Charlotte City Council
Housing and Neighborhood Development Committee
Summary
March 7, 2012

COMMITTEE AGENDA TOPICS

I. FY2013 Focus Area Plan (Action Requested)

II. Assisted-Multi Family Housing at Transit Station Areas (Action Requested)

III. Incentive Based Inclusionary Housing Action Plan Update
- Accessory Dwelling Units
- Duplexes

COMMITTEE INFORMATION

Council Members Present: Patsy Kinsey, John Autry, Michael Barnes, Warren Cooksey

Staff Resources: Julie Burch, 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: 12:06 PM – 1:32 PM

ATTACHMENTS

1. Agenda Packet – March 7, 2012
2. Presentation - Assisted-Multi Family Housing at Transit Station Areas

DISCUSSION HIGHLIGHTS

Kinsey: Introductions and welcomed attendees. **Focus Area Plan**

Burch: We are seeking action on the Focus Area Plan and ask for any final comments for revision or change. The City Manager will put all the Focus Area Plans on the Council's agenda on April 9th.

Autry: With Focus Area Plans becoming more of a vision document, will they be backed up and supported by a Strategic Action Plan for the coming fiscal year?

Burch: The plan is driven down through the responsible department's Strategic Operating Plan and in many cases into employee performance plans. We don't ask Council to approve the Strategic Operating Plan. Once Council adopts the Focus Area Plans there is a strong City management and organizational commitment to accomplish those goals.

Mumford: Part of the Strategic Operating Plan is a balanced scorecard set of measures. We pull targets directly from the Focus Area Plans that comprise a majority of our balanced score card. We then allocate resources to meet these goals.

Kinsey: In the second bullet under current year target, "seek new partnerships in 2013." Can you give an example of that? Is there anything in the works?

Mumford: Specifically no. This was to address the notion that a lot of new people are going to be interested in Charlotte because of the convention and we want to be able to leverage that.

Kinsey: The second bullet under prior year action "council approved and revised a Housing Locational Policy." We said that we would look at that in a year or so and I would like us to do that.

Wideman: We will look at it on a biannual basis in terms of percentages (example: no NSA could exceed 15% of assisted housing). We would look at this every two years as the Quality of Life Study is released.

Kinsey: I would like for us to look at this again and put on our work agenda. I think there may be something that needs to be tweaked.

Mumford: I want to make sure we discuss it in the context of the Quality of Life Study. Pam was talking about the traditional every two-year review, but we are bringing a much more robust proposal to you on the Quality of Life Study. There will be implications to the standard classifications of neighborhoods as the new Quality of Life Study generates the data. I wouldn't want to get out in front of that this summer and I want to make sure we talk about them together. If we address the policy without the new study, we will be right back again talking about it. So, yes we want and need to review. I just want to make sure we note that it will be together.

Kinsey: There may be something that won't affect the Quality of Life Study.

Burch: Do you have a timeframe in mind? Do you want to review the policy in total again? You may want to ask Council to direct the Committee since it was approved in the last year. We are happy to go through a review of the policy, but I think it would be helpful to have direction from the full Council.

Kinsey: I don't mind looking at the total policy in light of the Quality of Life Study. I think there are one or two things in it that we might want to look at again. I will take it to Council.

Barnes: In the Quality of Life Study, are we factoring in the decline in property values in the general NSA as part of that study?

Mumford: Yes. We are going from 20 variables to 83 variables, so there is a lot more detail on the economic side of things, as well as infrastructure and social. It is a much more robust report.

Cooksey: I make a motion that we send the Focus Area Plan to Council.

Motion seconded by Council member Barnes with unanimous approval.

Assisted Multi Family at Transit Station Areas

Burch: There have been several committee discussions around this and we come back today to summarize the recommendations. If the Committee is ready we would seek your action on this item.

Campbell: Our desire is to take action today, but if the Committee is not comfortable, then we can readdress the issue. We want to provide context and discuss what we were trying to achieve when we originally developed and Council adopted the transit station area policy. The principle was to establish the overall character of how a station area should grow and develop. We used this as context for our station area plans and preparing more detailed regulatory standards for the transit orientated development zoning issues.

