a maximum of 5 acres;
- ◆ Development proposal consists of several adjacent parcels that will be consolidated and developed as one project with a maximum aggregate site size of 5 acres; or
- ◆ Have a development proposal for housing where at least 50% of the units are affordable to households earning 120% of the Area Median Income (AMI) or below, or 20% are affordable to households earning 80% of the AMI or below.
- ◆ In the Priority 2 Properties category, increase the maximum reduction of Traffic Impact Fees for qualifying affordable housing projects from 33% to 43%

Priority 2 Properties category refers to properties outside the traditional “Core Area” that are:

- ◆ Located within the City Limits in an area not specified under Priority 1, including any annexed unincorporated county islands except for those in the Highway 198 Corridor



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CITY OF VISALIA



The City Council has enacted the following Affordable Housing Incentives as identified per the adopted 2016 Housing Element Update.

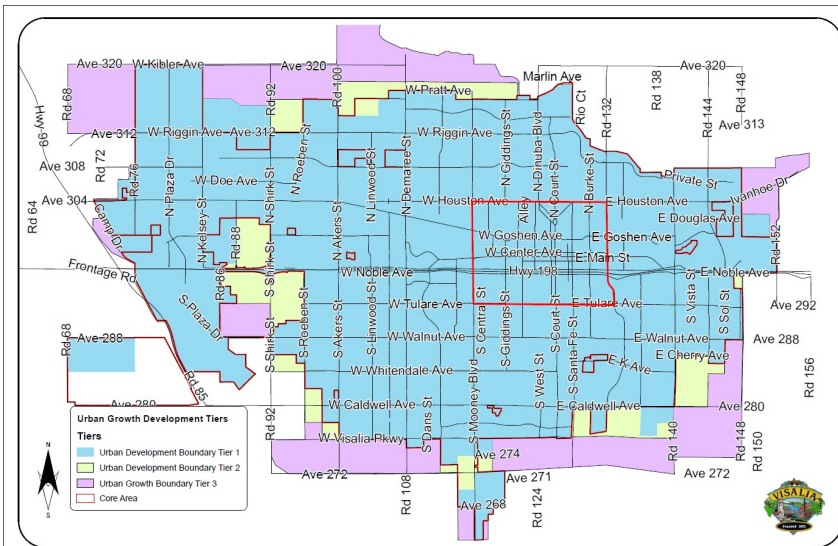
These incentives are intended to minimize obstacles to developing affordable housing. And, to set forth the specific qualifying criteria and incentives to implement these policies.

These incentives also affirm the City's in-fill intent, to further incentivize in-fill developments that also include affordable housing components.

Transportation Impact Fee Incentive

Affordable residential projects that meet the following criteria shall be eligible for Transportation Impact Fee Reductions:

- ⇒ Adjacent public street travel lanes are paved;
- ⇒ Project site is 75% surrounded by existing development that has been in place an average of 15 years or more.
- ⇒ The project is with the Tier I Urban Growth Boundary.



* Qualifying Priority I Properties:

- ⇒ Are located within the Tier I Growth Boundary, rather than the “Core Area”; or
- ⇒ Increase the qualifying parcel size from “less than .25 acre” to “a maximum aggregate size of 5 acres”
- ⇒ Reduce the percentage of housing affordable to households earning 80% of the AMI (Area Median Income) from 30% to 20%.

Multi-Family Residential Incentives

Multi-Family Residential Zones:

Allow multi-family dwellings up to 80 dwelling units per site to be “Permitted” by right in the R-M-2 and R-M-3 zones

Multi-family Residential Height of Structures:

Allows multi-family residential structures up to four stories in height in the R-M-3 Zone District This increases the maximum multi-family structure building height in the R-M-3 Zone District by one additional story, as a means to increase densities on High Density Residential project sites. Where the site is adjacent to other than a Single-family Residential zone, the project would be permitted by right (provided that the project’s total units are 80 units or less).

Affordable Housing Development Incentives and Concessions:

Waiver of a Conditional Use Permit (CUP) requirement for affordable housing projects with less than 80 units, but still within 20 units per acre or greater in the Downtown Area.

The CUP waiver is for downtown affordable housing projects that are less than 80 units (but still within 20 units per acre or greater) when a CUP would otherwise be required.

This incentive would also apply to affordable residential projects in non-residential zones in the downtown area such as the Downtown Mixed Use Zone and the Commercial Mixed Use Zone) where housing developments otherwise require a CUP.

Please note: the Downtown Area is the area bounded by Murray Ave. to the north, Mineral King Ave. to the south, Conyer St. to the west, and Tipton St. to the east.

Affordable Housing Development Incentives and Concessions:

Reduction of parking requirements for Downtown Area affordable housing projects with less than 80 units, from 1.5 parking spaces per unit to one (1) parking space per unit. This would reduce the parking requirement for downtown affordable housing projects that are less than 80 units from 1.5 parking spaces per unit to 1 parking space per unit. Examples of where this incentive would be applied are in the Downtown Mixed Use zone, or where the project residents would be less likely to own or use automobiles, such as housing for elderly or handicapped.



Variances:

No Variance or Exception shall be required for structures or devices that are necessary to facilitate reasonable access to a building or accommodation for persons with physical or non-physical disabilities. This ensures that persons who require certain structures or devices to achieve access into a building can obtain building permits without the need to obtain a variance before the construction permit is issued.