Charlotte City Council
Housing and Neighborhood Development Committee
Summary
February 8, 2012

COMMITTEE AGENDA TOPICS

I. Assisted-Multi Family Housing at Transit Station Areas Update
II. Draft FY2013 Focus Area Plan

COMMITTEE INFORMATION

Council Members Present: Patsy Kinsey, LaWana Mayfield, John Autry, Michael Barnes

Staff Resources: Eric Campbell, Assistant City Manager
Pat Mumford, Neighborhood & Business Services
Debra Campbell, Planning Department
Anna Schleunes, City Attorney's Office
Pamela Wideman, Neighborhood & Business Services

Meeting Duration: 12:03 PM – 1:41 PM

ATTACHMENTS

1. Agenda Packet – February 8, 2012
2. Presentation - Assisted-Multi Family Housing at Transit Station Areas
3. Handout - Assisted-Multi Family Housing at Transit Station Areas and Maps

DISCUSSION HIGHLIGHTS

Kinsey: The group changed the order of the agenda and will review the Focus Area Plan first. This is a tweaking year for the Focus Area Plan. The Committee is being asked to look over the Plan and contact Pamela Wideman if there are any questions or concerns. We hope to get this out of Committee next month and then to Council for a decision the end of March.

Assistant City Manager Eric Campbell is sitting in for Julie Burch.

Focus Area Plan

E. Campbell: The only significant change this year to the Focus Area Plan is the format. The City Manager is targeting the end of March to have all the Committee plans before the full Council for review and comments.

Wideman: You won't see very many changes compared to FY2012 plan. We have four focus area initiatives, with five measures. Achieve a leverage ratio with the use of our business corridor funds of 1:10. For every $1 of public investment we strive to leverage $10 of private investment. There is a second measure added this year around the Democratic National Convention, "Leverage increased community safety partnership opportunities in support of the Democratic National Convention." We were very deliberate and didn't want to add things just for the sake of the convention, but wanted to add things that would be sustainable even past the convention.

Mumford: To clarify the 1:10 ratio. We are looking to leverage city dollars with other dollars, even if it is other public dollars. That could be county parks, public, private, state, and other agencies' dollars that are associated with a project we support.

Wideman: Review of Focus Area Plan

Kinsey: When do we review the Locational policy? There may be questions about the policy and wondered the appropriate time to review.

Mumford: There is no requirement to review. Because of the work of the Quality of Life Study and the changes to the neighborhood statistical areas; there was mention to see how that fits with the current Housing Locational Policy. We wanted to see the impact of that policy and if it did make a difference.

Wideman: We are redesigning the Quality of Life Study and will release new report in FY2013.

Autry: Will that Quality of Life Study be reflective of the realignment of the NSAs?

Wideman: Yes. Rather than having Neighborhood Statistical Areas, which are the broader geographies, we will have Neighborhood Profile Areas that look more at individual neighborhoods.

Barnes: Will those reports include data from revaluation process that we saw at the retreat?

Mumford: It is much more detailed on several levels. Economics is one of those levels.

Barnes: As I look at the focus area initiatives and the assisted-multifamily at transit stations, what I saw at the retreat was a broad geography of affordable housing, to the west, northwest, east, and northeast of our county. If you look at some of the proposals that are coming, it would suggest that we need to put more affordable housing in those same areas. It causes me the have some concerns.

Kinsey: I did ask if we could get an update of how we have done so far and if you would send that to the Committee members.

Wideman: We will put that in your next packet.

Assisted-Multi Family Housing at Transit Stations

Eric Campbell: This presentation is a follow up to information previously discussed.

Campbell: This is an update on the initiative the Planning Department, Neighborhood & Business Services, and a Citizen Advisory group have undertaken related to the housing policy around assisted-multifamily housing at transit station areas. We want to provide you with an update of recommended policies that would replace your existing policy and request you provide us with feedback and concerns on these recommendations. We have tried to condense the policy, hopefully to simplify the policy and be more direct in terms of the intent of the policy.

Review of presentation.

Barnes: Referenced on the first paragraph of the first page, would it matter if the entity received a grant from the federal government?

Campbell: Refers to an entity receiving any amount of federal, state or local funds.

Mumford: Historically, the intent has not been to look at "any" funding sources for that organization. We would receive information on all funding sources identified to make a project work. We would know whether or not there was public funding. Typically the City is going to be aware of projects that need that kind of money for capital construction.

Barnes: The second paragraph says, "this policy only applies to rapid transit corridors with adopted transit stations." I feel that all the Blue Line Extension stations have been identified. Should we change that to say that this policy only applies to rapid transit corridors with adopted transit stations or stations to be adopted? We deleted some on the Northeast Corridor and wondering if we add one or two back, would it apply?

Kinsey: I think that question came up in another meeting and since we don't know the stations on Independence Boulevard that it doesn't apply there.

Campbell: I believe that this is not an adopted station area plan, this is an adopted station which is part of 2030 plan adopted by Metropolitan Transit Commission (MTC). They were further defined through more detailed station area planning. It would apply and probably go through an adoption process to add those stations. Generally it is not going to be an administrative process. Staff would not have the authority to adopt a station; this is done by the MTC.

Autry: As we look at Southeast Corridor area plan and identified transit station areas, we are looking at realigning the mass transit for the southeast corridor. How does that impact decisions since we have an Independence area plan that has transit stations identified and there probably won't be transit stations there?

Campbell: We made a recommendation that is identified under item two as a "note" on the policy. If it is in a NSA that is part of the Housing Locational Policy as a prohibited area, that is the policy that will be used.

Autry: I see some problems there and I think we can explore more in depth. If we are having assisted-multifamily there based on a transit station that isn't eventually going to be there, that seems to be counter-intuitive in some ways.

Campbell: If NSA says it is prohibited, then you wouldn't have the opportunity for additional assisted housing. If it is a permitted area, based on Housing Locational Policy, it would be an area appropriate for assisted housing.

Campbell: Continues review of Presentation

Barnes: Policy "C" to Policy "B," what is rationale for taking out the maximum under Policy "B"?

Campbell: Because we are encouraging and this policy is allowing 100% assisted units, we didn't have a maximum of 25%. This came from staff, discussions with both citizen advisory groups, and neighborhoods.

Barnes: There needs to be some limitations on assisted development around the transit stops. One of the reasons that I thought the 5% should be close to the maximum is that you already have an abundance of affordable housing in most of the areas we represent. To say that you are going to put even more fully-assisted affordable housing at the stops, it kills the point of the line and what we were hoping to do. I cannot support this and want to make a motion to change the wording.

Campbell: Review of Policy "E." We heard from private sector and non-profit public sector that it is a hard income group to reach. If we retain in the policy, we would discourage instead of encourage the development of affordable housing.

Barnes: Under the new policy the proposal would be the 100% assisted could be 0-60% AMI. The development could be all folks well below 30% AMI instead of mixed income.

Campbell: There would not be a requirement that a larger percent of those units be for 30% or below. It could happen, but the economics of a development with real estate values being as expensive as they are in station areas to have 100% at 30% is just not going to happen.