Presentation

Barnes: One of the concerns about the slide is that it misleading. If you move out past the ¼ mile you may not find assisted housing, but you will find deteriorated, declined or depressed housing. When the Council originally worked on the policy in 2001, the economic situation was completely different. The definition of affordable housing has naturally occurred along the Northeast Corridor. Along the South Corridor there have been 1800 units approved or built and only about 80 are "affordable." To then say that this policy should apply to the Northeast Corridor is a mistake.

Campbell: Continues presentation.

Kinsey: We have dropped that "city shall encourage." Is there any reason?

Barnes: Does this make it mandatory as opposed to voluntary?

Campbell: No. This is a policy, so it is not mandatory.

Kinsey: I think that Council doesn't understand that it is a policy. Maybe we need softer language.

Campbell: We do feel that if there is some type of public assistance, particularly from the City that there should be an established minimum. Council is looking long term and we are not setting policy strictly based on statistics today. Throughout the country at transit stations, the people who get priced out are people who have incomes of 80% and below AMI. I would suggest to you that this is a very different product and different from any other area around town. I don't think we want to have a policy that would in the long term price them out of an area. If this is a public-private development, we would encourage some affordable housing to be developed at the station. The location provides amenities and lifestyle choice for those who might not otherwise be able to afford it.

Barnes: On the Northeast Corridor I need more market rate development so I can increase property values. The comment regarding not being able to rent market rate units if they are next to subsidized units bothers me. While we can't rent a market rate next to subsidized unit, we think we can build an entire building in a development that is fully subsidized and the entire station area will be fine. How do we grow our tax base when there is already an abundance of affordable housing?

Campbell: The majority, 75%, of housing based upon this policy would be market rate housing. The character of the station area will be market rate housing. The policy is designed to provide an opportunity when market rate is being developed and they are getting public assistance, that some minimal amount of those units should be affordable.

Presentation

Kinsey: If someone comes along and has the money to invest for 30% or below, can we stop them?

Campbell: You could if you are a financial partner. You could say it is inconsistent with the policy.

Presentation

Committee discussion was in favor of "Assisted units scattered throughout development. " Staff would like to add "however, one building within a multiple-building development may be 100% assisted."

Barnes: I approve of the slide without the addition of {one building within a multiple-building development may be} 100% assisted.

Wideman: When the North Carolina Housing Finance Agency typically awards a tax credit allocation to a developer, they award to a mix of incomes from 60% and below. A typical project generally has 75% of the 60-50-40% AMI; 25% of that would be reserved for the very

low income of 30% and below. It is hard to have a building with more than the 25% of the units for 30% and below. The financing does not work.

Campbell: I think what was said is that it is difficult for true mixed income developments to demand the same market rate rents for units, when you may have fully market rate development across the street. They will go to the other development and get all the same amenities and not necessarily have to worry about who is living next door. I think that this some of the challenges that they were describing at Oaklawn Park.

We do have approval from City Council for a Scaleybark station area that hasn't been developed. A waiver was given from the existing policy and there were compelling arguments made as to why those units could not be integrated into a market rate development. The decision by Council at the time was to allow a waiver for a 100% assisted development to be built. But we are talking about most of the units being at 60-50-40% AMI.

Presentation

Kinsey: Can we exclude special needs housing?

Schleunes: This is a similar issue we encountered with the Housing Locational Policy. You can run up against fair housing act problems if you specifically do or do not apply a policy to special needs housing. You cannot single out a specific category that is a protected class.

Kinsey: If we deleted that, then none of them would be excluded?

Campbell: They can be built there by right. Generally, single family is owner occupied and I don't think any of your policies apply to owner occupied, they apply to rental. With the economics of land cost where these stations are located, I don't think special needs housing is going to be built because it is too expensive.

Cooksey: Given this conversation, if we changed the note to read, "this policy excludes single family detached housing" would that pass legal muster.

Schleunes: I think it would. Not sure if it is necessary to say it since the policy is the "multi-family housing policy." By implication, it wouldn't apply to single-family housing. If we wiped out the note completely with the implication that to the extent that it is multi-family housing for elderly or special needs it would still be subject to the policy.

