

REDEVELOPMENT THINK TANK

Meeting 2 | October 2, 2015

Key Ideas

There is a lack of incentive to build mixed-income housing, so zoning can be used to do so

The lack of affordable housing units is a barrier to addressing homelessness (rental subsidies is another issue)

3 years ago, the City of Charlotte created a voluntary mixed-income housing program through a density bonus; needs to be revisited

We need more transportation options and widening 77 is not enough to address congestion; the red line can help address that issue

Affordable housing piece is a very large issue—there is not enough of it

Affordable housing still needs to be on the bus line and near transit; the city Debated this issue approx. 3 years ago; a policy exists around this issue, but the reality is there is virtually none

Developers don't often take advantage of the density bonuses because it increases the cost of construction

How do you incentivize enough to facilitate action?

There is an opportunity for private developers to partner with non-profit groups that focus on mixed-income housing; how do you allow for inclusive projects that may have 2 different developers and they may manage a different building and they have shared amenities, which would allow for non-profit and private groups to work together; how can this partnership to be better facilitated?

Redevelopment can be seriously hindered by required connectivity

How to balance the need for open public space and incentivizing redevelopment; change "pocket park" to "recreational space"; there are currently open space requirements for some developments, so how do you reprogram the requirement so that it can be better understood/utilized

There is a need to be careful and intentional about how space is used because the County will almost certainly grow and be fully developed into the future, so compromising open space in order to "attract" development might be dangerous

Blanket requirements run the risk of being dis-incentives

The dynamics of where development does *not* take place as well as gentrification is important

It is important to make sure the code enforcement piece is included so that declining properties are required to be addressed

Food deserts & brownfields need to be addressed



Historic preservation is important with regard to infill development because there are not currently incentives for encouraging historic preservation

Is there a way of looking at the greenway system to be part of the transportation plan?

- Overtime, greenways do not always match up where the people are, so we're constantly trying to push greenways from creeks and streams towards places where people are more often traveling
- If there was an overall desire to look at greenways as transit opportunities for green space and recreation opportunities
- Carolina Thread Trail: it has been designed, but the money is not readily available to implement it

How can there be better partnership between non-profits and private housing developments

- How do you use public dollars to purchase declining housing stock and rehabilitate it for affordable housing? (a current initiative)
- The key point is the funding mechanism
- Get the "market" people to talk with the "affordable" people (Ken from Vision Ventures)

Represented Organizations & Their Current Initiatives

Mecklenburg County Community Support Services:

Trying to address affordability housing stock and the affordability "question"; targeting 30 percent or less AMI; have released an RFP with CLT for tenet-based rental assistance; goal is to provide homeless population with both supporting social services and find housing

Arts & Science Council:

Manages public art program for City, County, and Airport; goal is to enhance development projects rather than having them be an add-on at the end; working to use art as place-making exercise

Historic Lands Commission:

Partnering with City and developers to extend trolley project into the West Side of Charlotte; partnering with Red Line

Storm water mitigation fee; goal is to have a permanent ordinance that would allow developers to mitigate storm water issues off site rather than on the property; improving Urban Street Design Guidelines; improving coordination between towns, city, and county in terms of code enforcement and permitting

Community Link:

Receive grants funds to help families that are homeless; goal is to get homeless into housing that they can afford; assist with relocation of families from homes that are not up to code into homes that are

Greater Charlotte Apartment Association:

There are a lot of 1960s and 70s development in Mecklenburg County that serve residents between 30 and 60 percent AMI; apartment developers are trying to rehabilitate these places

Vision Ventures:

New Camp Station (old Ford Plant); NoDa Greenway District: how to orient development towards greenway and transit; convert North Tryon Rail Yard into a massive central park for Charlotte (queensparkclt.org);





LIVABLE
MECK

Mecklenburg County Park & Recreation:

Has 65 active projects, ranging in size (1st Ward Park); pivoting towards buying existing development and putting parks into the spaces;

Mecklenburg County:

Working with Housing First to house all chronically homeless by 2016; Housing our Heroes; Economic Opportunity Task Force

New Collaborative Initiative Ideas

#	New Collaborative Initiative Idea
Group 1, 2, 4, 5, 10	<p>Use Zoning to promote Mixed Use and Mixed Income housing</p> <ul style="list-style-type: none"> • Change zoning to encourage inclusion of mixed-income housing (+communication plan to market the zoning code and vision to developer) • Reward/incentive program for developers that implement mixed-income housing into their projects • Advocate for zoning that supports mixed-use development • Develop inclusionary zoning practice/policy that would allow affordable housing organizations to the table earlier (versus focusing on infilling communities with affordable housing) • Update zoning to allow/foster middle-income housing
3	Promote investment and engagement for Red Line; should help to reduce highway congestion
6	Education and promotional campaign on the benefits of multi-modal transit from non-typical organizations (i.e. development and neighborhood organizations); highlight the need for affordability of housing on the transit line
7	A program that improves redevelopment opportunities by combining the efforts for alternative transportation, community beautification, and storm water improvements
8	Expedited plan review for redevelopment
9	Establish a more aggressive policy for public street connectivity
11	Refocus on bus for transit in future plans
12	Different financial incentives to encourage development
13	Mower Brigade: code enforcement through community group
14	Change ordinances to require "recreational spaces" for redevelopment