Barnes: But if someone fund raised to pay for it, it could possibly happen

Campbell: Yes, it could possibly happen.
Presentation continued

Mayfield: With the understanding of us moving forward to this 100% affordable, if we are trying to move forward to a true mixed development, is the market rate around it to balance it out?

Campbell: Let me talk about the origin of this recommendation. The development at Scaleybark station has a proposal that Charlotte-Mecklenburg Housing Partnership (CMHP) is going to be a developer for affordable housing. There are 50-60 units proposed, with a range of up to 60-80% AMI. When that development first came to the city, it could not be a stand alone project, because the policy says "assisted-multifamily shall be scattered throughout the development and must be part of a larger mixed income development." For the most part, we interpreted that as must be integrated. When we were thinking about revisions to this policy, although there will be a stand-alone affordable, it will be part of a larger mixed income area within that development. Scaleybark needed an exemption from the policy in order to do an affordable piece. We thought that at some of our stations where we currently don't have a lot of residential development, the affordable may need to lead because it can get the financing.

Barnes: I recognize that we are trying to deal with the issue of needing 1700 units and focusing on transit stops. The reason I always supported the mix income model was because it gives people under the 60% exposure to those at market rate. This proposal is talking about recreating housing projects along the transit stops. We have serious challenges as a community, by flipping the policy on its head this way will only accelerate and exacerbate the problems we were trying to address at the retreat. This policy is not even close to being consistent with what we talked about last week at the retreat.

Campbell: I want to suggest that we are taking the direction of Council to encourage and be proactive in locating affordable workforce assisted housing at our station areas. Where better a location to have that type of housing to enable people to have access to transportation; mobility to services so that they can be better served; have housing choices; and enhanced mobility.

Kinsey: I have not seen what we saw last week at the retreat. If we keep going like that the City will not be sustainable. All the tax revenue is coming from certain communities. Sometimes this is an unintentional consequence and is not sustainable.

Campbell: You are right in terms of your concern. The only thing I would counter is that the concentration of affordable units does not exist along our transit corridors. Looking at the summary of this item on page two, we are trying to be consistent with those comments and concerns that you raised.

Barnes: I like Policies "C", "F" and "H". If you are trying to draw the creative class along transit stops and each stop is surrounded by fully subsidized housing, you won't get folks to live there. The development folks told us they couldn't even get folks to move in when there was only 5% subsidized housing.

Campbell: 100% refers to one development. There is a cap of 15% in terms of the station area within a ½ mile, which is the same policy for the neighborhood statistical areas. There is a maximum of 15% of the total housing units for the station area.

Mayfield: One of the questions asked when I am out in the community, "What is the mix of market rate and affordable?" We can have one building that is completely assisted; the concern is that if that unit is not blended in with the market rate, in the future the 100% assisted will have problems when we try to integrate it. Currently we have a policy in

place that encourages blending where you can't tell what is affordable or market rate. My concern is if you have a building that is 100% affordable, you will be able to see the difference and it will be difficult to bring in those to the market rate.

Campbell: This is similar to the discussions around the Housing Locational Policy in terms of quality of development. If we look at assisted-multifamily that is being developed now and in the past several years, there is more scrutiny on the design and who lives there than there is for any development in the community. I don't know how to rectify the idea that assisted multifamily housing today is going to detract from additional market rate development. I would suggest that within our current development pattern today within our station areas, if there is greater than 15% this policy would say that is a concentration and no more should be allowed. If there isn't, it is suggesting that there can be additional and that the additional can come in from of 100% assisted. The policy encourages mixed, it just doesn't suggest you can't have a free standing 100% assisted development. I will say that from the Citizen Advisory Group (CAG) representatives, which included both developers and citizens, they encouraged "why are we capping, there is not a problem today?" This recommends reviewing the policy every five years to make sure it is reflecting and achieving the community's goal. The information that was shared at the retreat did not necessarily just capture assisted, it captured a lot of private housing.

Kinsey: If a station area already has 10% assisted housing and someone wants to do a 100% assisted building, it still can't exceed 15% of the total area. If the builder asks for a waiver, who gives that exemption?

Campbell: There is no provision for a waiver.

Anna: You can always waive your own policy; it doesn't need to be specifically stated.

Barnes: The challenge for me is that the Northeast and Southeast corridor haven't been built yet. We are trying to figure out how to create an environment where people want to build market rate products that take advantage of the proximity to light rail line and uptown. How do we create greater value on the ground and not distract from it?

Campbell: If we added in the provision for encouraging under Policy "C," then I don't think Policy "D" is appropriate because we are going to the ½ mile boundary and eliminating Policy "E" in terms of directing 30% of the development be for 30% or less of the median income. We could add "shall always be developed as part of a larger mixed income development, but a 100% would be appropriate on a case by case basis or if approved by Council." Trying to get a win-win, where we allow for a waiver. I want to send a message back to our nonprofits that I really tried hard to keep their concern included and that upon approval by Council a 100% may be permitted. For the most part, I am keeping consistent with what you have recommended – to retain up to the 25% and encourage mix, but also allow for the option of the waiver.

Campbell: We do not have a concentration of affordable or assisted housing at transit stations areas. We thought there was concern that we didn't have any newly developed assisted-multifamily housing at these stations. These were good locations for this type

of housing and should be integrated in a way to add value. I can't assure 100% is going to occur, but that is the goal of the policy.

Under Policy "G" we added that the development should be well managed and designed. The last piece of the presentation goes with the additional notes – the policy excludes single family, elderly and special needs housing. In response to Council member Autry's question, because of the uncertainty about where the station areas will be as part of the southeast transit corridor, we are recommending that the Housing Locational Policy be used as a guide for locating new assisted multifamily developments. There should be a review period after five years.

Mumford: Under additional notes, the language under the "exclusion note" says single family detached, elderly and special needs housing. We have been talking about 100% assisted shelter. Moore Place is a special needs housing development. That kind of development serving 100% of units for people with needs could go in regardless of the language that has been discussed. This is the Housing Locational Policy language from ten years ago.

Kinsey: I have some concerns about that. If we change the locational policy, then we would change this as well?

Mumford: It would make sense to have them compatible or similar in language, but that is a decision for Council to make. Are transit stations so unique that they are treated differently?

Campbell: I do not feel the quality of the development for assisted-multifamily, with the way that we screen, is going to be a huge detractor for someone who may develop in the ¼ mile. I would like to get feedback in terms of things that we need to do a little more work on.

Under Policy "C" I believe you want us to make sure we are strongly encouraging mixed income housing and are fine with the 15%. Please look at summary and give us any additional comments or direction.

Barnes: I am on the ground in the neighborhoods and I can't support some of the dramatic changes that you are proposing. When I talk to people in my district, no one is saying we need affordable housing. The only ones saying that are those in the non-profit sectors that don't have to live with the problems they are trying to solve. We do. We have constituents who are paying for houses not worth the tax value. If you are going to allow SROs and fully subsidized housing at stops, I think it has a real detrimental impact on what we hope to do around transit stops.