Cooksey: Our choice is to either have a policy that applies to all multi-family, including elderly and special needs that contains all the restrictions that the policy suggest, or a policy where all the restrictions apply to non-elderly and non-special needs.

Schleunes: You don't want to carve out a protected class as not getting a possible benefit, by virtue of the fact that it is a protected class. But you could have a policy that is applicable to all housing, as long as you don't apply it differently to a specific protected class. You can do it this way because the elderly and special needs population can be treated differently in a positive way.

Autry: All this dancing around market rate, do we have as a city the determination of how much is the market rate? Is there a dollar figure or value that you put on it?

Campbell: There isn't a dollar figure. We look at affordability. If it is at 100% of AMI, it is probably the market rate.

Mumford: You don't want people spending more than 30% of their income on housing. It is an equation of what is the earning capacity of that family. Obviously there is a huge variable when demand increases and rates go up. This is a fluid calculation.

Campbell: We understand the concern about the concentration of affordable housing on the east side. We go back to the data we have collected; within the station areas there is not a station where there is currently greater than 15% of assisted housing within a ½ mile of the station area. For this policy we are recommending that we use the Housing Locational Policy designations to determine your policy related to assisted housing at station areas.

Barnes: At the proposed Village Lake station along the Silver Line, there are 40 assisted units. If you go 10 feet beyond ½ mile, there is a lot of market rate affordable housing. The challenge is how do we build value along the line, grow our tax base, and meet the needs of people who need help from the government. By looking at the Blue Line and suggesting that we need to inundate each of these stops with affordable housing, you would be putting a bullet in the head of the light rail line. How do we create value along the line that helps to improve the neighborhoods near the lines?

Mumford: What we are trying to do is help you with a policy that will stand the test of time. Certainly we have atrocious economic conditions today, but I think that instead of suggesting that the developments to come will bring value, the extension of the light rail is the value that comes to the transit stops. The values there will be much higher than the surrounding areas because of the amenity package of being on a light rail line. We will see those market rate developments attracted to the transit station area because of all it has to offer. That is what we saw on the South Corridor before the demise of the economy. There is a mix in these areas because of the quality of life that exists with the transit option. Transit will entice good quality development, some percentage need to be protected to be affordable. We aren't saying inundating.

Barnes: The impact of affordable housing can be seen pretty quickly. If you try to employ this policy at each stop from 9th Street to UNCC main campus, there will be problems at each

of those stops. Because there is free money to get this done, there will people who will take advantage of the tax breaks and programs and will do so in a way that is completely detrimental to the area.

Campbell: There are lots of safeguards. The purpose of the policy is to guide Council when you are looking at public/private partnerships. If you don't want any affordable housing, you have the opportunity to say no, but the overall character of the station areas brings value. I am hearing from the group that on note one there is concern about excluding special needs housing.

Wideman: From a staff recommendation we could delete note number one. Because of land cost, we don't believe that an entirely special needs development would occur along a transit station. We normally include elderly in a typical tax credit development, so that is occurring and could occur if the tax credit was awarded for a development at a transit station. It may have a small percentage of units that would also include special needs, but it wouldn't be a full SRO type development.

Autry: Is the policy to encourage affordable development? Or is it to protect affordable so that it doesn't get pushed out later when market rate values start to rise?

Mumford : Both. To encourage so there is an affordable option ten years down the road.

Barnes: I would like to look at Policy E. My motion would be to delete this

Kinsey: There is no second on this motion, so the motion fails.

Burch: As we discuss next steps and if you are ready to take action on this policy today with a Committee recommendation, on April 9th we would preview the Committee recommendation to the full Council and April 23rd would be on the Council agenda for public comment, not for Council action. On May 14th we would come back to Council for approval by the full Council.

Cooksey: I make a motion that the City does not have a separate multi-family at transit stations policy.

Kinsey: No second, the motion fails.

Cooksey: How is this proposed policy different from our existing locational policy? The main distinction is that it substitutes the quality of life NSA permitted and not permitted areas for a percentage of existing units within the ½ mile transit station regardless of the surrounding NSA. What I am hearing is a concern that this proposed policy, by superseding the existing locational policy, fails to take into account levels of subsidized housing. If Council does away with having a separate transit station policy, then the operative policy is the existing locational policy and Council is thereby encouraging the use of Housing Trust Fund dollars to subsidized more affordable construction in any NSA

that is stable and precludes it in those that are transitional or challenged. However, we do have a waiver policy, absent a transit station area policy; a developer could seek a waiver to build. Not having a transit station specific policy responds to all the concerns being expressed.

