

Assessing Level of Access to Public Transit for Charlotte Housing Trust Fund Financed Properties



Results from the Data / Liz Morrell, Faria Amin

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Why This Matters

Housing that is affordable but not accessible to jobs, schools and other household needs can create hardships for lower-income households. “Spatial mismatch” was first described in 1968¹ as the distance between affordable housing and jobs. At the time, job growth was concentrated in the suburbs of most metropolitan areas, while lower-income residents often lived in center cities. Now, both affordable housing locations as well as employment centers have significantly decentralized, particularly in polycentric (multi-centered) cities such as Charlotte²; however, concerns about spatial mismatch for both employment and other amenities persist. A 2013 analysis of Charlotte’s transit-dependent population found that the majority of this group live to the north and west of the center city with significant unmet transit demand.³ More recent work for Charlotte⁴ finds persistent spatial and service-based gaps in the bus system, particularly affecting low-income and transit-dependent populations.

Established in 2001, the City of Charlotte’s Housing Trust Fund (HTF) provides gap financing to developers for affordable housing in locations across the City. Properties considered for financing are scored by the City of Charlotte for their proximity to amenities including transportation, diversity in housing stock of the neighborhood, and alignment with Council goals of housing preservation.⁵ Furthermore, the City of Charlotte has a 10-minute walking goal for all neighborhoods, which aims for all residents of the City to be able to travel to essential services and amenities, including transit, within ten minutes.⁶

This study quantifies levels of access to public transportation for the 82 multifamily properties financed by the HTF by



comparing them to a control group of similarly sized and located market-rate complexes.

How We Did It

1. The research team mapped the 82 properties included in the City’s inventory of HTF-financed multifamily properties as well as 164 market-rate properties for comparison purposes (see Appendix B). Comparison properties were selected based on the geographic submarkets established by Real Data’s Apartment Index.⁷
2. Access scores (a measure of the supply of transit relative to the population – higher scores mean better access) were calculated for each census block group in Mecklenburg County using a floating catchment method based on walkability (see Appendix A for a detailed description of our methodology). Access scores were

¹Ihlanfeldt, K.R. & D.L. Sjoquist (1993). The spatial mismatch hypothesis: a review of recent studies and their implications for welfare reform. *Cityscape: A Journal of Policy Development & Research*, Vol. 1(1), 219-244. US Department of Housing & Urban Development.

²Delmelle, E.C., Nilsson, I. & P. Adu (2021). Poverty suburbanization, job accessibility, and employment outcomes: testing the spatial mismatch hypothesis in Charlotte, NC. *Social Inclusion*, Vol. 9(2), 320-332.

³Jiao, J. & M. Dillivan (2013). Transit deserts: the gap between demand and supply. *Journal of Public Transportation*, Vol. 16(3), 23-39.

⁴Hosseini, S. S., Azarbayjani, M., Lawrence, J., & Tabkhi, H. (2023, April 9). Towards understanding the benefits and challenges of demand-responsive public transit: A case study in the City of Charlotte, NC [Preprint]. arXiv.

⁵<https://community.charlottenc.gov/pages/housing-locational-tool>

⁶Charlotte Action Research Project. *10-minute neighborhoods*. University of North Carolina at Charlotte.

⁷<https://www.aprtindex.com/>

normalized, ranging from 0 to 100, with low scores indicating a high population with only a few transit stops, while high access scores indicate a lower population with a high number of transit stops within the block group.

- 3. Access scores for HTF-financed properties were compared to comparison group properties using summary statistics and the Mann-Whitney U test for statistical significance. To examine whether geographic location explains observed differences in access scores, we used an approach that isolates the effect of HTF status on access scores, while accounting for the structural land market conditions that vary by submarket. We also controlled for the 14 geographic submarkets in which properties are located.

Additionally, because the City of Charlotte introduced access considerations into its site selection criteria in July 2019, we examined whether properties were approved before and after that date, again controlling for the submarket, to assess whether the policy change is associated with improved transit access scores.

Figure 1 (below) displays the multi-family rental properties included in the study as well as access scores for each block group in Mecklenburg County. Housing Trust Fund-financed properties are **yellow**; comparison group properties are **red**.

Figure 1. HTF & Comparison Complexes with Access Scores
Data Sources: City of Charlotte, American Community Survey (2023, 5-year estimates)

