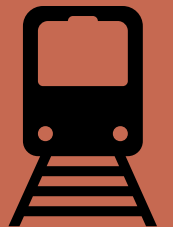


*RE-THINK-ING  
TRANSIT ASSETS:  
LAND FOR PEOPLE  
AND PUBLIC  
BENEFIT*

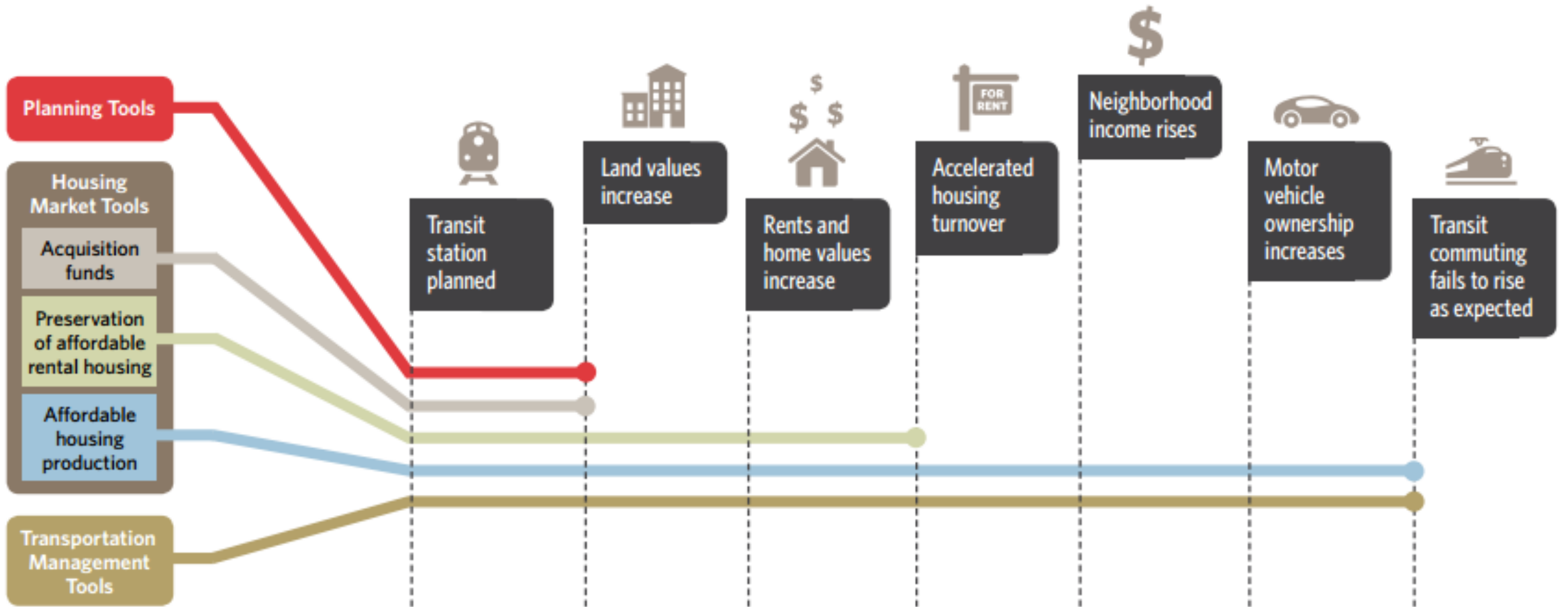
Rail~Volution 2019 | Vancouver, BC  
September 9, 2019



[www.mzstrategies.com](http://www.mzstrategies.com)



## Breaking the Cycle of Unintended Consequences in Transit-Rich Neighborhoods



Source: Pollack, Stephanie, Barry Bluestone, and Chase Billingham. *Maintaining Diversity in America's Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change*. Boston, MA: Dukakis Center for Urban and Regional Policy at Northeastern University, October 2010.

[http://nuweb9.neu.edu/dukakiscenter/wp-content/uploads/TRN\\_Equity\\_final.pdf](http://nuweb9.neu.edu/dukakiscenter/wp-content/uploads/TRN_Equity_final.pdf)

# ASPIRATIONS AND LEVERAGE

“Which would you rather be if you had the choice--divinely beautiful or dazzlingly clever or angelically good?” — L.M. Montgomery, Anne of Green Gables

## Value creation and capture



Value for whom?  
Captured for what?  
Defined by who?



*IF YOU REALLY WANT TO DO SOMETHING, YOU'LL FIND A WAY. IF YOU DON'T, YOU'LL FIND AN EXCUSE.*

- Is housing affordability a big public concern in your region?
- Are you from a region where most of your transit was built before 1990?
- Is your region in the process of expanding transit?
- Are you actively working NOW on prioritizing public lands for public benefit?

# PUBLIC LANDS FOR PUBLIC BENEFIT

- **Public land is** any site that is owned by a governmental or government-chartered entity.
- Publicly-owned parcels, often referred to as ‘public sites,’ ‘public land’ and ‘surplus land’
  - vacant or underutilized parcels,
  - parcels with existing community/public facilities with redevelopment potential,
  - land being purchased by a public agency for the development of community/public facilities including roads and transit corridors.
- **Inventory:** To understand the scale of the opportunity, create an inventory of the sites available.
- **Analyze:** Not all available sites are suitable for development. Analyzing sites and categorizing them based upon factors that influence their development potential, including scale, existing use, surrounding uses and neighborhood form and infrastructure needs, among other factors, is important.
- **Position for success:** Refine agency processes and procedures. Ensure appropriate staff capacity. Build into Requests for Proposals and other kinds of solicitations.