Wideman: This is encouraging a minimum and maximum for the transit area.

Autry: If we didn't have a transit station policy, does the existing locational housing policy approved by Council give us the same tools to ensure that those using affordable housing to live near transit stations be protected?

Mumford: No. What is proposed has a minimum and the regular locational housing policy does not talk about minimums. Also, the current Housing Locational Policy has exclusions for elderly and special needs. It does speak to Mr. Barnes point of looking at the area holistically. In fact, there are not too many stations areas that end up being viable places per the location policy to build because they are either transitioning or not stable neighborhoods. The Housing Locational Policy states that any new development would be in stable neighborhoods. So it limits the developable opportunities on the vast majority of those corridors.

Autry: Would there be any opportunities for additional affordable housing at any of these transit station areas where the conversion of existing to affordable would come into play?

Mumford: Any proposal can be brought to Council as a waiver to the policy. The challenge we have is that the development community has spoken to Council about needing some certainty about what can be approved. There is also a caveat to the locational policy that addresses developments above 24 units. Anything could be done at a transit station area if we are using just the locational policy and it meets the stable and transitional designations.

Wideman: If they are seeking tax credits, they typically need 120 units to make the financing work.

Kinsey: Handing the gavel over to Mr. Barnes, I will make a motion that we send to Council with a note that we aredeleting note number one.

Autry: I would second, with a friendly amendment that we take out in Policy "E" the staff recommended change that {one building within a multiple}building development may be 100% assisted

Barnes: I would second that amended motion. Does the original maker of the motion accept the friendly amendment?

Kinsey: Yes, I will accept for purpose of going forward.

Cooksey: Does the motion go with staff recommendation of accepting 20%?

All: Yes. Motion accepted by Kinsey, Barnes and Autry. Motion opposed by Cooksey.

Burch: This recommendation will be presented at the April 9th Council dinner. Moving on to the next item, this is an overall update on the Incentive Based Inclusionary Housing action plan. Particularly to look at items related to accessory dwelling units and duplexes. We are not asking for Committee action today, but would be coming back at the March 28th meeting to act for action on those two pieces only.

Campbell: This is an important discussion and we may not want to rush through. Do we want to look at this at the next meeting?

All: Yes, review at the next meeting.

Kinsey: Next meeting is Wednesday, March 28th at noon.

Meeting adjourned.

City Council
Housing and Neighborhood Development Committee

Wednesday, March 7, 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: Julie Burch, Assistant City Manager

AGENDA

I. FY2013 Focus Area Plan (Action Requested)

II. Assisted-Multi Family Housing at Transit Station Areas (Action Requested)

III. Incentive Based Inclusionary Housing Action Plan Update
- **Accessory Dwelling Units**
- **Duplexes**

Future Topics:
- FY13 Action Plan Approval
- Quality of Life Update
- Charlotte-Mecklenburg Coalition For Housing Update
- Impacts of Regulatory Policies on Affordable Housing

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
March 7, 2012

Committee Action:
Approve the draft FY2013 Housing & Neighborhood Development Focus Area Plan.

Policy:
- Each year Council Committee's approve Focus Area Plans for their respective Committee's

Explanation:
- Following the Council's Retreat, each Committee is asked to review and approve their FY2013 Focus Area Plan.
- 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 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
- The Committee reviewed the draft FY2013 Focus Area Plan at their February meeting and suggested no changes.
- Staff will request approval of the FY2013 Focus Area Plan at the March 7, 2012 Committee meeting.

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.

