

**RESOLUTION NO.** 002634  
**PASSED** April 22, 2002

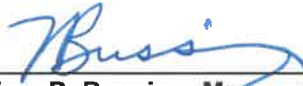
**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF GAINESVILLE, FLORIDA, APPROVING THE AMENDED CITY OF GAINESVILLE AFFORDABLE HOUSING INCENTIVE PROGRAM (AHIP).**

**WHEREAS**, the State Housing Initiatives Partnership Act, Section 420.907, Florida Statutes, requires the adoption of a Affordable Housing Incentive Program and incorporating it into the Local Housing Assistance Plan; and

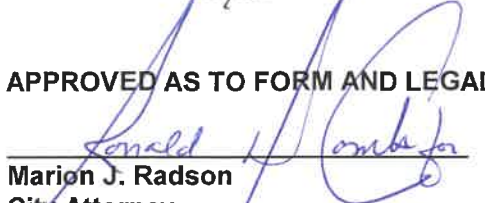
**NOW, THEREFORE**, be it resolved by the City Commission of the City of Gainesville, Florida:

1. That the amended City of Gainesville Affordable Housing Incentive Plan is hereby approved.
2. That the amended City of Gainesville Affordable Housing Incentive Plan is hereby included in the Local Housing Assistance Plan.
3. That the City Manager of the City of Gainesville or his designee is authorized to submit the Affordable Housing Incentive Plan, a copy of which is attached hereto and made part hereof, to the State of Florida Housing Finance Corporation for its review and approval.
4. That the City Manager of the City of Gainesville or his designee is authorized and empowered to execute the certifications peculiar to the Affordable Housing Incentive Plan on behalf of the City of Gainesville.
5. The City Manager or his designee is authorized and directed to do all things necessary and proper in order to carry out the terms and conditions of said grant and this resolution.
6. That this Resolution shall take effect immediately upon its adoption.

**PASSED AND ADOPTED THIS** 22nd **DAY OF** April, 2002

  
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**Tom D. Bussing, Mayor**  
**City of Gainesville**

**ATTEST:**  
  
\_\_\_\_\_  
**Kurt M. Lannon Jr.**  
**Clerk of the Commission**

**APPROVED AS TO FORM AND LEGALITY:**  
  
\_\_\_\_\_  
**Marion J. Radson**  
**City Attorney**



# City of Gainesville Affordable Housing Incentive Plan



Revised April 8, 2002

Pursuant to the requirements of the State Housing Initiatives Partnership (SHIP) Act, on March 28, 1994, the Gainesville City Commission adopted the Affordable Housing Incentive Plan (AHIP). On April 22, 2002, the revised AHIP was adopted by the Gainesville City Commission. The AHIP outlines a series of locally developed incentives to facilitate and promote the production of affordable housing in the City of Gainesville (City), as specified in Section 420.9076 of the Florida Statutes. The following approved incentives and the implementation status of each incentive are addressed as follows:

#### **INCENTIVE 1. DEFINITION OF AFFORDABLE HOUSING**

Housing units or projects meeting the following criteria for affordable housing should be eligible for the incentives outlined in this plan: 1) A housing unit with a total projected cost or sales price (including all permits, fees, taxes, and other costs) that does not exceed 160% of the current approved Gainesville's HUD Median Area Income, adjusted for family size; and which address a need or goal identified in the current approved City's CHAS. 2) Non owner-occupied units which will be reserved for low or very low-income households as defined by HUD at a monthly cost (including utilities and related costs) that does not exceed 30% of the total monthly income, adjusted for family size.

Schedule for Implementation: On-going.

Strategy Implementation: The cost reductions anticipated from implementing this incentive would vary on a case-by-case basis. The savings will benefit eligible households by reducing the cost of the unit and increasing the affordable housing stock.

Strategy Status: The City of Gainesville currently does not have set criteria for determining whether or not housing is affordable for the purpose of awarding incentives. For density bonus points, affordable housing is defined as housing designed and priced to be consistent with the current "Fair Market Rent" established by HUD.

#### **INCENTIVE 2. EXPEDITED PERMITTING**

Adopted Ordinance #0-99-71 established the City's Fast Track building permit program. The City provides a fast track system to improve permit processing efficiency and reduce the time required for residential and commercial permit issuance for projects within the City. Policy 1.1.8 of the Housing Element of the Comprehensive Plan provides that "The City shall continue to implement the Fast Track permitting process, which will reduce the time that applications for new residential, residential additions, and residential interior remodeling spend in the review process." The Fast Track program applies to all residential and commercial housing projects within the City.