# THINKERS AND DOERS

- **Brooke Belman** – *Sound Transit (WA)*
- **Lucy Galbraith** – *Metro Transit (MN)*
- **Pedro Galvao** – *Non-Profit Housing of Northern CA*
- **Heather Hood** - *Enterprise Community Partners (CA)*
- **Mariia Zimmerman**, MZ Strategies, LLC (Moderator)



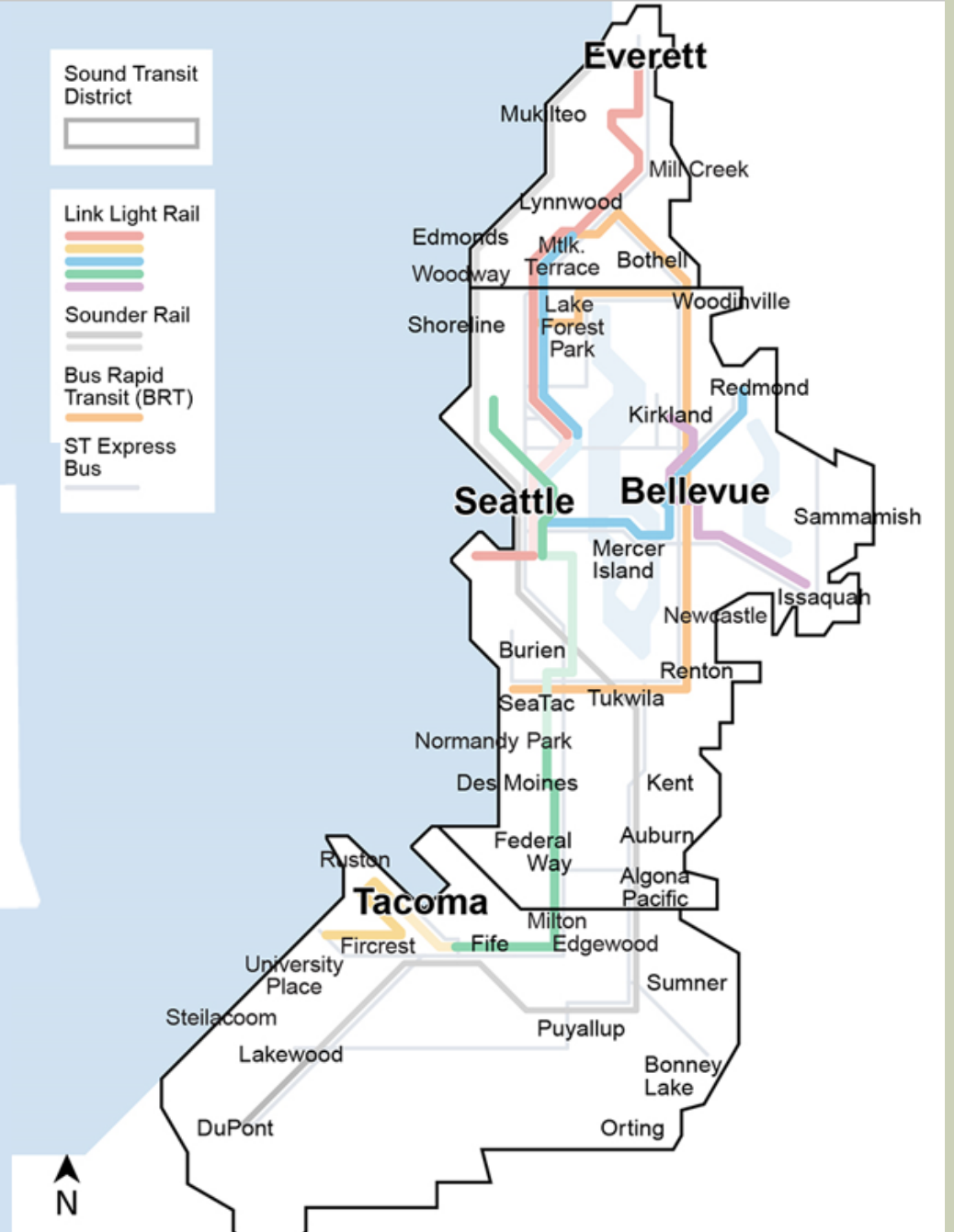
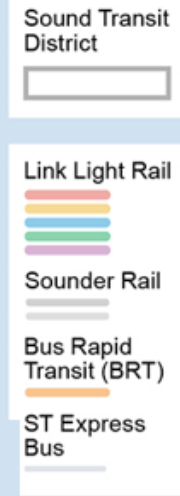
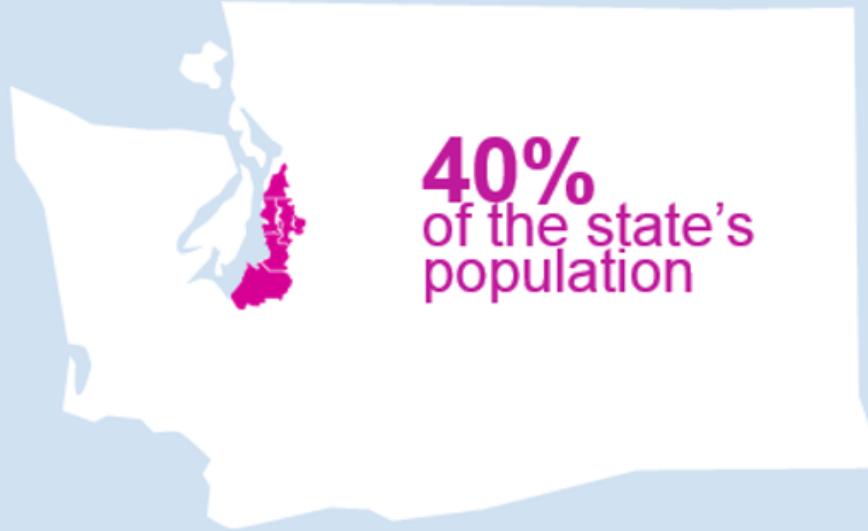
# Sound Transit district