Mayfield: We are thinking about that map that included single family as well, is there a way to see an overlay for what we are looking at in this proposal? I have to look at the entire district. I support and believe that we need to make sure that we have affordable housing. I also have to balance that with the rest of the community to make sure we are creating a truly stable community. That idea that three areas are funding the City through taxes is daunting, we need to balance that out. I am a major supporter of mixed, and making sure there is a good balance in there. I am concerned listening to

conversations we are having about Moore Place now that it is open may cause concerns and setbacks for further development. We don't know what that is going to look like in five to ten years. We have an opportunity on the front end to be bolder, do something different and think about the impact to the community while addressing the needs of housing for the 17,000. As long as I am comfortable going back to community, and when questioned why I supported or didn't support something, I can say we exhausted all options and looked at the locational policy so it balances out. We can't continue to have a high concentration only in certain areas because then that area never has a chance to get out of it.

Campbell: We found through the data that there is not a problem. There are a couple of stations with high concentration -- 9th Street Station is generally First Ward and that was due to a redevelopment (Seigle Point which was previously Piedmont Courts). That is why we are saying no more in those areas. I passed out the summary of the changes. I want to be sure we go back to the Citizen Advisory Group and discuss the things you have the most concerns about. The summary identifies the eight major changes that were made in terms of going from the old policy to the proposed new policy. Hopefully changing the name was alright.

Barnes: No. It should say "assisted."

Campbell: We did that as part of the Housing Locational Policy, but can go back to Assisted Housing Locational Policy. We developed a purpose statement (no concern expressed). We expanded the boundaries from ¼ to ½ mile, which should be since we are looking at a much broader area in terms of the station areas and still creating the cap of 15%.

Barnes: Going from a ¼ to ½ mile allows you to have more capacity included into the total percentage of units.

Campbell: Item # four: change amount of assisted multifamily allowed at each station from 20% of total units within 1/4 mile to 15% in ½ mile of the station. Because you are getting a large swath of development and potential of total units, I think it balances out. If we are going to develop a policy related to development within a station area, we define our station area generally within a ½ mile walk of the station.
Item #5: we know there are issues with the language.
Item #6: added a reference to the development being "well <u>managed</u> and designed"

Barnes: I would like to keep policy G, delete item five and to revisit policies C, F and H.

Campbell: Item #7 – excludes the southeast corridor and suggests using the Housing Locational Policy NSA designations and a 5 year review period.

Autry: I have a question regarding Policy "G" vs. Policy "D." What if market rate was below the assisted rate?

Campbell: Not sure, but that could happen especially in today's market.

Mayfield: If market rate is below the AMI rate people are paying, how do we maintain our quality level of that development?

Campbell: If the development occurs though a rezoning then the city has an opportunity to influence. If there are public dollars invested, the city has a way to influence. If it is a by-right development, we don't have influence.

Wideman: With tax credit developments that we have primarily seen with the mixed income, the North Carolina Housing Finance Agency has to follow strict architectural design. That is how you control the affordable, if it has tax credit.

Barnes: For clarification with regards to "G" and the proposed new "D", because "well designed" is so subjective, is there a way to integrate language into G that says the assisted will be as or more attractive and better managed than the market rate. In my opinion the information provided on the maps on the silver line are misleading. If you are on the ground and see what is happening along the stops, it is not what is suggested here. How do we address that?

Campbell: If we use NSA, it takes in a much larger area than that station.

Meeting adjourned at 1:41 p.m.

City Council
Housing and Neighborhood Development Committee

Wednesday, February 8, 2012
12:00 p.m.
Charlotte-Mecklenburg Government Center
Room – 280

Committee Members: Patsy Kinsey, Chair
LaWana Mayfield, Vice-Chair
John Autry
Michael Barnes
Warren Cooksey

Staff Resource: Eric Campbell, Assistant City Manager

AGENDA

I. Assisted-Multi Family Housing at Transit Station Areas Update

II. Draft FY2013 Focus Area Plan

Future Topics:

- Charlotte-Mecklenburg Coalition For Housing Update (March)
- Impacts of Regulatory Policies on Affordable Housing (TBD)

Distribution:

Mayor/Council
Curt Walton, *City Manager*
City Leadership Team
Corporate Communications
Debra Campbell – *Planning Department*
Anna Schleunes- *City Attorney's Office*
Mujeeb Shah-Khan- *City Attorney's Office*
Charlotte-Mecklenburg Coalition for Housing

Budget Office
Randy Harrington
Phyllis Heath
Lisa Schumacher
Charlotte Housing Authority
Chris Squier
Charlotte-Mecklenburg Housing Partnership
Fred Dodson
Pat Garrett
Kim Graham
Charlotte-Mecklenburg Police Department
Chief Rodney Monroe

Community Relations
Willie Ratchford
Ledger Morrissette
Neighborhood & Business Services
Patrick Mumford
Walter Abernethy
Steve Allen
Jamie Banks
Brad Richardson
Pamela Wideman
Tom Warshauer
Richard Woodcock

FY2013 Housing & Neighborhood Development Focus Area Plan
Housing and Neighborhood Development Committee Meeting
February 8, 2012

Committee Action:
Review the draft FY2013 Housing & Neighborhood Development Focus Area Plan and develop recommendations to the City Council.

Explanation:

- Following the Council's Annual Retreat, each Council Committee is asked to review and make recommendations for the FY2013 Focus Area Plan for their respective area. Committee recommendations for the plans are placed on a future Council agenda for approval.
- City Strategy is documented in the Focus Area Plan and includes corporate objectives that guide and direct planning, decision making and the accomplishment of the City's mission and vision. The Focus Area Plans are used to monitor success in the accomplishment of City strategy and adherence to Council's goals and priorities.
- The proposed housing and neighborhood strategy focuses on creating and sustaining communities by creating places where people and business are safe, where civic infrastructure supports neighborhood quality of life and business success, where families have access to quality education, jobs, and services and the environment is preserved and strengthened.
- Each initiative has performance measures.
- Proposed key initiatives include:
    - Create healthy and vibrant neighborhoods by improving and implementing quality physical infrastructure
    - Strengthen opportunities for public and private partnerships to encourage the integration of education, recreation, employment and housing resources in identified redevelopment areas
    - Develop and recommend policies that will assist with increasing the supply of affordable housing
    - Redesign the Quality of Life Study to more accurately reflect the City's neighborhood conditions

FY2013 Strategic Focus Area Plan - *DRAFT*

"Creating and sustaining communities of choice for living, working and recreation."

The City of Charlotte's long-term health, vitality, and distinction as a competitive city is predicated upon its ability to utilize national and local best practices to create and sustain communities of choice for living, working and recreation.