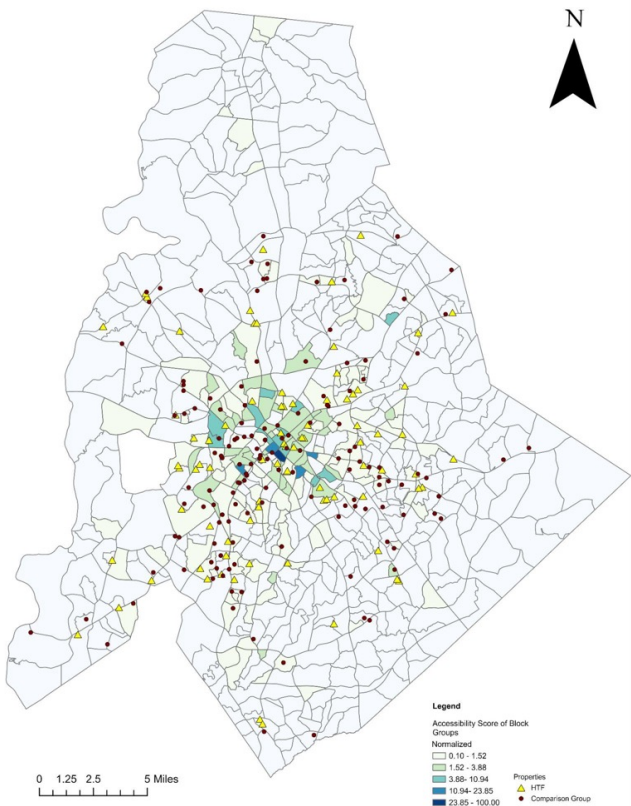
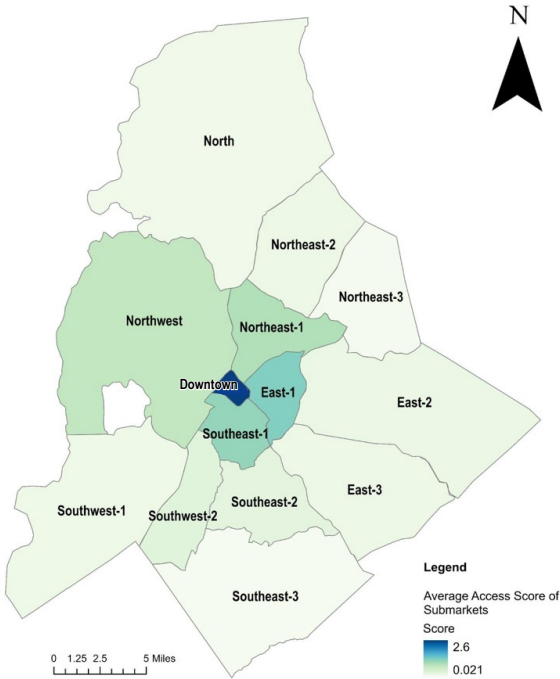


Figure 2. Real Data Submarket Boundaries with Access Scores
Data Source: Real Data Apartment Index, City of Charlotte, American Community Survey (2023, 5-year estimates)

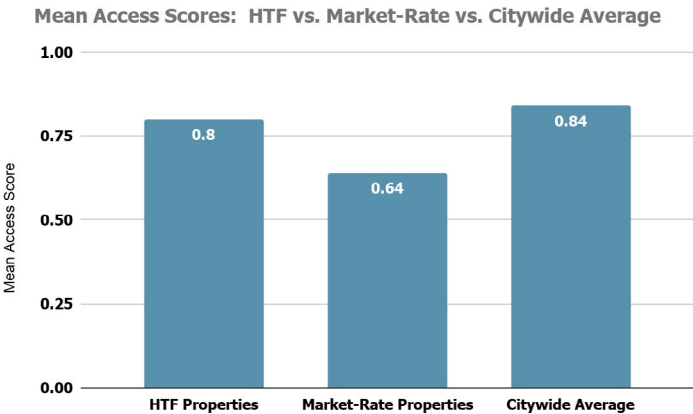


- 4. To better understand how location affects levels of access to public transportation, we also calculated average access for properties (both HTF and comparison group) across the 14 geographic submarkets identified by Real Data (mapped above in Figure 2).

What We Found

Average access scores (Figure 3) were higher for HTF properties (mean: .80, standard deviation: 2.71) than for comparison group properties (mean: .64, standard deviation: 1.08); however, this difference was not statistically significant (Mann-Whitney U = 5,461, p=.41).

Figure 3. Mean Normalized Access Scores
(Note: Difference between HTF and Market Rate Properties is not statistically significant, p=.41.)



The research team also examined whether observed differences in access scores are driven by property type (HTF or market rate), or by location (geographic submarket). The results suggested that the submarket in which a property is located, not whether it is HTF-financed, determines transit access outcomes.