**3 counties:**  
King | Pierce | Snohomish

**51 cities**

**40%**  
of the state's  
population

More than  
**3 million**  
residents



80

80% of property suitable for housing must be first offered to qualified entities for affordable housing creation

80

80% of created units must be affordable

80

Units must serve those earning no more than 80% of area median income

# Statutory & Programmatic ETOD Direction



## The Puget Sound affordable housing challenge by the numbers

244,000 Additional Affordable Homes needed by 2040

Regional home prices increased 53% from 2012-2017

Regional rents increased 47% from 2012-2017

King County lost 5,500 affordable homes over last decade

>45,000 households in Seattle are spending >1/2 income on housing

>2,800 people were homeless on typical night in Seattle in 2017

Seattle Goal: 20,000 affordable and 30,000 & market-rate homes created in 10-years



# What Sound Transit is doing...

## >1,300 units built or planned

Mount Baker Lofts, Seattle  
57 – 100% Affordable Units



Othello Plaza, Seattle  
108 - 100% Affordable Units



Senior Center, Federal Way  
62 - 100% Affordable Units



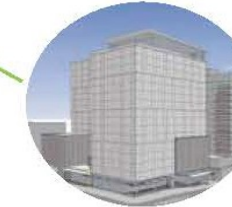
Roosevelt Station, Seattle  
≥230 – 100% Affordable Units



Capitol Hill, Seattle  
249 - 100% Affordable Units  
249 - Market Rate Units



First Hill, Seattle  
≥250 - 100% Affordable Units



*IF YOU LOOK AT WHAT YOU DON'T HAVE IN LIFE,  
YOU'LL NEVER HAVE ENOUGH.*

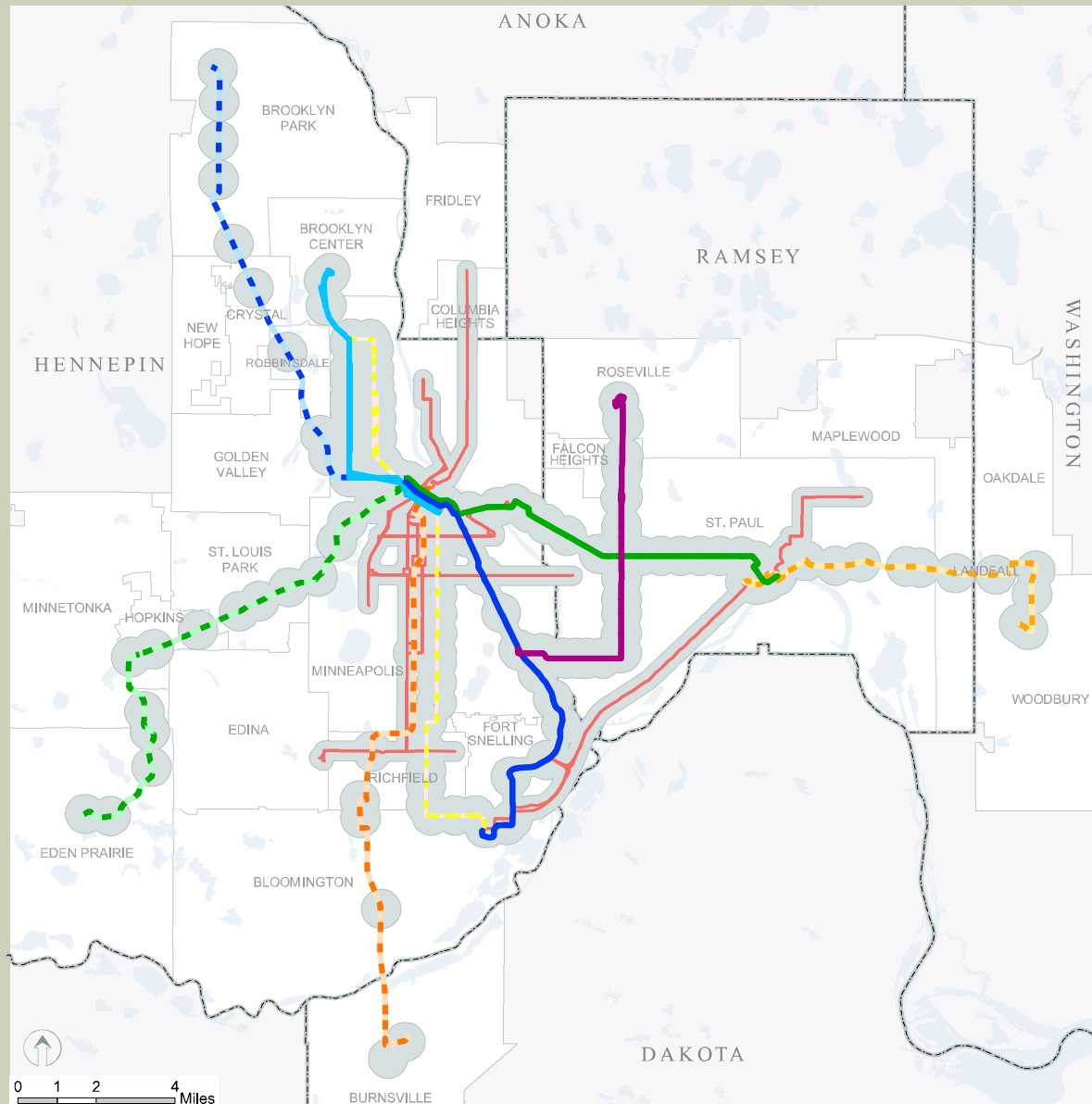
- Do you have a sense of scale in your region about the opportunity?
  - i.e. lots of developable land near transit or only a little