The City's housing and neighborhood strategy focuses on creating and sustaining communities by creating places where people and businesses are safe, where civic infrastructure supports neighborhood quality of life and business success, where families have access to quality education, jobs, and services and the environment is preserved and strengthened. (*Also see Community Safety, Economic Development, Environment, and Transportation & Planning Focus Area Plans for more housing and neighborhood development initiatives*)

Focus Area Initiative	Measure	Prior Year Actual	Current Year Target
Create healthy and vibrant neighborhoods by improving and implementing quality physical infrastructure	Complete ninety percent voter approved bond Neighborhood Infrastructure and Business Corridor projects on schedule or as forecasted.	N/A	Review and ensure 90% of projects are completed or are on schedule to be complete.
Strengthen opportunities for public and private partnerships to encourage the integration of education, recreation, employment and housing resources in identified redevelopment areas	Achieve a leverage ratio within the corridor of 1:10 for business corridor funds Leverage increased community safety partnership opportunities in support of the Democratic National Convention	1:10 N/A	Seek new partnerships in FY2013
Develop and recommend policies that will assist with increasing the supply of affordable housing	Develop and revise policies	Council approved a revised Housing Locational Policy	Review and revise the Assisted Multi-Family Housing at Transit Station Policy for Transit Stations, Incentive Based Inclusionary housing, and Impact of Regulatory Ordinance on Affordable Housing
Redesign the Quality of Life (QOL) Study to more accurately reflect the City's neighborhood conditions	Completion of the 2012 QOL	Completed redesign of the QOL report	Release the newly designed QOL report.

Assisted Multi-Family Housing at Transit Station Areas
Housing and Neighborhood Development Committee Meeting
February 8, 2012

Committee Action:
Review the revised recommendations for the Assisted Multi-Family Housing at Transit Station Areas section of the City of Charlotte's Affordable Housing Policies.

Policy:
- The City Council's Housing and Neighborhood Development FY2011 Focus Area Plan includes a comprehensive review of the City's Housing Policies.

Explanation:
- On March 28, 2011, City Council approved a revised Housing Locational Policy. The Housing and Neighborhood Development Committee (Committee) identified Assisted Multi-Family Housing at Transit Station Areas as the next policy to review. The existing Assisted Multi-Family Housing at Transit Station Areas policy was approved by the Charlotte City Council on November 26, 2001.
- On June 30, 2011, the Committee approved a process that would engage developers and neighborhood representatives to get their input on proposed policy revisions.
- On August 16, 2011, staff convened two meetings with both developers and neighborhood representatives. The following developers and neighborhood representatives attended the meeting:

Developers	Neighborhood Residents
Lee Cochran – CMHP	Elizabeth Barnhardt – Charlotte Regional REALTOR Association
Fred Dodson – CMHP	Martin Doss – Madison Park HOA
David Furman – Centro Citiworks	John Fryday – Dilworth
Bert Green – Habitat for Humanity	Ed Graber – Eastside Political Action Committee
Darryl Hemminger – Laurel Street Residential	Maureen Gilewski – Mixed Income Housing Coalition
Jud Little – VIEJO, LLC	Sherrill Hampton – Johnson C. Smith University
Jim Merrifield – Merrifield Patrick Vermillion	Mary Hopper – University City Partners
Dionne Nelson – Laurel Street Residential	Mary Klenz – Mixed Income Housing Coalition
Joe Padilia – REBIC	Nancy Mosier – Montclaire Neighborhood Association
Peter Pappas – Pappas Properties	Chad Maupin – NoDa Neighborhood Association
Monte Ritchie – Conformity Corporation	Nancy Pierce – Merry Oaks Neighborhood
Chris Squier – Charlotte Housing Authority	Ken Szymanski – Greater Charlotte Apartment Association
John Porter – Charter Properties	Janelle Travis – New Bern
	Jim Walker – Dilworth

- At the September 7, 2011, staff shared initial feedback and lessons learned at the two meetings. During that meeting, the Committee acknowledged the complexity of

this policy and expressed the importance of not rushing through this policy. Some of the other Committee concerns/comments include:

A. Being proactive with seeking affordable multi-family housing developments at transit station areas.
B. The possible need to differentiate eligibility requirements based on the character of the transit station area.
C. The importance of continuing to disburse affordable units.

- Since that time, staff has continued to work through possible revisions of this policy and reconvened the group of developers and neighborhood leaders on December 14, 2011.
- Staff shared feedback from the group at the Committee's January 11, 2012, meeting.
- Staff will share proposed policy recommendations with the Committee at their February 8, 2012 meeting.

CITY OF CHARLOTTE

Original Policy and Proposed Revised Policy

Assisted Multi-Family Housing at Transit Station Areas

A. The City shall aggressively pursue opportunities to develop assisted housing within a ¼ mile of transit stations when participating in joint development projects such as building or providing loans for infrastructure, acquiring land, and/or other economic development initiatives. Assisted housing is multi-family rental housing development receiving assistance from local, state or federal government and serving households earning 60% or less than the area median income. A transit station area is generally defined as the area within a ½ mile walking distance of an identified rapid transit station.
B. This policy only applies to transit corridors with adopted transit stations.
C. The City shall encourage the development of a minimum of 5% up to a maximum of 25% of any development with multi-family units to be assisted units.
D. The number of assisted multi-family housing units shall not be greater than 20% of the total housing units within a ¼ mile of the transit station.
E. At least 30% of the assisted multi-family housing units developed at a particular site shall be reserved for households earning 30% or less than the area median income.
F. Assisted multi-family housing in transit station areas shall always be developed as part of a larger mixed income development.
G. The assisted multi-family housing units shall be similar in appearance to the portion of the project that is developed as market rate housing.
H. The assisted multi-family housing units shall be scattered throughout the development and not concentrated in one area.
I. These proposed guidelines shall be incorporated into the *Joint Development Policy for Transit Station Areas* currently being developed by an interdepartmental team consisting of CATS, Planning, Neighborhood Development, and Parks and Recreation.
J. The City shall evaluate and assess the progress of the policy within 12-24 months after the first rapid transit line opens to determine if additional changes or modifications are needed. Council's CWAC Committee shall receive reports on development activity in transit station areas at least twice a year.

Note: Excludes single-family detached, elderly, and special needs housing.

Multi-Family Housing at Transit Station Areas

The purpose of this policy is to provide guidance for the location of assisted multi-family housing when City, State or Federal funds are being requested. Assisted multi-family housing is any multi-family rental housing receiving funds from local, state or federal government and serving households earning 60% or less of the area median income.

This policy only applies to rapid transit corridors with adopted transit stations and to assisted multi-family rental housing. A transit station area is generally defined as the area within a ½ mile walking distance of an identified rapid transit station.

A. No additional assisted housing units shall be encouraged in station areas where more than 15% of the total numbers of existing housing units are already assisted units.
B. A minimum of 5% of the total units in a development should be assisted multi-family.
C. Assisted multi-family units should be integrated into the building unless the building is 100% affordable.
D. Assisted multi-family developments should be well managed and designed.

Notes:
1) This policy excludes single-family detached, elderly, and special needs housing.
2) Due to the uncertainty of the location and number of stations along the Silver Line (Southeast Transit Corridor), the existing Housing Locational Policy should be used as a guide for the location of new assisted multi-family developments at the currently identified transit stations.
3) The City shall evaluate and assess the effect of this policy within 5 years of its adoption.