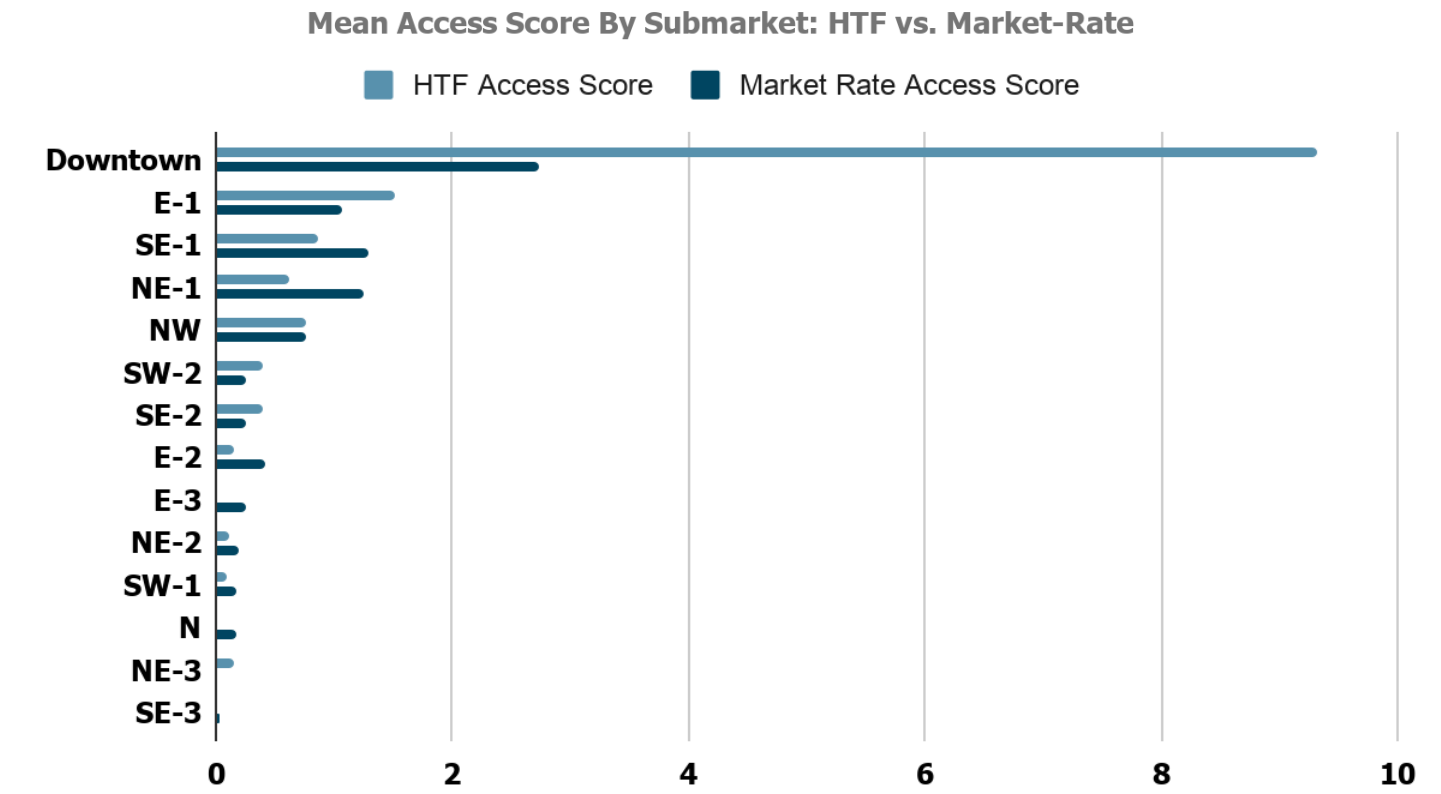
Access scores varied considerably among Charlotte’s 14 geographic submarkets (Figure 4). Downtown (D) had by far the highest mean access scores for HTF and market-rate properties. Most other submarkets, particularly those in the eastern, northern, and southwestern corridors, showed mean access scores close to zero for both property types, reflecting limited transit infrastructure in those areas. Crucially, within-submarket comparisons showed no statistically significant difference between HTF and market-rate properties in any submarket with sufficient sample size, further confirming that location, not funding type is driving access outcomes in Charlotte. See the Appendix for complete analysis results.

Together, these findings suggest that the HTF is successfully supporting developments throughout the City under conditions comparable to the broader market-rate multifamily sector. The transit access observed at the

citywide level is not a product of HTF site selection, but rather reflects structural constraints in Charlotte’s land market: transit-accessible parcels carry price premiums that limit feasibility for affordable housing development. Continuing to prioritize the connection between affordable housing investments and areas of high transit accessibility could enhance residents’ quality of life and upward mobility^{8,9}.

In July of 2019, the City of Charlotte introduced transit access considerations into its HTF site selection criteria, signaling an intentional policy shift toward transit-oriented affordable housing development. Comparing the 54 properties approved before that date to the 28 approved on or after it, preliminary analysis showed no statistically significant difference in access scores between the two cohorts after controlling for submarket ($p=.87$). This finding is not surprising, as many of the properties approved on or shortly after the policy change were already in the development pipeline, and the persistent land cost constraints documented in this brief apply regardless of policy intent. As the post-2019 portfolio matures and land market conditions evolve, future analyses will be well positioned to evaluate whether the policy change is producing measurable improvements in transit access outcomes.

Figure 4. Mean Normalized Access Scores by Submarket: HTF vs. Market-Rate Properties



⁸Idziorek, K., & Zuñiga, M. E. (2024). Achieving 10-Min Neighborhoods in Underinvested Communities: Understanding Transportation Opportunities and Challenges through Resident Stories. *Transportation Research Record*, 03611981241250022.

⁹Ducceschi, L., & Mierzwa, E. (2017). *The Role of Transportation in Fostering Economic Mobility in Northeastern Pennsylvania*. Federal Reserve Bank of Philadelphia; Urban Institute. (n.d.) Transportation access.