**Table 1: Public Land Suitable for Housing Near Transit**

<b>County</b>	<b>Parcels</b>	<b>Acres</b>	<b>Capacity at 50 DU/ac</b>
Alameda	153	248.0	12,400
Contra Costa	121	102.6	5,130
Marin	2	5.8	290
Napa	1	0.7	30
San Francisco	21	22.6	1,130
San Mateo	62	62.1	3,110
Santa Clara	84	234.2	11,710
Solano	20	10.9	550
Sonoma	6	11.4	570
<b>TOTAL</b>	<b>470</b>	<b>698.4</b>	<b>34,920</b>

# High Frequency Transit Map 2019

- 1/2 mile radius for transitway station areas
- 1/4 mile buffer for high frequency local bus

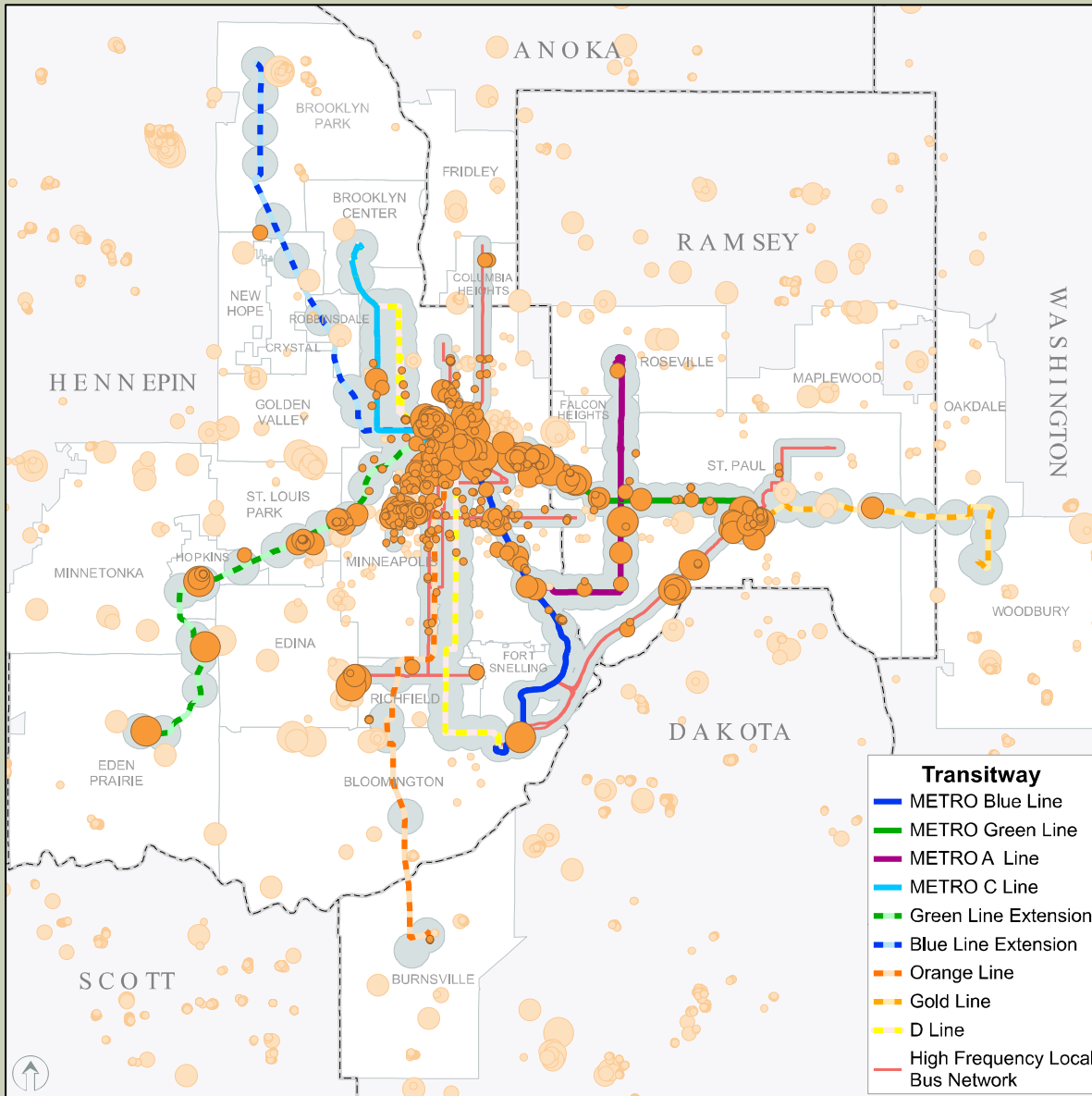


**Transitway**

- Blue / Green Line
- METRO Blue Line
- METRO Green Line
- METRO A Line
- METRO C Line
- Green Line Extension
- Blue Line Extension
- Orange Line
- Gold Line
- D Line
