

Mark Shelburne

From: Natalie Britt [Natalie@dhic.org]
Sent: Thursday, October 18, 2012 5:04 PM
To: Scott Farmer; Mark Shelburne; Chris Austin
Cc: Gregg Warren; Jamie Ramsey
Subject: a few more QAP comments

DHIC, Inc. wanted to add a few more comments that didn't end up on your hearing summary posted online under Gregg Warren's name.

If you don't increase distances to amenities, consider allowing additional amenities other than grocery stores and pharmacies to earn points. Increase points in this section so there is perhaps more chance for differentiation.

If design scores are starting to also become really tight, is there a way to differentiate here more as well? (And more brick is not always better)

Consider restoring basis boost in low-income counties.

Tiebreaker criteria:

1. We agree with others that credits/unit will have a negative effect over the long term since developers will reduce actual projected costs in order to get a deal funded or smaller deals will suffer
2. The best solution would be to make it more difficult to secure a perfect score by adding additional scoring criteria and reinstating mortgage subsidy points.
3. What about using instead a measure of the amount of credits awarded in the county over the past five years divided by the population of the county? Such a measure would help to distribute credits widely across the state.

Thanks again for all your good work,
Natalie

Natalie Britt, Vice President, Rental Development
113 South Wilmington Street | Raleigh, NC 27601
Direct: (919) 600-5364 | Fax: (919) 832-4345

From: Jamie Ramsey [mailto:Jamie@dhic.org]
Sent: Friday, October 19, 2012 3:59 PM
To: Scott Farmer; Mark Shelburne; Chris Austin
Cc: Gregg Warren; Natalie Britt
Subject: another DHIC comment

DHIC has one additional comment regarding the QAP under Site Suitability scoring for traffic controls which allow for safe and convenient access to a site. We are in favor of your new example of blind curves being a potentially unsafe condition, but would like to suggest a modification/clarification of your criteria when there are three or more lanes of traffic at an entrance. We believe that if an entrance to a development is signalized, then there should not be any penalties applied to the project since the traffic light offers an additional level of safety and convenience.

Thanks for giving us the opportunity to provide feedback.

Jamie Ramsey
Project Manager
DHIC, Inc.
113 South Wilmington Street | Raleigh, NC 27601
Direct (919) 600-5369 | Fax (919) 832-2206
www.dhic.org