Next Steps/Recommendations

- **Address structural land market constraints.** The findings point to a barrier caused by the market, that highly transit-accessible parcels carry price premiums that may limit the feasibility of HTF-financed projects. Future work could quantify the land cost premium in high access submarkets using county assessor data, providing an evidence base for increasing HTF subsidy levels or exploring land banking strategies near transit corridors.
- **Consider additional measures of accessibility and resident experience in future studies.** This analysis focused primarily on geographic proximity to public transit. Future work could consider additional dimensions of accessibility, including transit reliability and resident travel patterns.
- **Integrate access to employment and services.** Subsequent analysis could include measures of access to jobs, retail, and other vital amenities that can impact quality of life for residents as well as consideration of high-fatality hotspots.
- **Continue to include access as a consideration in the location of HTF developments.** Ongoing monitoring of access scores could serve as a key performance indicator (KPI) for performance management, with annual reporting on access scores for all newly approved HTF projects.
- **Monitor access outcomes for post-July 2019 HTF approvals over time.** The July 2019 policy change requiring access considerations in site selection is relatively recent, and properties approved on or shortly after the effective date were already in the development pipeline. As the portfolio of properties approved and sited under the new criteria grows, future analyses should compare access scores for post-2019 approvals against the pre-2019 cohort, holding submarket constant. This longitudinal monitoring will provide a robust evidence base for evaluating the policy's effectiveness.
- **Incorporate cross-agency collaboration.** Aligning the location of affordable housing and transit services requires continued coordination between Housing & Neighborhood Services, CATS, and Planning, Design & Development.
 - » Joint review of proposed HTF projects could help identify opportunities to adjust routes to better serve new developments.
 - » Partnerships with Metropolitan Planning Organizations and regional councils could extend the analysis beyond city limits, reflecting Charlotte's polycentric growth.



Prepared for the City of Charlotte.

Appendix A - Methods

The analysis uses a floating catchment method, a well-established procedure within academic literature^{1,2}, to determine access scores for each block group within the study area (city of Charlotte).

The floating catchment area (FCA) method measures the ease with which people in a certain geography (in our case, Census block groups) can reach something, while also accounting for how many people are competing for that resource using supply and demand.

For each bus or light rail stop (“supply”), we have defined a “catchment area” as a 7-minute walk to align with the City’s 10-minute walk goal while providing extra walk time to account for individuals with accessibility needs, as well as the number of people living within that catchment area (“demand”). The accessibility score for each area is calculated based on the degree to which the transit service meets the nearby population’s needs. The “floating” part of the method refers to the fact that access scores float across the entirety of supply within a particular catchment - thus, places with many bus or light rail stops get higher access scores.

Creating Demand Points: Demand points in our analysis are population centroids of Census block groups. We downloaded the data from the US Census Bureau website, using the latest release from the American Community Survey (2019-2023, 5-year estimates).

For this part of the analysis, the “Mean Center” tool was utilized in ArcGIS Pro. In the tool, the “weight field” is defined with the total population in each block group. This field was utilized to create a weighted mean center for each census block group.

Creating Supply Points: Both bus and light rail stops were included. According to a study by WFAE, it has been assumed that most buses have a capacity of 39 seats³. The light rail stops of the currently active lines, which include the LYNX Blue Line and CityLYNX Gold Line, are also considered supply points. The maximum passenger capacity for each of these cars is 236, with a seating capacity of 68 (Railway Technology, 2018⁴). Therefore, for this study, the bus stop capacity is considered to be 39, and the capacity of light rail stops is considered to be 236.

Building a Walking Network: This was used to define the 7-minute walk catchment area for analysis. To ensure that the access measure accounts for walkable access, [street centerline](#) data from the open GIS data portal of Mecklenburg County was utilized. The local speed limit in Mecklenburg County is 35 mph in residential areas within city limits unless posted otherwise, and 55 mph on roads outside of city limits, unless posted signs indicate a different speed. For maximum pedestrian safety, reducing speeds to 25 mph is highly effective, especially in neighborhoods, as it significantly increases the chance of survival in a crash⁵. For this study, a walk network is built by utilizing GIS, based on data of the street segments which have a speed limit equal to or less than 35.

¹ Langford, M., Higgs, G., & Fry, R. (2017). Measuring access to primary health care using two-step floating catchment areas and a public/private multi-modal transport model. *Plurimondi*, (16).

² Langford, M., Fry, R., & Higgs, G. (2012). Measuring transit system accessibility using a modified two-step floating catchment technique. *International Journal of Geographical Information Science*, 26(2), 193-214.

³ Harrison, D. (2022, July 18). *Getting off the bus: How Charlotte lost 75% of its passengers in less than a decade*. WFAE

⁴ <https://www.railway-technology.com/projects/cats-lynx-blue-line-light-rail-north-carolina/>

⁵ Pedestrian and Bicycle Information Center. *Speed management*. PedBikeInfo.



Using ArcGIS, the number of transit stops in each catchment area (7-minute walk) was divided by the total population of the block group, thus providing an access score for each property included in the study. We have normalized the access scores.