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Proposed Revisions

Existing (old) Policy Text	Proposed (new) Policy Text
Policy A The City shall aggressively pursue opportunities to develop assisted housing within a ¼ mile of transit stations when participating in joint development projects such as building or providing loans for infrastructure, acquiring land, and/or other economic development initiatives. Assisted housing is multi-family rental housing development receiving assistance from local, state or federal government and serving households earning 60% or less than the area median income. A transit station area is generally defined as the area within a ½ mile walking distance of an identified rapid transit station.	*(First paragraph)* The purpose of this policy is to provide guidance for the location of assisted multi-family housing when City, State or Federal funds are being requested. Assisted multi-family housing is any multi-family rental housing receiving funds from local, state or federal government and serving households earning 60% or less of the area median income.

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Proposed Revisions

Existing (old) Policy Text	Proposed (new) Policy Text
Policy B This policy only applies to transit corridors with adopted transit stations.	*(Second paragraph)* This policy only applies to rapid transit corridors with adopted transit stations and to assisted multi-family rental housing. A transit station area is generally defined as the area within a ½ mile walking distance of an identified rapid transit station.

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Proposed Revisions

Existing (old) Policy Text	Proposed (new) Policy Text
Policy C The City shall encourage the development of a minimum of 5% up to a maximum of 25% of any development with multi-family units to be assisted.	**B.** A minimum of 5% of the total units in a development should be assisted multi-family.
Policy D The number of assisted multi-family housing units shall not be greater than 20% of the total housing units within a ¼ mile of the transit station.	**A.** No additional assisted housing units shall be encouraged in station areas where more than 15% of the total numbers of existing housing units are already assisted units.

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Proposed Revisions

Existing (old) Policy Text	Proposed (new) Policy Text
Policy E At least 30% of the assisted multi-family housing units developed at a particular site shall be reserved for households earning 30% or less than the area median income.	**(This policy language was removed)**

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Proposed Revisions

Existing (old) Policy Text	Proposed (new) Policy Text
Policy F The assisted multi-family housing in transit station areas shall always be developed as part of a larger mixed income development. **Policy H** The assisted multi-family housing units shall be scattered throughout the development and not concentrated in one area.	**C.** Assisted multi-family units should be integrated into the building unless the building is 100% affordable.

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Proposed Revisions

Existing (old) Policy Text	Proposed (new) Policy Text
Policy G The assisted multi-family housing units shall be similar in appearance to the portion of the project that is developed as market rate housing.	**D.** Assisted multi-family developments should be well managed and designed.

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Proposed Revisions

Proposed (new) Policy Text

Additional Notes

1) This policy excludes single-family detached, elderly, and special needs housing.
2) Due to the uncertainty of the location and number of stations along the Silver Line (Southeast Transit Corridor), the existing Housing Locational Policy should be used as a guide for the location of new assisted multi-family developments at the currently identified transit stations.
3) The City shall evaluate and assess the effect of this policy within 5 years of its adoption.

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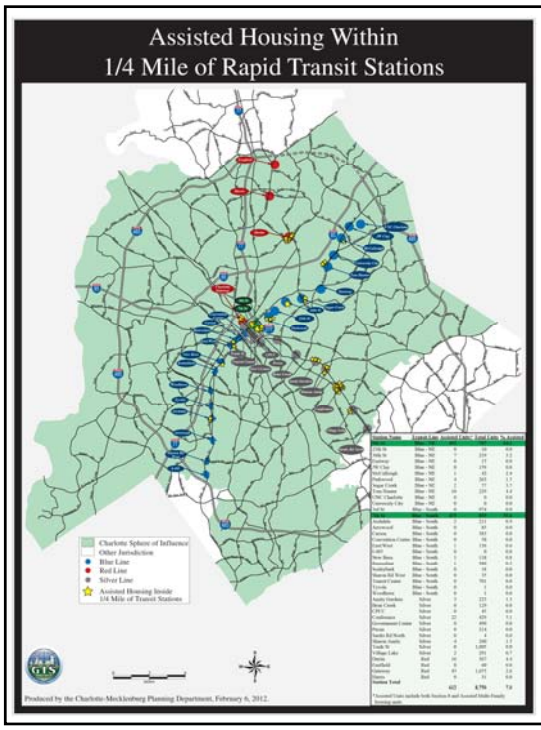

Assisted Units Within ¼ Mile

- There are **8,750** housing units within ¼ mile of an existing or proposed rapid transit station.
- Of these, **612** are assisted units. This is 7% of the total number of units.
- Two transit station areas currently have more than **15%** assisted units out of the total number of housing units within ¼ mile :

  1. 9th Street Station 64.1%
  2. 7th Street Station 55.6%

- No other station area currently has more than 6% assisted units within ¼ mile.
- Some assisted units are within ¼ mile of multiple transit stations, which results in some the counting of some units in more than one station area (double counting).

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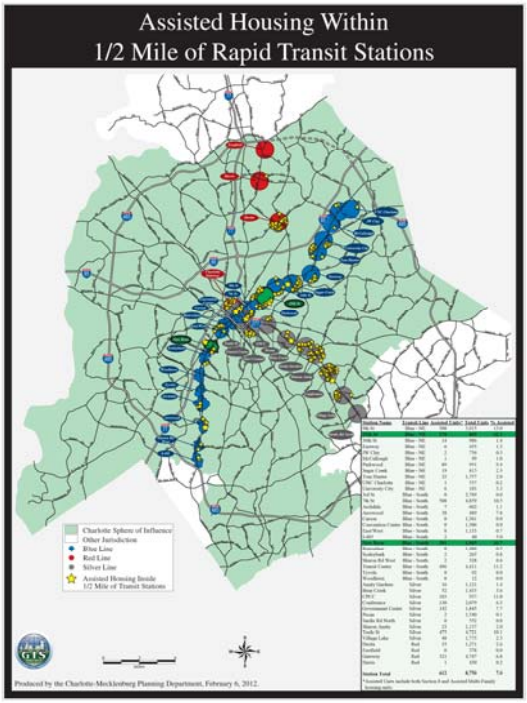

Assisted Units Within ½ Mile

- There are **33,382** housing units within ½ mile of an existing or proposed rapid transit station.
- Of these, **2,152** are assisted units. This is 6.4% of the total number of units.
- Two transit station areas currently have more than **15%** assisted units out of the total number of housing units within ¼ mile :
  1. 25th Street Station 32.1%
  2. New Bern Station 36.7%
- No other station area currently has more than 13% assisted units within ½ mile.
- Some assisted units are within ½ mile of multiple transit stations, which results in some the counting of some units in more than one station area (double counting).