- High Frequency Local Bus Network

# 27,950 MULTIFAMILY UNITS PERMITTED 2009-2018

- 40% of multifamily units in the region
- 17,868 units in LRT station areas\*
- 4,891 units in BRT station areas\*
- 8,663 units along high frequency local bus routes



## Number of Units

- < 50
- 50 - 99
- 100 - 199
- 200 - 354
- Located within a Station Area for select years

2009 - 2018 Data

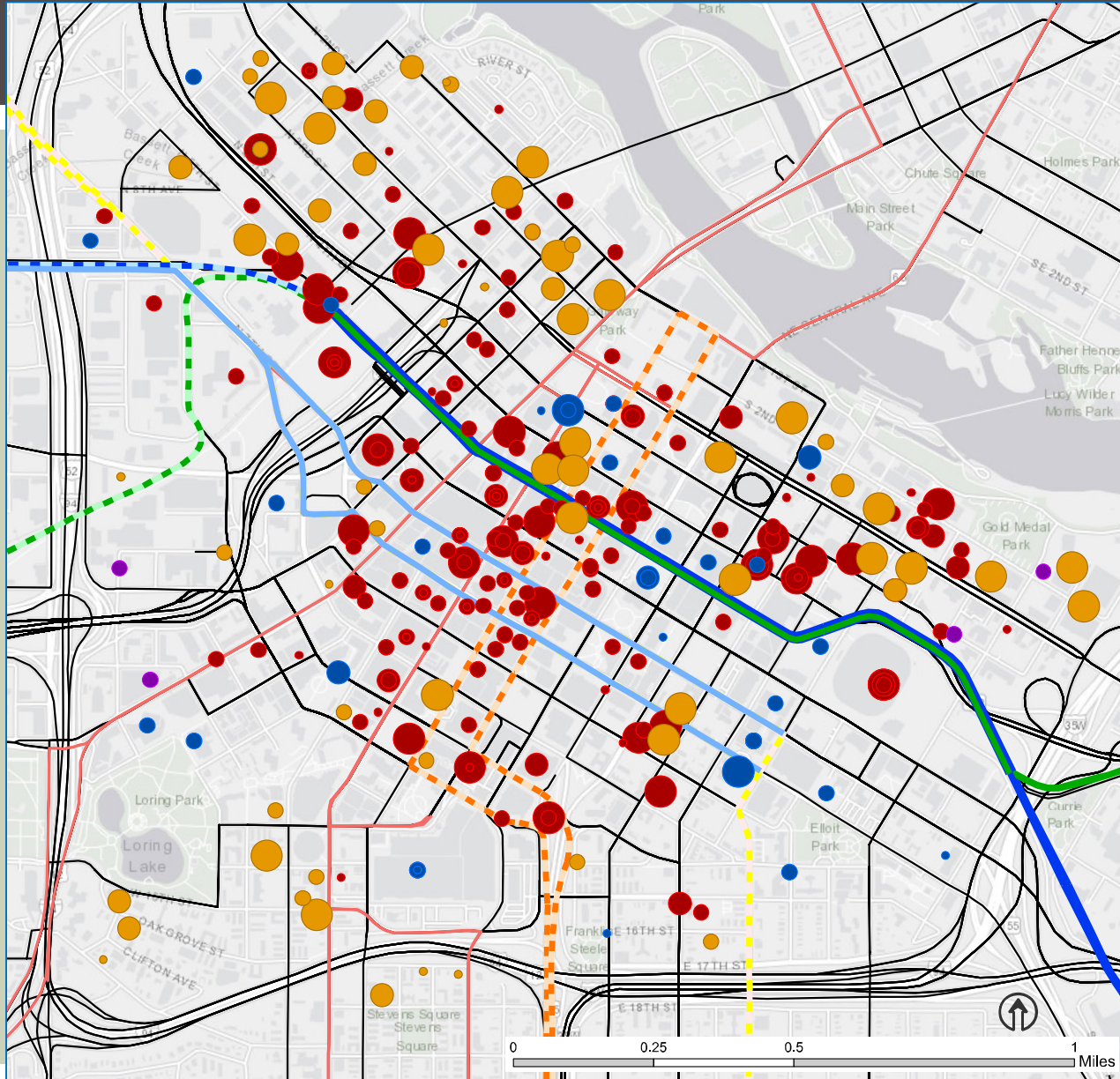
TOD July 2019

**+ 29,000 add'l  
PLANNED multi-  
family units!!**



\* Permits are counted for both LRT and BRT when station areas overlap

# DOWNTOWN MINNEAPOLIS



## Permit Value (\$) In Millions

- < 1
- 1.0 - 9.9
- 10.0 - 19.9
- 20.0 - 123.5
- Residential
- Commercial
- Public/Institution
- Industrial