Appendix B - Housing Trust Fund and Control Group Multifamily Properties

Number	Property Name	Submarket	Address	Property Type
1	Abbingdon Mt. Holly	NW	3230 Mount Holly-Huntersville Road 28216	HTF
2	Abbingdon Westside	SW-1	2230 Township Road, 28272	HTF
3	Aldersgate Apartments	E-2	3900 Shamrock Drive, 28215	HTF
4	Arbor Glen	NW	2305 Farmer Street, 28208	HTF
5	Ashley Square at SouthPark	SE-2	4845 Ashley Park Lane, 28210	HTF
6	Avion Point	SW-1	2335 West Tyvola Road, 28217	HTF
7	Baxter Street Flats	SE-1	1732 Baxter Street, 28204	HTF
8	Bingham Park	E-1	3015 JH Wheeler Street, 28213	HTF
9	Cedar Knoll	SW-2	304 Green Needles Court, 28217	HTF
10	Centra Square	E-1	1015 East 16th Street, 28205	HTF
11	Centre Terrace Apartments	E-2	4442 Central Avenue, 28205	HTF
12	Charlotte Woods Apartments	SW-2	1116 Scaleybark Road, 28209	HTF
13	Charlottetowne Terrace	SE-1	1000 Pearl Park Way, 28204	HTF
14	Cherry Gardens	SE-1	506 Avant Street, 28204	HTF
15	Crown Court Senior Apartments	E-3	9283 Nolley Court, 28270	HTF
16	Eastway Crossings Apartments	E-1	301 W. Eastway Drive, 28213	HTF
17	Edwin Towers	D	210 West 10th Street, 28202	HTF
18	Evoke Living at Arrowood	SW-2	207 Baalman Lane, 28217	HTF
19	Evoke Living at Ballantyne	SE-3	11225 Providence Road West, 28277	HTF
20	Evoke Living at Eastland Yards	E-2	7024 Farrell Parlour Lane, 28212	HTF
21	Evoke Living at Morris Field	NW	4310 Denver Avenue, 28208	HTF
22	Evoke Living at Sugar Creek	NE-1	4210 Merlane Drive, 28206	HTF
23	Evoke Living at Westerly Hills	NW	5004 Evoke Living Lane, 28208	HTF
24	First Ward Place	D	550 East 8th Street, 28202	HTF
25	Harmony at Grier Heights	E-1	2931 Marney Avenue, 28205	HTF
26	Honeycreek Senior Apartments	SE-1	4305 Sweet Honey Circle, 28227	HTF
27	Gables at Druid Hills	NE-1	1145 Kohler Avenue, 28206	HTF

28	Galloway Crossing	E-2	8310 East WT Harris Boulevard, 28227	HTF
29	Gilfield Park Apartments	N	5115 Banner Ridge Boulevard, 28216	HTF
30	Guardian Angel Villa	SW-1	13511 Guardian Angel Lane, 28273	HTF
31	Heritage Park Apartments	E-2	7100 Snow Lane, 28277	HTF
32	HillRock Estates	E-2	3317 Magnolia Hill Drive, 28205	HTF
33	Hope Haven	NE-1	3815 North Tryon Street, 28206	HTF
34	Lake Mist Apartments	SW-2	1120-A Lakemist Drive, 28217	HTF
35	Leafcrest Apartments	SW-2	6513 Leafcrest Lane, 28210	HTF
36	Live Oak Senior Apartments	SW-2	5934 Old Pineville Road, 28217	HTF
37	Mallard Ridge Apartments	SW-2	1428 Axminster Court, 28210	HTF
38	Maple Way Apartments	E-3	1012 McAlway Road, 28211	HTF
39	Magnolia Gardens	NW	5233 Beatties Ford Road, 28216	HTF
40	McAden Park Apartments	E-1	825 East 16th Street, 28202	HTF
41	McAlpine Terrace Apartments	E-3	6130 Pineburr Road, 28211	HTF
42	McCreesh Place	E-1	2120 North Davidson Street, 28205	HTF
43	Mineral Springs Commons	NE-1	2024 West Sugar Creek Road, 28262	HTF
44	Montgomery Gardens	N	5235 Garden Trace Court, 28216	HTF
45	Moore Place	NE-1	2400 Lucena Street, 28206	HTF
46	Nia Point Apartments	NW	11120 Mayfield Terrace Drive, 28216	HTF
47	Northlake Center Apartments	N	Northlake Center Drive, 28216	HTF
48	Ovata at Reedy Creek	E-2	7725 Grier Road, 28213	HTF
49	Pines on Wendover	E-3	628 North Wendover Road, 28211	HTF
50	Platform Lofts	NE-1	1240 Merrick Street, 28213	HTF
51	Pleasant View Apartments	E-2	8225-B Pence Road, 28215	HTF
52	Retreat at Renaissance	NW	3240 New Renaissance Way, 28208	HTF
53	Residences at Cedar Creek	SW-2	7224 Forest Point Boulevard, 28217	HTF
54	Residences at Renaissance	NW	3610 Nobles Avenue, 28208	HTF
55	Rivergate Greene	SW-1	14125 Orchardgate Drive, 28278	HTF
56	Rivermere Apartments	NW	3404 Dunn Commons Parkway, 28216	HTF
57	Robinsdale	NE-3	10001-A Margie Ann Drive, 28215	HTF
58	Rockwell Place Senior	NE-2	2827 Barrow Road, 28269	HTF