Housing & Neighborhood Development Focus Area Report

Reporting Period: 07-01-11 to 11-30-11

Corporate Objective	Focus Area Initiative	Measure	Prior Year Actual	Lead or Lag	Performance Data			Comments/Explanation *(To be completed at mid-year and year-end reporting)*
					Target	YTD	Status	
Invest in Infrastructure	Create healthy and vibrant neighborhoods by improving and implementing quality physical infrastructure	90% of voter approved bond projects (Neighborhood Infrastructure and Business Corridor) will be completed or forecasted to be completed on schedule	New Measure	Lead	Neighborhood Improvement Projects -Belmont-Gateways -Lincoln Heights -York/Cama NIP	94%		Projects are on-line to be completed in April. 2012
Promote Economic Development	Strengthen opportunities for public and private partnerships to encourage the integration of education, recreation, employment & housing resources in identified redevelopment areas.	Achieve a leverage ratio within the corridor of 1:10 for business corridor funds	New Measure	Lead	3 projects	1:10		
Strengthen Neighborhoods	Develop & recommend policies that will assist with increasing the supply of affordable housing	Develop & revise policies	New Measure	Lead	Assisted Multi-Family Housing at Transit Station Locational Policy for Transit Stations, impact of Regulatory Ordinance on Affordable Housing and Housing Trust Fund Guidelines	30%		
	Redesign the QOL study to more accurately reflect the City's neighborhood conditions	Completion of the 2012 Quality of Life Study	N/A.	Lead	Complete redesign of the report (100%)	80%		

Copy and paste these objects into the status column as needed: Green – all is well; Amber (yellow) – noted issues; Red – problem areas.

Assisted Multi-Family Housing at Transit Station Areas
Housing and Neighborhood Development Committee Meeting
March 7, 2012

Committee Action:
Review and approve 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 included 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, and February 8, 2012 meetings.
- Based on conversations from the previous citizen advisory group meetings and Committee meetings, staff will share its recommended policy revisions and seek the Committee's approval at their March 7, 2012 meeting.

Incentive-Based Inclusionary Housing Polices: Action Plan Update
Housing and Neighborhood Development Committee Meeting
March 7, 2012

Committee Action:
Receive an update on the Incentive-Based Inclusionary Housing Policies: Action Plan.

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

Explanation:
- On March 28, 2011, City Council approved a revised Housing Locational Policy.
- On June 27, 2011, City Council approved the Housing and Neighborhood Development Committee's recommended Incentive-Based Inclusionary Housing Policies Action Plan.
- The proposed Action Plan outlines regulatory and financial strategies to encourage the creation of affordable housing. The strategies include the following:
    A. Single Family and Multi-Family Development density bonus
    B. Fee Waiver/Reductions
    C. Fast Track permitting
    D. Allowance of duplexes on any lot
    E. Allowance of Accessory Dwelling Units (ADUs) to include non-relatives
    F. Create local rent subsidy program
    G. Increase Housing Trust Fund commitments
    H. Lobby the North Carolina Housing Finance Agency for changes to the State's Qualified Application Process
    I. Make available government owned land at a reduced cost
    J. Cash Subsidies
- On September 15, 2011, staff convened an initial public meeting to introduce the action plan to the Community and seek participants for the Citizen Advisory Group (CAG).
- Since that time, staff has convened seven CAG meetings: September 29, 2011, October 19, 2011, November 3, 2011, December 13, 2011, January 5, 2012, February 9, 2012 and February 23, 2012.
- During those meetings, staff worked through recommendations on the Single Family density bonus program, Allowance of duplexes on any lot, ADUs to include non-relatives, and Program Administration. Over 40 citizens have participated in the process to date.
- The next CAG meeting is scheduled for March 15, 2012. During that meeting, we will finalize the recommendations on the Allowance of duplexes on any lot and the ADUs to include non-relatives and begin work on the Multi-family Density Program, time permitting.
- Staff will share feedback on ADUs and Duplexes from these groups at your March 7, 2012 Committee meeting.

Next Steps and Proposed Committee Review Schedule:
- ADUs and Duplexes – Committee Discussion March, 2012 – April, 2012
- Expedited Review and Fee Waivers Process – April, 2012 – May, 2012
- Density Bonus (Single Family and Multi-Family) – June, 2012 – July 2012

CITY OF CHARLOTTE

Transit Station Area Principles

Transit Station Area Principles (2001) provide guidance for developing and redeveloping around rapid transit stations in a way that makes it convenient and pleasing for people to use transit.