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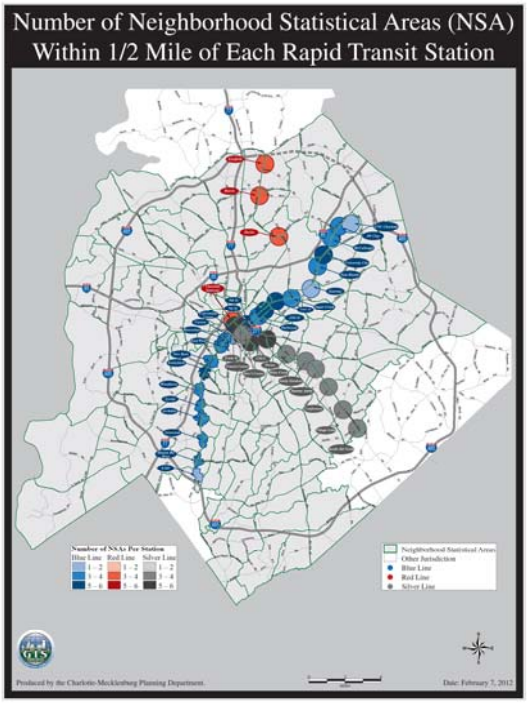

Neighborhood Statistical Area (NSA) Boundaries

- This map shows the ½ mile transit station areas plus the boundaries of the Neighborhood Statistical Areas (NSA).
- For most existing or proposed transit stations, the ½ mile radius or walk distance falls within two or more NSA's.

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Next Steps

- **Forward proposed revised policy to Advisory Groups and H&ND Committee**
  February 2012
- **H&ND Committee Approval**
  March 2012
- **Dinner Briefing (tentative)**
  March 2012
- **Public Comment**
  March 2012
- **Council Approval**
  March/April 2012

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Questions?

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Multi-Family Housing at Transit Station Areas

The purpose of this policy is to provide guidance for the location of assisted multi-family housing when City, State or Federal funds are being requested. Assisted multi-family housing is any multi-family rental housing receiving funds from local, state or federal government and serving households earning 60% or less of the area median income.

This policy only applies to rapid transit corridors with adopted transit stations and to assisted multi-family rental housing. A transit station area is generally defined as the area within a ½ mile walking distance of an identified rapid transit station.

A. No additional assisted housing units shall be encouraged in station areas where more than 15% of the total numbers of existing housing units are already assisted units.

B. A minimum of 5% of the total units in a development should be assisted multi-family.

C. Assisted multi-family units should be integrated into the building unless the building is 100% affordable.

D. Assisted multi-family developments should be well managed and designed.

Notes:

1) This policy excludes single-family detached, elderly, and special needs housing.
2) Due to the uncertainty of the location and number of stations along the Silver Line (Southeast Transit Corridor), the existing Housing Locational Policy should be used as a guide for the location of new assisted multi-family developments at the currently identified transit stations.
3) The City shall evaluate and assess the effect of this policy within 5 years of its adoption.

DRAFT

Housing Policy
Approved by City Council on November 26, 2001

Assisted Multi-Family Housing at Transit Station Areas:

A. The City shall aggressively pursue opportunities to develop assisted housing within a ¼ mile of transit stations when participating in joint development projects such as building or providing loans for infrastructure, acquiring land, and/or other economic development initiatives. Assisted housing is multi-family rental housing development receiving assistance from local, state or federal government and serving households earning 60% or less than the area median income. A transit station area is generally defined as the area within a ½ mile walking distance of an identified rapid transit station.

B. This policy only applies to transit corridors with adopted transit stations.

C. The City shall encourage the development of a minimum of 5% up to a maximum of 25% of any development with multi-family units to be assisted units.

D. The number of assisted multi-family housing units shall not be greater than 20% of the total housing units within a ¼ mile of the transit station.

E. At least 30% of the assisted multi-family housing units developed at a particular site shall be reserved for households earning 30% or less than the area median income.

F. Assisted multi-family housing in transit station areas shall always be developed as part of a larger mixed income development.

G. The assisted multi-family housing units shall be similar in appearance to the portion of the project that is developed as market rate housing.

H. The assisted multi-family housing units shall be scattered throughout the development and not concentrated in one area.

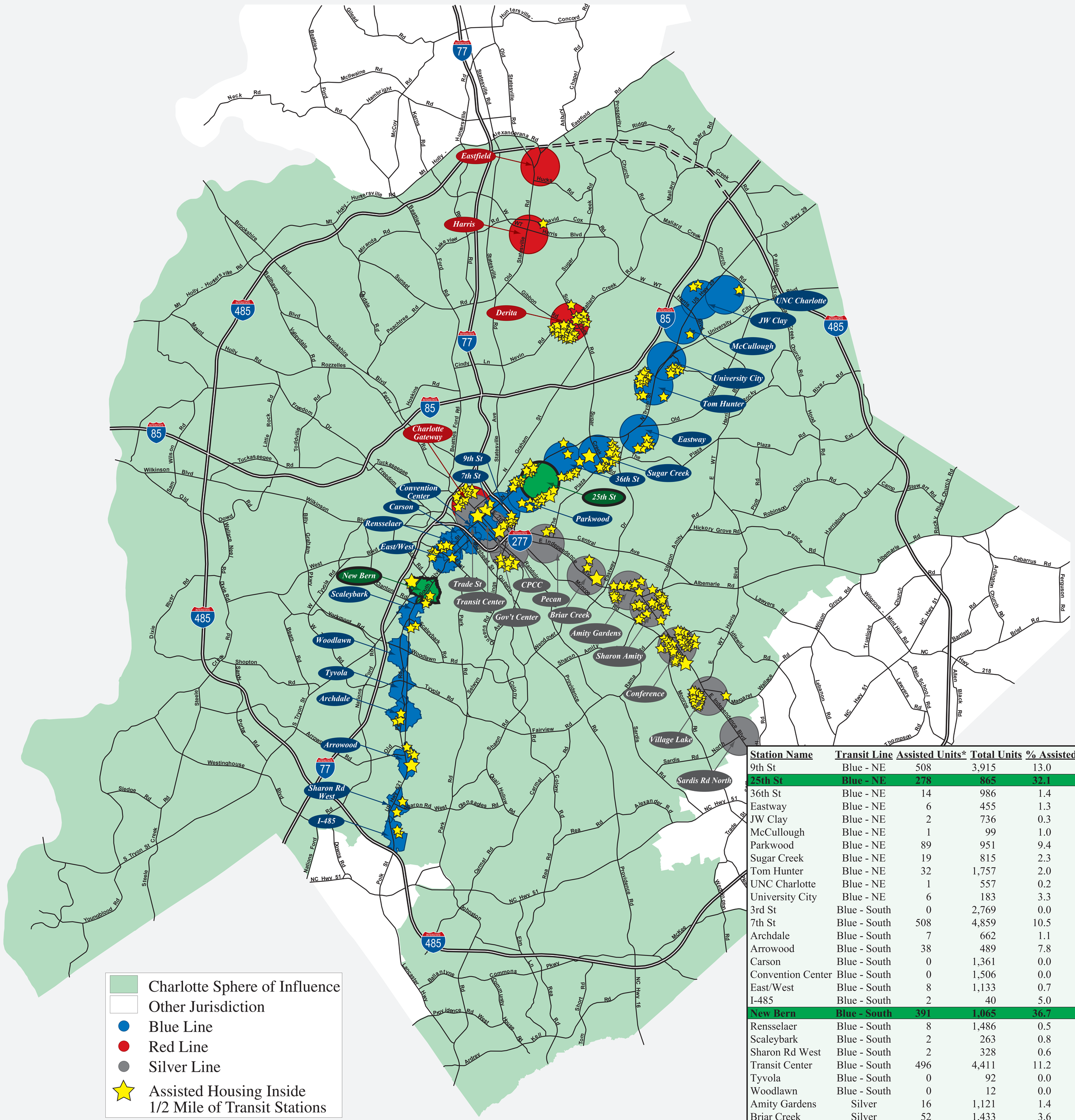
I. These proposed guidelines shall be incorporated into the *Joint Development Policy for Transit Station Areas* currently being developed by an interdepartmental team consisting of CATS, Planning, Neighborhood Development, and Parks and Recreation.