Residential Data from  
2009 - 2018

Non-Residential Data  
from 2003 - 2018

TOD July 2019

## Transitway

- Blue / Green Line
- METRO Blue Line
- METRO Green Line
- METRO C Line
- METRO Orange Line
- Green Line Extension
- Blue Line Extension
- METRO D Line
- High Frequency Network
- Local Bus Route

# Metro Transit Public Property Database

## Downtown Minneapolis & UMN

### Legend

#### Existing Transitway Alignments

- Existing LRT Alignment
- Existing BRT Alignment
- Northstar Commuter Rail

#### Planned Transitway Alignments

- Planned LRT Alignment
- Planned BRT Alignment

#### Public Parcels - Metro CTUs

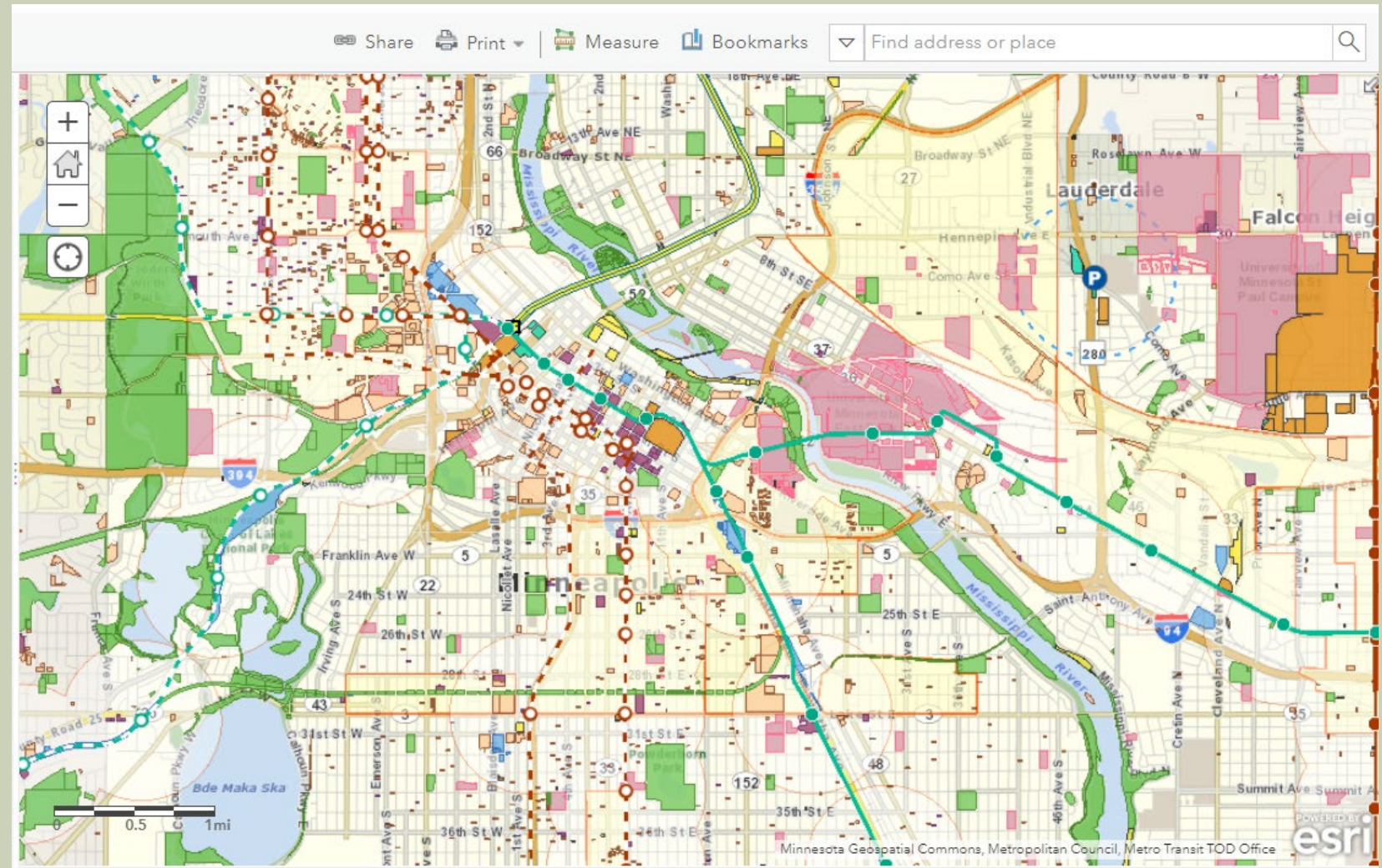
- County
- Municipal
- Educational
- State
- State - MnDOT
- Metropolitan Council
- Park/Watershed Dist
- Federal