Apartments

59	Rosewood Commons	NE-2	6405 West Sugar Creek Road, 28269	HTF
60	Sardis Trace Apartments	NE-1	8848 Nolley Court, 28270	HTF
61	Shamrock Garden Apartments	E-2	3779 Michigan Avenue, 28205	HTF
62	Sharon Oaks Apartments	E-3	4701 Arching Oak Lane, 28212	HTF
63	Sharon Pointe Apartment Homes	E-2	5626 Sharon Pointe Road, 28215	HTF
64	Shelton Knoll Apartments	SW-2	516 Arrowhawk Drive, 28217	HTF
65	Steele Creek Senior Apartments	SW-1	4314 Branch Bend Lane, 28273	HTF
66	Strawn Tower	SE-1	1223 South Caldwell Street, 28203	HTF
67	Swan Run Apartments	SE-3	4600 Swan Meadows Lane, 28226	HTF
68	The Adair Apartments	NW	1225 Bridgefield Place, 28216	HTF
69	The Balmore at Ballantyne	SE-3	15221 Ballancroft Parkway, 28277	HTF
70	The Dannelly at The Catawba	NW	308 Mount Holly-Huntersville Road, 28214	HTF
71	The Landing at Park Road	SE-1	3126 Park Road, 28209	HTF
72	The Legacy at Carr Heights	NW	2462 West Boulevard, 28208	HTF
73	The McNeel Apartments	NE-1	1214 Kohler Avenue, 28206	HTF
74	The Mezzanine at Freedom	NW	2635 Freedom Drive, 28208	HTF
75	The Mulberry	NW	5915 Tuckaseegee Road, 28208	HTF
76	The Stevenson Apartments at Brightwalk	NE-1	1445 Samuel Street, 28206	HTF
77	Tyvola Crossing	NW	2909 Cross Roads Place, 28208	HTF
78	University Square Senior Apartments	NE-3	1715 Hedgelawn Drive, 28262	HTF
79	Varick on 7th	D	721 East 7th Street, 28202	HTF
80	Vistas @ 707	E-1	707 Seigle Avenue, 28204	HTF
81	Wendover Walk Apartments	E-3	740 North Wendover Road, 28211	HTF
82	YWCA	SE-1	3420 Park Road, 28209	HTF
83	Alister Uptown	D	820 East Seventh Street, 28202	MR
84	MAA Gateway	D	906 West Fifth Street, 28202	MR
85	The Reed	D	401 South Graham Street, 28202	MR
86	Uptown 550	D	550 East Brooklyn Village Avenue, 28202	MR

87	The Ellis	D	512 North College Street, 28202	MR
88	Amaze at NoDa	E-1	3750 Philemon Avenue, 28206	MR
89	Collective NoDa	E-1	2300 North Davidson Street, 28205	MR
90	The Gibson	E-1	1000 Central Avenue, 28204	MR
91	Vyne on Central	E-1	3220 Central Avenue, 28205	MR
92	Buena Vida	E-1	2700 Eastway Drive, 28205	MR
93	NoDa Landing	E-1	2000 Patio Court, 28205	MR
94	Trailside	E-1	3737 Philemon Avenue, 28206	MR
95	Alpha Mill	E-1	220 Alpha Mill Lane, 28206	MR
96	Hawthorne at the Green	E-2	13625 Haven Ridge Lane, 28215	MR
97	Lemmond Farm	E-2	12009 Lemmond Farm Drive, 28227	MR
98	Lawyers Ridge	E-2	5310 McAlpine Glenn Drive, 28227	MR
99	Peppertree	E-2	4335 Central Avenue, 28205	MR
100	Biscayne	E-2	3401-G Biscayne Drive, 28205	MR
101	Camara Estates	E-2	8301 Parkland Circle, 28227	MR
102	Devonwood	E-2	6320 Woodbend Drive, 28212	MR
103	Woodford Estates	E-2	4630 Central Avenue, 28205	MR
104	Sailboat Bay	E-2	5417 Albemarle Road, 28212	MR
105	Thorngrove	E-2	5701 Amity Springs Drive, 28212	MR
106	Granville	E-2	3730 North Sharon Amity Road, 28205	MR
107	Wendover Gardens	E-2	2347 Eastway Drive, 28205	MR
108	Park Haven	E-2	5821 Reddman Road, 28212	MR
109	Copper Creek	E-2	5710 Copper Creek Court, 28227	MR
110	Cortland Cotswold	E-3	4817 Water Oak Road, 28211	MR
111	Residences at West Mint	E-3	9610 Stoney Glen Drive, 28227	MR
112	Waterford Creek	E-3	10510 Waterford Creek Lane, 28212	MR
113	Courtyard	E-3	5312 Montague Street, 28205	MR
114	Greylyn Estates	E-3	9415 Lucy Jane Lane, 28270	MR
115	Stoney Trace	E-3	4616 Stoney Trace Drive, 28227	MR
116	Chatham II	E-3	5822 Cedars East Court, 28212	MR
117	Delane Glen	E-3	1315 Delane Avenue, 28211	MR