Schedule for Implementation: On-going.

Strategy Implementation: The Fast Track program is implemented by the City's Building Inspection Department. This program gives contractors, developers and owners the option to request the fast track service when making an application for the permit. This program provides a faster turn around for approving permits because the applicants are willing to pay an additional fee for a faster review process.

Strategy Status: The program reduces the City's permit processing time by allowing the Building Division to issue an approved permit within 8 working days, assuming no additional requirements are needed.

**INCENTIVE 2a. Historic Preservation Board Review Process**

The Affordable Housing Advisory Committee identified the Historic Preservation Board Review process as a barrier to addressing affordable housing needs in targeted neighborhoods within the Historic Districts. This incentive requires a streamlining process for affordable housing projects. The implementation of this incentive may impact the public welfare by reducing development restrictions in historic districts. The public safety and welfare will be increased, however, by removing impediments to the production of affordable housing and to the removal of slum and blight conditions in target neighborhoods.

Schedule for Implementation: This policy is currently functioning to the extent required.

Strategy Implementation: The cost reductions from implementing this incentive will be on a case-by-case basis for projects or units proposed within the Historic District. These cost reductions will benefit eligible households by lowering the per unit cost and increasing the production of affordable housing.

Strategy Status: There are presently no exceptions given to affordable housing in the Historic Preservation Board Review process. Policy 3.1.10 of the City's Housing Element 2000-2010 calls for the study of the feasibility of this kind of program.

**Incentive 2b. Removal of Non-Contributing Properties located in Historic Districts.**

There are numerous dilapidated/substandard units located within historic districts, which contribute significantly to slum and blight. Policy 1.3.3 of the City's Historic Preservation Element encourages the use and rehabilitation of historic structures, relocation to another site for re-use, selective dismantling for re-use and as a last resort demolition of historic structures.

Schedule for Implementation: This policy is currently functioning to the extent required.

Strategy Implementation: The implementation of this incentive will have no direct impact on housing costs, although it will make more land available for residential infill development at sites where infrastructure is in place

Strategy Status: There are currently no programs for the widespread removal of these units from historic districts. The most extremely dilapidated units are removed periodically if rehabilitation is completely infeasible.

**INCENTIVE 3. RESERVATION OF INFRASTRUCTURE CAPACITY**

A lack of infrastructure capacity can add significantly to the cost of housing due to the delays and expensed of providing such capacity. The reservation of infrastructure capacity refers to a system by which a portion of the existing infrastructure capacity is not a barrier to the provision of affordable housing in the City of Gainesville. If infrastructure capacity becomes a problem at a future date, this incentive directs the City to make reservations for affordable housing developments.

Schedule for Implementation: Implementation of this incentive will occur when and if infrastructure capacity becomes a problem in the City of Gainesville. The Gainesville Regional Utility company maintains ample water/wastewater capacity. Storm water capacity is handled on a site-by-site basis.

The Transportation Concurrency Exception Area (TCEA) covers a substantial portion of the City and allows for development to occur along roads that are over their traffic capacity to encourage development such as urban redevelopment and infill (mitigation is required in the form of various improvements that must be made by developers).

Strategy Implementation: This incentive will reduce housing costs on a case-by-case basis by avoiding the expense and delays associated with a lack of infrastructure for affordable housing. The savings will benefit eligible households by lowering per unit costs.

Strategy Status: There are presently no provisions to reserve infrastructure capacity for affordable housing in the City.

#### **INCENTIVE 4. INCREASED DENSITIES**

The allowance of increased densities for affordable housing developments can reduce land costs. The City of Gainesville currently awards density bonus points for affordable housing. Affordable housing is defined as housing which is designed and price to be consistent with the current "Fair Market Rent" established by HUD. Such a project shall be awarded 8 points if 10% of the housing of the project are set-aside as affordable housing. Such a project shall be awarded 10 points if at least 20% of the project is set-aside as affordable housing.

Schedule for Implementation: To increase the availability of affordable housing to lower income citizens who are otherwise renting a home due to inability to afford homeownership. In addition, to achieve the socialization benefits associated with the neighborhood integration of varying income classes.

Strategy Implementation: The continued Implementation of this incentive will reduce the per unit housing costs by lowering land costs for affordable housing. These savings will result in lower housing costs for eligible households.

Strategy Status: The City currently awards density bonus points for affordable housing.