#### Park And Ride Buffers

- Park & Ride Buffer

#### Transit Station Buffers

- Half Mile Station Buffers



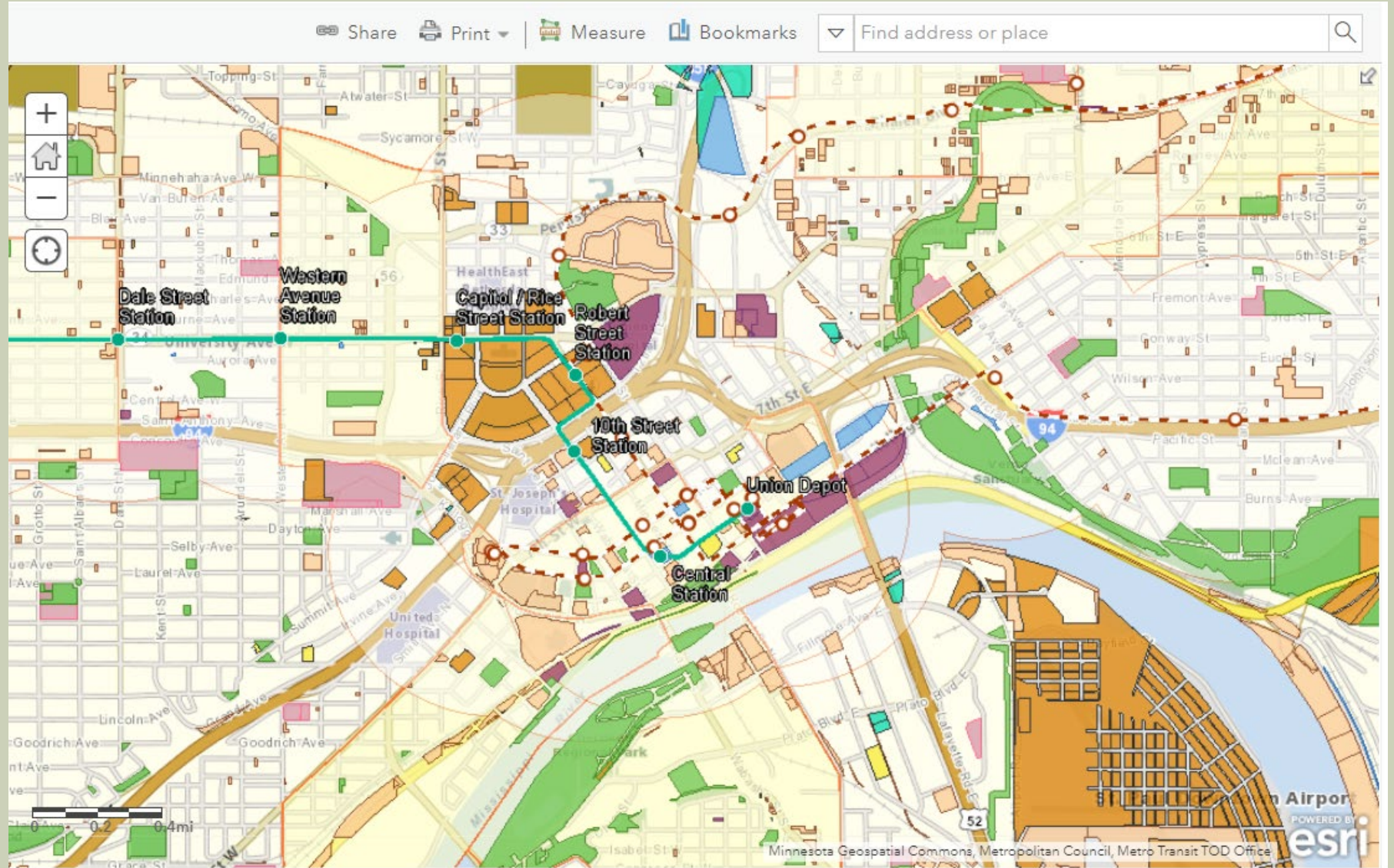
Public Property Online Database: [Twin Cities Region Public Properties](#)

# Public Property Database example

## Downtown Saint Paul

Legend

- Existing Transitway Alignments
  - Existing LRT Alignment
  - Existing BRT Alignment
  - Northstar Commuter Rail
- Planned Transitway Alignments
  - Planned LRT Alignment
  - Planned BRT Alignment
- Public Parcels - Metro CTUs
  - County
  - Municipal
  - Educational
  - State
  - State - MnDOT
  - Metropolitan Council
  - Park/Watershed Dist
  - Federal
- Park And Ride Buffers
  - Park & Ride Buffer
- Transit Station Buffers
  - Half Mile Station Buffers



Public Property Online Database: [Twin Cities Region Public Properties](#)

*NOT EVERYTHING THAT IS FACED CAN BE CHANGED,  
BUT NOTHING CAN BE CHANGED IF NOT FACED.*

- Does your transit agency or city **prioritize** or create **incentives** specifically for affordable housing or other community-serving uses on its surplus public land?
  - Reduced land costs
  - Priority points in RFP
  - Tax abatements