These principles focus on land uses, mobility, and community design within easy walking distance (i.e. within ½ mile) of transit stations. Examples of these policies include:

Mixture of Complimentary Transit-Supportive Uses

- Establish and integrate a mix of complementary transit-supportive land uses to increase attractiveness and transit trip options while decreasing the need for auto use.
- Encourage highest density closest to the station (i.e. within ¼ mile), transitioning to lower densities between ¼ and ½ mile from stations.
- Encourage a mixture of housing types.
- Encourage development of workforce/affordable housing.

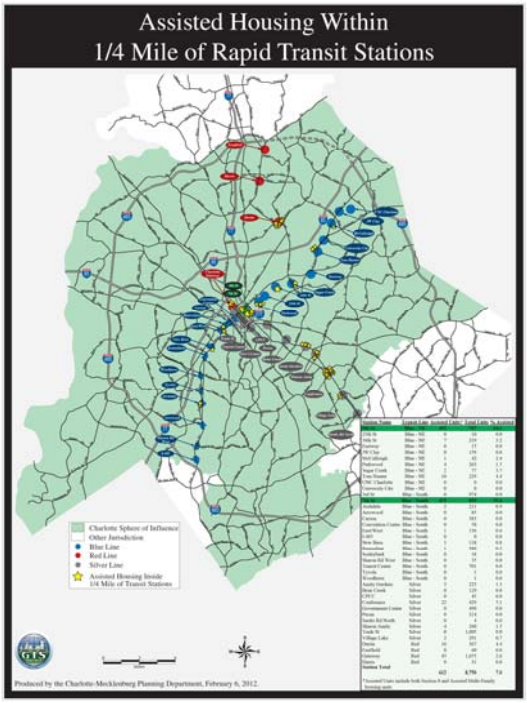
CHARLOTTE

CITY OF CHARLOTTE

What Is Assisted Multi-Family Housing?

Assisted multi-family 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 (AMI).

Percentage of AMI	Annual Income					
	Family Size					
	1	2	3	4	5	6
30%	$14,400	$16,450	$18,500	$20,550	$22,200	$23,850
60%	$28,800	$32,900	$37,000	$41,100	$44,400	$47,700
80%	$38,400	$43,850	$49,350	$54,800	$59,200	$63,600
100%	$48,000	$54,800	$61,700	$68,500	$74,000	$79,500

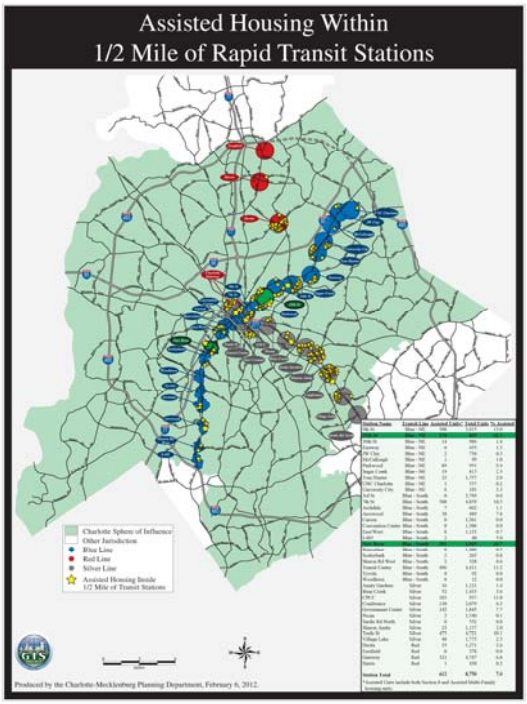


Assisted Units Within ¼ Mile

- 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 the counting of some units in more than one station area (double counting).

CHARMECK.ORG

CHARLOTTE.



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 ½ 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 the counting of some units in more than one station area (double counting).

CHARMECK.ORG

CITY OF CHARLOTTE

Policy Title

Existing (old) Policy Text	H&ND Committee Discussion	Staff Recommendation
Assisted Multi-family Housing at Transit Station Areas *(Policy Title)*	Assisted Multi-Family Housing at Transit Station Areas *(Policy Title)*	Assisted Multi-Family Housing at Transit Station Areas *(Policy Title)*

Identical

CHARMECK.ORG

CHARLOTTE.