J. The City shall evaluate and assess the progress of the policy within 12-24 months after the first rapid transit line opens to determine if additional changes or modifications are needed. Council's CWAC Committee shall receive reports on development activity in transit station areas at least twice a year.

Note: Excludes single-family detached, elderly, and special needs housing.

Effective Date: January 1, 2002. Amended Date: September 24, 2003

Assisted Housing Within 1/2 Mile of Rapid Transit Stations

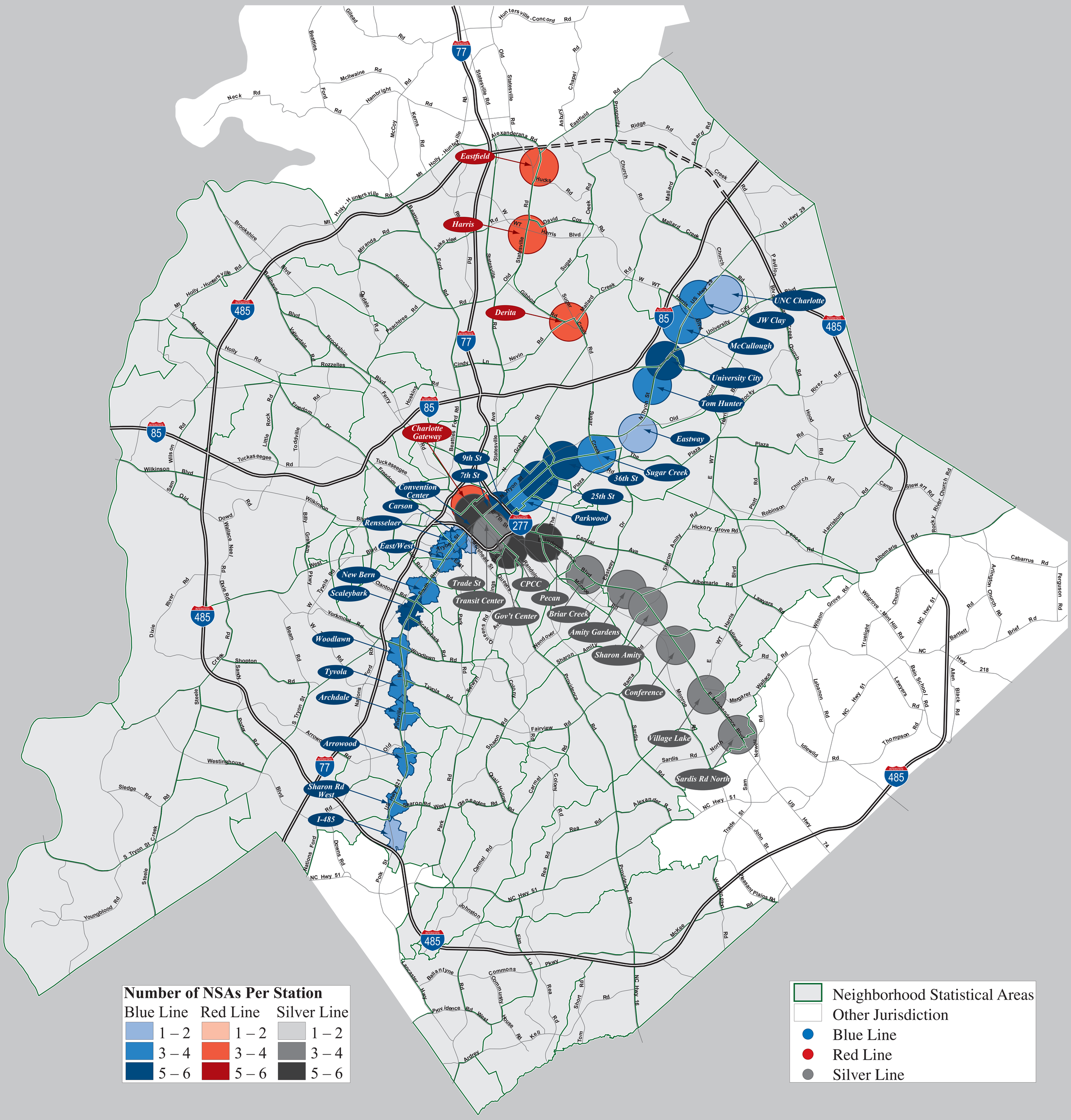


Station Name	Transit Line	Assisted Units*	Total Units	% Assisted
9th St	Blue - NE	508	3,915	13.0
25th St	**Blue - NE**	**278**	**865**	**32.1**
36th St	Blue - NE	14	986	1.4
Eastway	Blue - NE	6	455	1.3
JW Clay	Blue - NE	2	736	0.3
McCullough	Blue - NE	1	99	1.0
Parkwood	Blue - NE	89	951	9.4
Sugar Creek	Blue - NE	19	815	2.3
Tom Hunter	Blue - NE	32	1,757	2.0
UNC Charlotte	Blue - NE	1	557	0.2
University City	Blue - NE	6	183	3.3
3rd St	Blue - South	0	2,769	0.0
7th St	Blue - South	508	4,859	10.5
Archdale	Blue - South	7	662	1.1
Arrowood	Blue - South	38	489	7.8
Carson	Blue - South	0	1,361	0.0
Convention Center	Blue - South	0	1,506	0.0
East/West	Blue - South	8	1,133	0.7
I-485	Blue - South	2	40	5.0
New Bern	**Blue - South**	**391**	**1,065**	**36.7**
Rensselaer	Blue - South	8	1,486	0.5
Scaleybark	Blue - South	2	263	0.8
Sharon Rd West	Blue - South	2	328	0.6
Transit Center	Blue - South	496	4,411	11.2
Tyvola	Blue - South	0	92	0.0
Woodlawn	Blue - South	0	12	0.0
Amity Gardens	Silver	16	1,121	1.4
Briar Creek	Silver	52	1,433	3.6
CPCC	Silver	103	937	11.0
Conference	Silver	130	2,079	6.3
Government Center	Silver	142	1,845	7.7
Pecan	Silver	2	1,540	0.1
Sardis Rd North	Silver	0	552	0.0
Sharon Amity	Silver	23	1,137	2.0
Trade St	Silver	475	4,721	10.1
Village Lake	Silver	40	1,775	2.3
Derita	Red	33	1,271	2.6
Eastfield	Red	0	378	0.0
Gateway	Red	321	4,747	6.8
Harris	Red	1	430	0.2
Station Total		**2,152**	**33,382**	**6.4**

*Assisted Units include both Section 8 and Assisted Multi-Family housing units.