118	Stillwater	E-3	8242 Runaway Bay Drive, 28212	MR
119	Rama Place	E-3	5903 Florence Avenue 28212	MR
120	Afton House	E-3	5139 Elder Avenue, 28205	MR
121	Park at Ferentino	E-3	8061 Woodscape Drive, 28212	MR
122	Trinity Park	N	9609 Trinity Road, 28216	MR
123	Residences at Brookline	N	8816 Aspinwall Drive, 28216	MR
124	The Murray	N	8010 Woodsedge Drive, 28216	MR
125	Ventana Northlake	N	11010 Northlake Landing Drive, 28216	MR
126	Celsius II	N	9404 Perimeter Station Drive, 28216	MR
127	Proximity Northlake	N	4212 Napa Oak Drive, 28216	MR
128	Pine25	NE-1	311 West 25th Street, 28206	MR
129	Cadence Music Factory	NE-1	630 NC Music Factory Boulevard, 28206	MR
130	Tryon Forest	NE-1	411 Lambeth Drive, 28213	MR
131	Woodland Hollow	NE-1	6205 Dove Tree Lane, 28213	MR
132	Orchard Trace	NE-1	325 Orchard Trace Lane, 28213	MR
133	Somerset	NE-1	1400 Ventura Way, 28213	MR
134	Dalecrest Place	NE-1	3200 Dalecrest Drive, 28269	MR
135	Cedar Greene	NE-1	3720 Frew Road, 28206	MR
136	Grayson	NE-2	6001 Bennettsville Lane, 28262	MR
137	Weathersby	NE-2	8415 University Station Circle, 28269	MR
138	Radbourne Lake	NE-2	3209 Westbury Lake Drive, 28269	MR
139	Lantower Garrison Park	NE-2	2725 Resenda Place, 28262	MR
140	Thornberry	NE-3	9920 Brickleberry Lane, 28262	MR
141	Avana Avebury	NE-3	2410 Allerton Way, 28213	MR
142	Wexford	NE-3	1811 Wexford Meadows Lane, 28262	MR
143	Madison Farms	NE-3	12601 North Tryon Street, 28262	MR
144	Affinity at Oak Hills	NW	1018 Fairway Green Lane, 28216	MR
145	Prose Rhyne	NW	9741 Mount Holly Road, 28214	MR
146	Freedom Flats	NW	5035 Freedom Drive, 28208	MR
147	Village at LoSo	NW	1210 Pressley Road, 28217	MR
148	1701 CityView	NW	1701 West Boulevard, 28208	MR

149	Weyland	NW	2814 Marlowe Avenue, 28208	MR
150	Asbury Flats	NW	910 Walnut Drive, 28208	MR
151	The Perch	NW	718 Gesco Street, 28208	MR
152	Bramar Gardens	NW	3115 Southwest Boulevard	MR
153	Bell Riverbend Village	NW	1018 Riverbend Station Terrace, 28216	MR
154	Colonial Place	NW	1307 Springmont Lane, 27208	MR
155	Willow Oak Run	NW	2908 Turning Oak Drive, 28208	MR
156	Glenwood Point	NW	3639 Hashem Drive, 28208	MR
157	Alta West Morehead	NW	2020 West Morehead Street, 28208	MR
158	Abode at Greenway	NW	2635 West Trade Street, 28208	MR
159	Royal Orleans	NW	1924 McAllister Drive, 28216	MR
160	Alta Grove	NW	10017 Season Grove Lane, 28216	MR
161	Scarlet Pointe	NW	180 Park Fairfax Drive, 28208	MR
162	Ravenwood Hills	NW	903 Lynn Street, 28208	MR
163	Charlotte 360	NW	2903 Forest Brook Drive, 28208	MR
164	Lakepointe	NW	2200 Cascade Pointe Boulevard	MR
165	Leo LoSo	NW	4520 Charlotte Park Drive, 28217	MR
166	Hideaway at Kingspark	NW	2425 Kingspark Drive, 28208	MR
167	Calvert	NW	600 Calvert Street, 28208	MR
168	Atlantic Mountain Island	NW	10400 Cooks Way, 28216	MR
169	Nova Ridge	NW	4929 Tuckaseegee Road, 28208	MR
170	Bowery West	NW	2401 Wilkinson Boulevard, 28208	MR
171	Fountains SouthEnd	NW	126 New Bern Street, 28203	MR
172	704 at The Quarter	NW	704 West Tremont Avenue, 28203	MR
173	Lakewood Manor	NW	2732 Watson Drive, 28208	MR
174	Arium FreeMore West	NW	2024 Millerton Avenue, 28208	MR
175	Link Mint	SE-1	1200 South Mint Street, 28203	MR
176	MAA Southline	SE-1	222 East Bland Street, 28202	MR
177	The Boulevard	SE-1	2408 South Boulevard, 28203	MR
178	Foster Flats	SE-1	205 Foster Avenue, 28217	MR
179	Salem Village	SE-1	1325 Corton Drive, 28203	MR