CITY OF CHARLOTTE

Applicability and Definitions

Existing (old) Policy Text	H&ND Committee Discussion	Staff Recommendation
This policy only applies to transit corridors with adopted transit stations. *(Policy B)*	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. Assisted multi-family 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. *(Introductory 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. Assisted multi-family 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. *(Introductory paragraph)*

Identical

CHARMECK.ORG

CITY OF CHARLOTTE

Limits on Assisted Units

Existing (old) Policy Text	H&ND Committee Discussion	Staff Recommendation
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. *(Policy D)*	No additional assisted housing units shall be encouraged within **½ mile** of station areas where more than **15%** of the total numbers of existing housing units are already assisted units. *(Proposed New Policy A)*	No additional assisted housing units shall be encouraged within **½ mile** of station areas where more than **15%** of the total numbers of existing housing units are already assisted units. *(Proposed New Policy A)*

Identical

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Assisted Units as Part of Mixed Income Development

Existing (old) Policy Text	H&ND Committee Discussion	Staff Recommendation
Assisted multi-family housing in transit station areas shall always be developed as part of a larger mixed income development. *(Policy F)*	Assisted multi-family housing in transit station areas shall always be developed as part of a larger mixed income development. *(Proposed New Policy B)*	Assisted multi-family housing in transit station areas shall always be developed as part of a larger mixed income development. *(Proposed New Policy B)*

Identical

CHARMECK.ORG

CITY OF CHARLOTTE

Minimum / Maximum Assisted Units in Development

Existing (old) Policy Text	H&ND Committee Discussion	Staff Recommendation
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. *(Policy C)*	A minimum of 5% and a maximum of 25% of the total units in a development should be assisted multi-family. *(Proposed New Policy C)*	A minimum of 5% and a maximum of **20%** of the total units in a development should be assisted multi-family. *(Proposed New Policy C)*

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Assisted Units for Very Low Income Households

Existing (old) Policy Text	H&ND Committee Discussion	Staff Recommendation
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. *(Policy E)*	*(Delete this policy)*	*(Delete this policy)*

Identical

CHARMECK.ORG

CITY OF CHARLOTTE

Design and Appearance

Existing (old) Policy Text	H&ND Committee Discussion	Staff Recommendation
The assisted multi-family housing units shall be similar in appearance to the portion of the project that is developed as market rate housing. *(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. *(Proposed New Policy D)*	The assisted multi-family housing units shall be similar in appearance to the portion of the project that is developed as market rate housing. *(Proposed New Policy D)*

Identical

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Assisted Units Scattered Throughout Development

Existing (old) Policy Text	H&ND Committee Discussion	Staff Recommendation
The assisted multi-family housing units shall be scattered throughout the development and not concentrated in one area. *(Policy H)*	The assisted multi-family housing units shall be scattered throughout the development. *(Proposed New Policy E)*	The assisted multi-family housing units shall be scattered throughout the development. However, one building within a multiple-building development may be 100% assisted. *(Proposed New Policy E)*

CHARMECK.ORG

CITY OF CHARLOTTE

Additional Notes

H&ND Committee Discussion	Staff Recommendation

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.

Identical

CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE

Draft Revised Policy

Assisted Multi-Family Housing at Transit Station Areas

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. Assisted multi-family 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.

A. No additional assisted housing units shall be encouraged within ½ mile of station areas where more than 15% of the total numbers of existing housing units are already assisted units.

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

C. A minimum of 5% and a maximum of 25% **(STAFF – 20%)** of the total units in a development should be assisted multi-family.

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

E. The assisted multi-family housing units shall be scattered throughout the development. **(STAFF - However, one building within a multiple-building development may be 100% assisted.)**

CITY OF CHARLOTTE

Proposed Revisions to Policy

Notes:

1) This policy excludes single-family detached, elderly, and special needs housing.