#### **INCENTIVE 5. REDUCTION OF PARKING REQUIREMENTS**

Despite less traffic volume, residential uses often have the same parking requirements as commercial uses. The reduction of parking requirements can lower development and land costs for affordable housing. The Transportation Element for the City contains a policy that calls for parking requirements to be reduced, where appropriate.

Schedule for Implementation: On-going.

Strategy Implementation: The implementation of this incentive will lower housing costs on a case-by-case basis by reducing development and land costs. Those savings will lower the per unit cost for eligible households.

Strategy Status: The City currently has no provision to reduce parking requirements for affordable housing. However, the City's policy provides for less parking in appropriate areas, which will indirectly result in increased public health and safety, since larger parking lots reduce public safety and reduce the amount of walking, bicycling, and transit since car trips are increased. The City's parking requirements in place now do not contribute to housing costs.

## INCENTIVE 6. ZERO- LOT-LINE DEVELOPMENTS

The City should continue to allow zero-lot-line developments as was done in the Ingleside Villas. Zero- lot-line developments have no required setbacks. These developments therefore allow the use of more land construction and smaller lot sizes.

Schedule for Implementation: On-going.

Strategy Implementation: The continued allowance of zero-lot-line (or small setback) developments in appropriate locations will lower overall housing costs by reducing land costs on a case-by-case basis. This reduction will benefit eligible households by lowering per unit costs.

Strategy Status: The City currently allows zero-lot-line developments as evidenced by its use in the Ingleside Villas development. Ingleside Villas was developed as a Planned Development (PD); a new zero-lot-line development can still be developed as a PD. Costs saving subdivision and building design can also be achieved through the cluster subdivision ordinance (Section 30-190 of Land Development Code).

## INCENTIVE 7. MODIFICATION OF STREET REQUIREMENTS

Modification should simply call for more modest street widths. "Effects" should be revised: more modest street widths increase life safety since the life safety benefits of slower average car speeds and increased motorist attentiveness in neighborhoods created by more modest widths are substantially more significant than any declined in life safety due to minor increases in emergency vehicle response times.

Schedule for Implementation: On-going.

Strategy Implementation: Housing cost reductions will vary on a case-by-case basis depending upon the modifications made. These savings will result in lower costs for eligible households.

Strategy Status: The requirement street width in the City is currently 24 feet. The City generally requires relatively modest street widths.

## INCENTIVE 8. EVALUATION OF REGULATIONS BEFORE ADOPTION

The purpose of this incentive is to set up a process by which new regulations are reviewed to determine their impact on affordable housing, and to mitigate any negative impacts if feasible and appropriate.

Schedule for Implementation: On-going. Reviews are conducted as required based upon ordinances and policies that are presented for consideration by the Gainesville Board of Commissioners.

Strategy Implementation: While the implementation of this incentive does not have a direct impact on housing cost, it assists in the identification and mitigation of new and existing regulations that may impact affordability.

Strategy Status: The City reviews and evaluates zoning and other regulations that pertain to housing to insure that requirements are to be continued reasonably and do not unduly limit opportunities for lower income groups to secure housing in desirable locations. Zoning and land use petitions generally include a paragraph of what the impact of the petition will be on affordable housing, if there is any impact.

## INCENTIVE 9. INVENTORY OF PUBLIC LANDS

The City of Gainesville currently maintains an inventory of the public land available for affordable housing. An inventory of the public lands available for the development of affordable housing is an important resource for housing developers.

Schedule for Implementation: On-going.

Strategy Implementation: The City's GIS system queries can be made to show the parcels of land owned by the City, the County or other agencies. This information can be mapped with the zoning and land use.

Strategy Status: The City currently maintains an inventory of the public land available for affordable housing.

## INCENTIVE 10. PUBLIC – PRIVATE PARTNERSHIPS

The City encourages continued participation by the private sector in providing affordable housing and adequate housing education program. Private sector involvement is key to the achievement of the City's affordable housing goals. This incentive greatly expands the resource base available for affordable housing by maximizing the leveraging of public-private dollars.

Schedule for Implementation: On-going.

Strategy Implementation: Policy 1.21 of the Housing Element (2000-2010) states that the Department of Community Development through the First Step Program continue to assist private and non-profit housing developers in identifying sites for extremely low, very low and low-income housing projects.

Strategy Status: The City continues to spearhead public-private partnerships through the SHIP Program and other affordable housing initiatives in efforts to build and maintain public-private partnerships.