180	Park Hill Condominiums	SE-1	3301 Park Road, 28209	MR
181	Eastover Ridge	SE-1	3600 Eastover Ridge Drive, 28211	MR
182	511 Queens	SE-1	511 Queens Road, 28207	MR
183	Lincoln at Dilworth	SE-1	905 Kenilworth Avenue, 28204	MR
184	Lexington Dilworth	SE-1	1106 Euclid Avenue, 28203	MR
185	Mosaic SouthEnd	SE-1	1312 South College Street, 28202	MR
186	Avalon Hawk	SE-1	1932 Hawkins Street, 28203	MR
187	Junction 1504	SE-1	1504 Mainline Boulevard, 28203	MR
188	MAA Reserve	SE-1	2720 South Boulevard, 28209	MR
189	Encore South Park	SE-2	6205 Carnegie Boulevard, 28211	MR
190	Crest on Providence	SE-2	100 Providence Square Drive, 28270	MR
191	Element Ballantyne	SE-3	15711 Clems Creek Lane	MR
192	Providence Court	SE-3	8110 Providence Court Lane	MR
193	Blakeney	SE-3	8718 Wintersweet Lane, 29277	MR
194	Legacy Arboretum	SE-3	1729 Echo Forest Drive, 28270	MR
195	Berkshire Place	SE-3	7700 Cedar Point Lane, 28210	MR
196	Camden Touchstone	SE-3	9200 Westbury Woods Drive, 28277	MR
197	Vesta City Park	SW-1	2322 Arbor Loop Drive, 28217	MR
198	Citra Luxury Apartments	SW-1	1825 Carrington Oaks Drive, 28273	MR
199	Waterwalk Charlotte	SW-1	1525 Arrowood Road, 28217	MR
200	Park at Steele Creek	SW-1	13301 Crescent Springs Drive, 28273	MR
201	Lakehouse on Wylie	SW-1	11023 Moonbug Court, 28278	MR
202	Haven at Rivergate	SW-1	15123 Springwood Estate Drive, 28273	MR
203	Bexley Steelescrot	SW-1	13900 Steelescrot Farm Lane, 28278	MR
204	Stone Ridge	SW-1	8940 Camden Creek Lane	MR
205	Cottonwood Reserve	SW-1	2325 Courtney Oaks Road, 28217	MR
206	Courtney Ridge	SW-1	920 Yorkmont Ridge Lane, 28217	MR
207	MAA LoSo	SW-2	4015 Craft Street, 28217	MR
208	Queen City Townes	SW-2	4928 Old Pineville Road, 28217	MR
209	Archdale Manor	SW-2	6614 Wisteria Drive, 28210	MR
210	Brook Valley	SW-2	640 Deanna Lane, 28217	MR

211	Anson at the Lakes	SW-2	8000 Waterford Lakes Drive, 28210	MR
212	Park Lane	SW-2	1610 Waybridge Lane, 28210	MR
213	Granite Pointe	SW-2	9101 Nations Ford Road, 28273	MR
214	South Oak Crossing	SW-2	7609 Old Pineville Road, 28217	MR
215	Beacon Hill	SW-2	1322 Beacon Ridge Road, 28210	MR
216	The Marley	SW-2	1100 Falls Creek Lane, 28209	MR
217	Accent Southrail	SW-2	6026 Station Crossing Avenue, 28217	MR
218	Spoke at Tyvola Station	SW-2	5746 Westpark Drive, 28217	MR
219	Landings at Farmhurst	SW-2	711 Farmhurst Drive, 28217	MR
220	Arborgate	SW-2	9056 Arborgate Drive, 28273	MR
221	Andover Woods	SW-2	7808 Andover Woods Drive, 28210	MR
222	Southgate	SW-2	4001 Conway Avenue, 28209	MR
223	Charlotte Exchange	SW-2	295 Rountree Road, 28217	MR
224	Emerald Bay	SW-2	5029 Cherrycrest Lane, 28217	MR

Appendix C – Mean Normalized Access Scores by Submarket and Property Type

Submarket	HTF (n)	HTF Mean Access Score	MR (n)	MR Mean Access Score	Submarket Mean
D (Downtown)	3	9.33	5	2.73	5.2
E-1	7	1.51	8	1.07	1.28
E-2	10	.15	14	.19	.18
E-3	6	0	12	.25	.17
N	3	0	6	.17	.11
NE-1	9	.62	8	1.24	.91
NE-2	2	.12	4	.19	.17
NE-3	2	.16	4	0	.06
NW	15	.76	31	.76	.76
SE-1	7	.87	14	1.3	1.16
SE-2	1	.39	2	.25	.3
SE-3	3	0	6	.03	.02
SW-1	5	.1	10	.17	.15
SW-2	9	.15	18	.42	.33

Note: Within-submarket Mann-Whitney U showed no statistically significant differences between HTF and market-rate properties in any submarket with n>3 for both groups.

Appendix D - Acknowledgements

Thank you to the Housing Assessment and Review Panel (HARP) for your contributions to this brief.

HARP Members

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