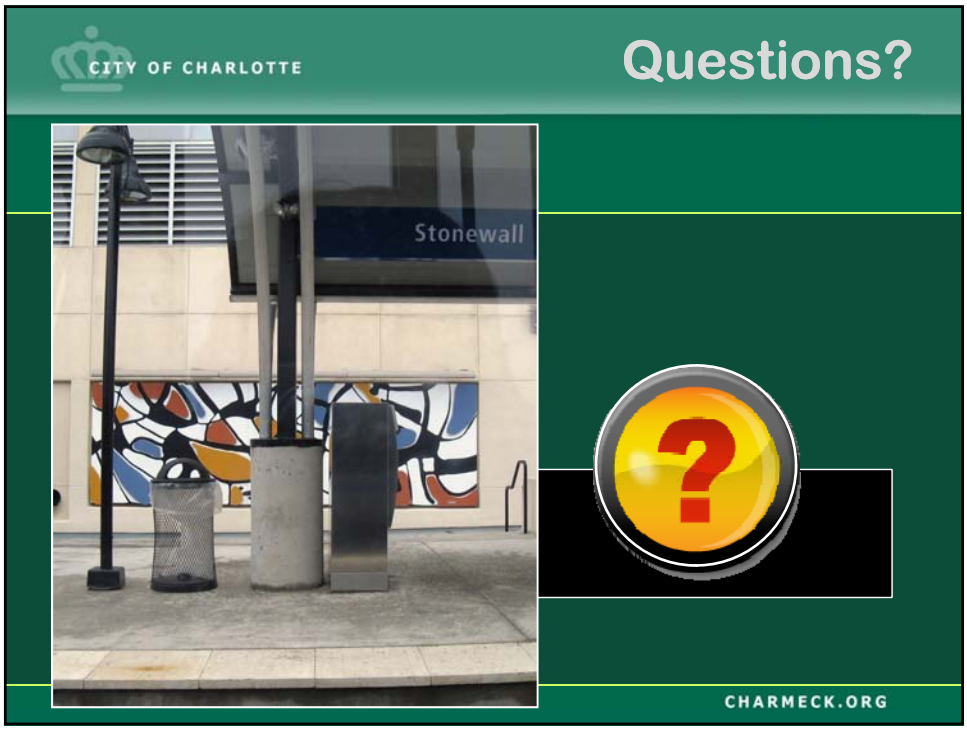
2) Due to the uncertainty of the location and number of stations along the Silver Line (Southeast Transit Corridor), the existing Housing Locational Policy should be used as a guide for the location of new assisted multi-family developments at the currently identified transit stations.

3) The City shall evaluate and assess the effect of this policy within 5 years of its adoption.

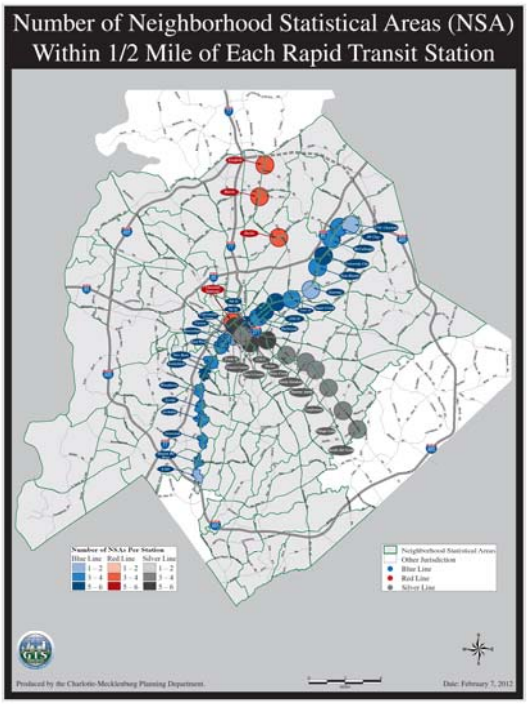
CHARMECK.ORG

CHARLOTTE

CITY OF CHARLOTTE
Next Steps (Tentative)
• Forward proposed revised policy to Advisory Groups and H&ND Committee
March 2012
• H&ND Committee Approval
March 7, 2012
• Dinner Briefing
April 9, 2012
• Public Comment
April 23, 2012
• Council Approval
May 14, 2012


CITY OF CHARLOTTE
Questions?
Stonewall
CHARMECK.ORG

CHARLOTTE.



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.

CHARMECK.ORG

CHARLOTTE.