Produced by the Charlotte-Mecklenburg Planning Department, February 7, 2012.

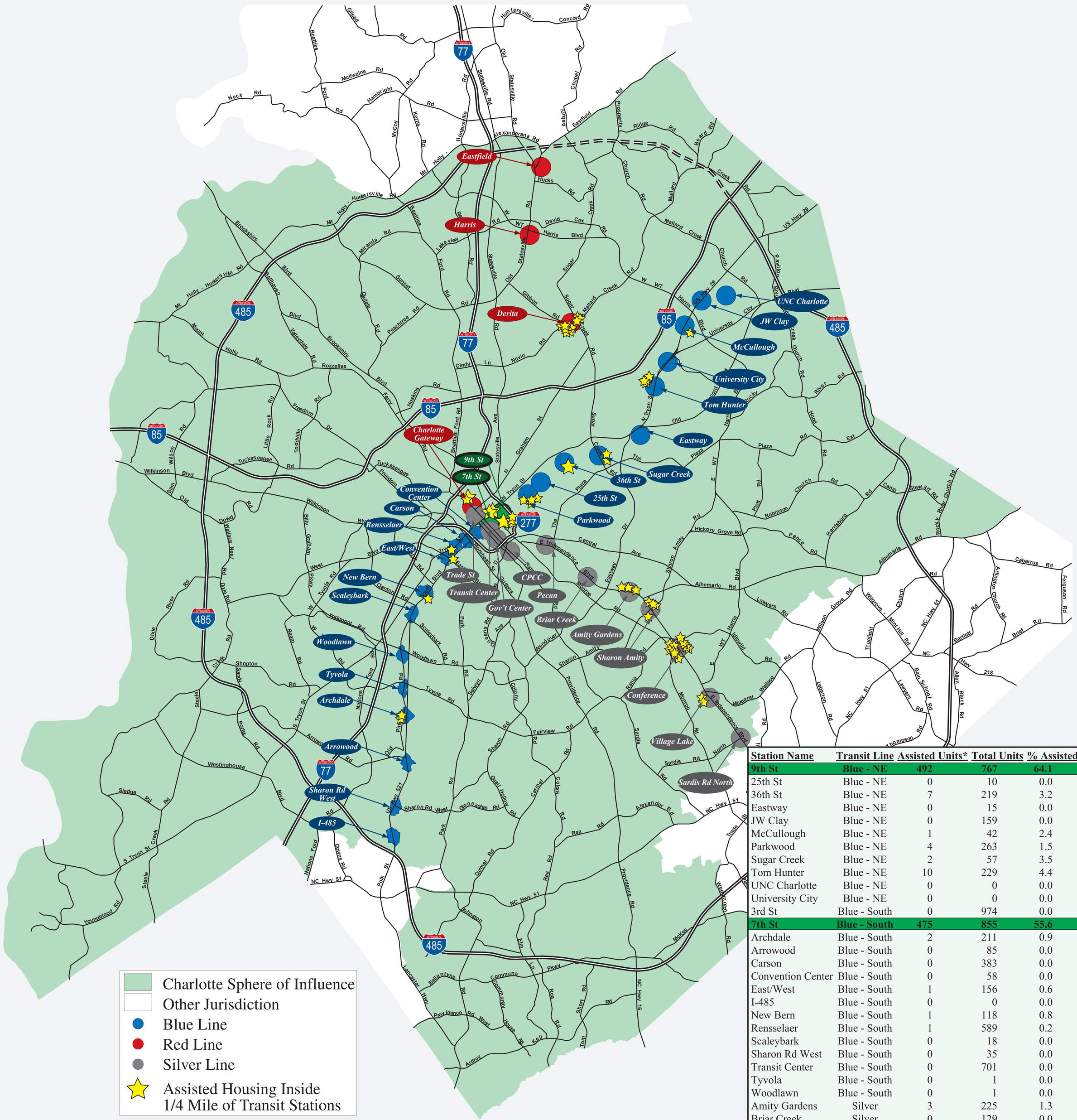
Number of Neighborhood Statistical Areas (NSA) Within 1/2 Mile of Each Rapid Transit Station



Produced by the Charlotte-Mecklenburg Planning Department.

Date: February 7, 2012

Assisted Housing Within 1/4 Mile of Rapid Transit Stations



Station Name	Transit Line	Assisted Units*	Total Units	% Assisted
9th St	**Blue - NE**	**492**	**767**	**64.1**
25th St	Blue - NE	0	10	0.0
36th St	Blue - NE	7	219	3.2
Eastway	Blue - NE	0	15	0.0
JW Clay	Blue - NE	0	159	0.0
McCullough	Blue - NE	1	42	2.4
Parkwood	Blue - NE	4	263	1.5
Sugar Creek	Blue - NE	2	57	3.5
Tom Hunter	Blue - NE	10	229	4.4
UNC Charlotte	Blue - NE	0	0	0.0
University City	Blue - NE	0	0	0.0
3rd St	Blue - South	0	974	0.0
7th St	**Blue - South**	**475**	**855**	**55.6**
Archdale	Blue - South	2	211	0.9
Arrowood	Blue - South	0	85	0.0
Carson	Blue - South	0	383	0.0
Convention Center	Blue - South	0	58	0.0
East/West	Blue - South	1	156	0.6
I-485	Blue - South	0	0	0.0
New Bern	Blue - South	1	118	0.8
Rensselaer	Blue - South	1	589	0.2
Scaleybark	Blue - South	0	18	0.0
Sharon Rd West	Blue - South	0	35	0.0
Transit Center	Blue - South	0	701	0.0
Tyvola	Blue - South	0	1	0.0
Woodlawn	Blue - South	0	1	0.0
Amity Gardens	Silver	3	225	1.3
Briar Creek	Silver	0	129	0.0
CPCC	Silver	0	45	0.0
Conference	Silver	22	429	5.1
Government Center	Silver	0	496	0.0
Pecan	Silver	0	214	0.0
Sardis Rd North	Silver	0	4	0.0
Sharon Amity	Silver	4	260	1.5
Trade St	Silver	0	1,605	0.0
Village Lake	Silver	2	291	0.7
Derita	Red	16	367	4.4
Eastfield	Red	0	60	0.0
Gateway	Red	43	1,655	2.6
Harris	Red	0	31	0.0
Station Total		**612**	**8,750**	**7.0**

*Assisted Units include both Section 8 and Assisted Multi-Family housing units.

Produced by the Charlotte-Mecklenburg Planning Department, February 6, 2012.