# BRINGING OAKLAND HOME

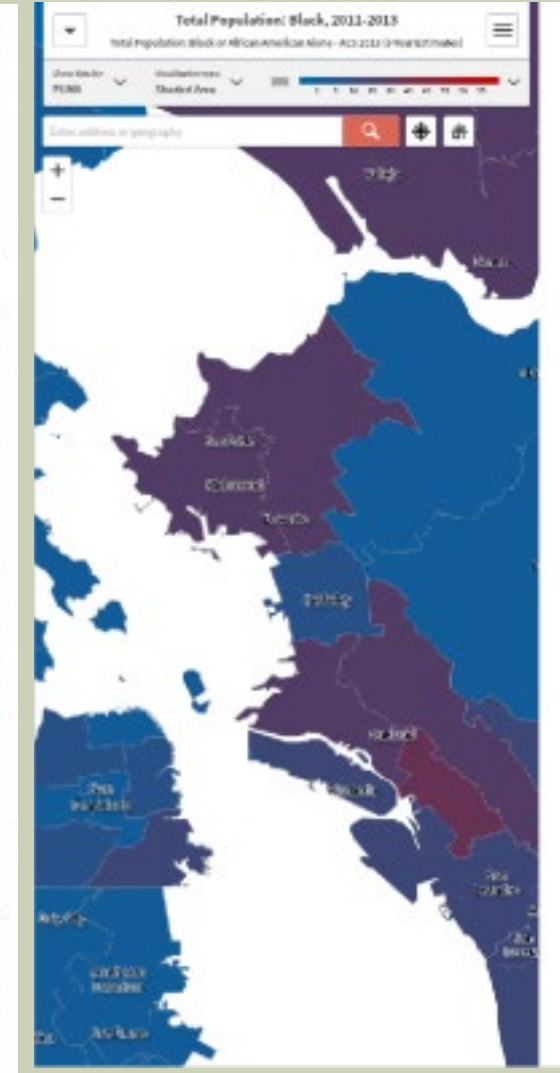
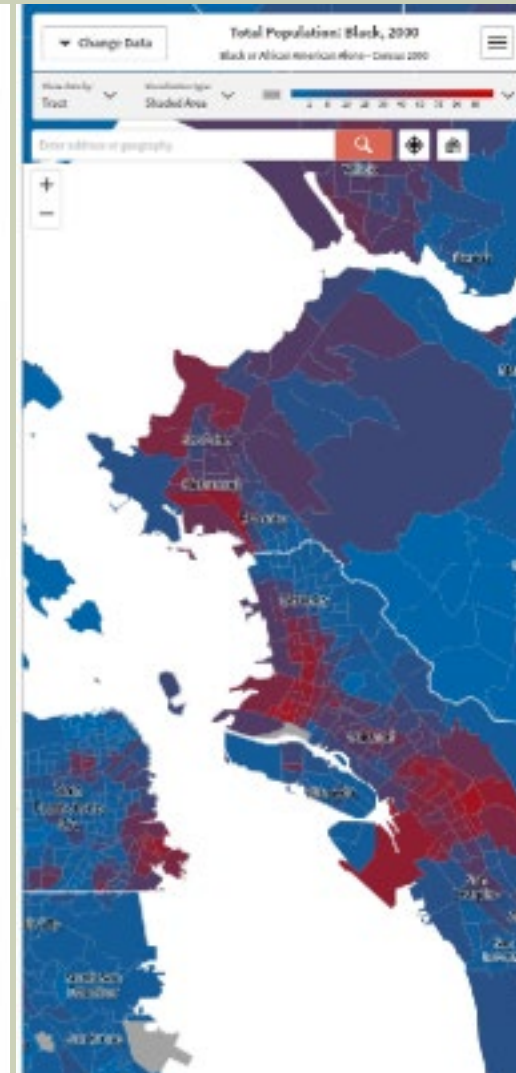
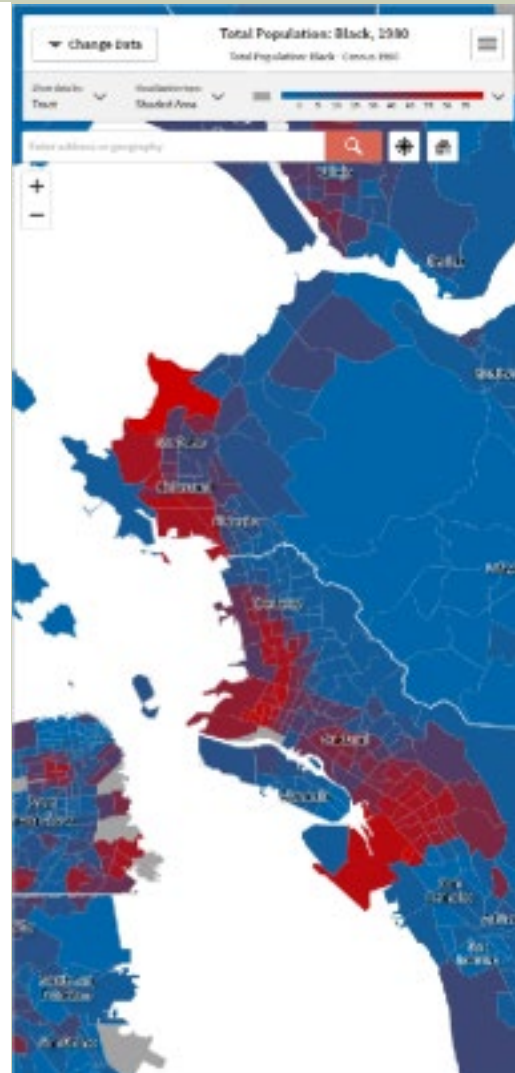
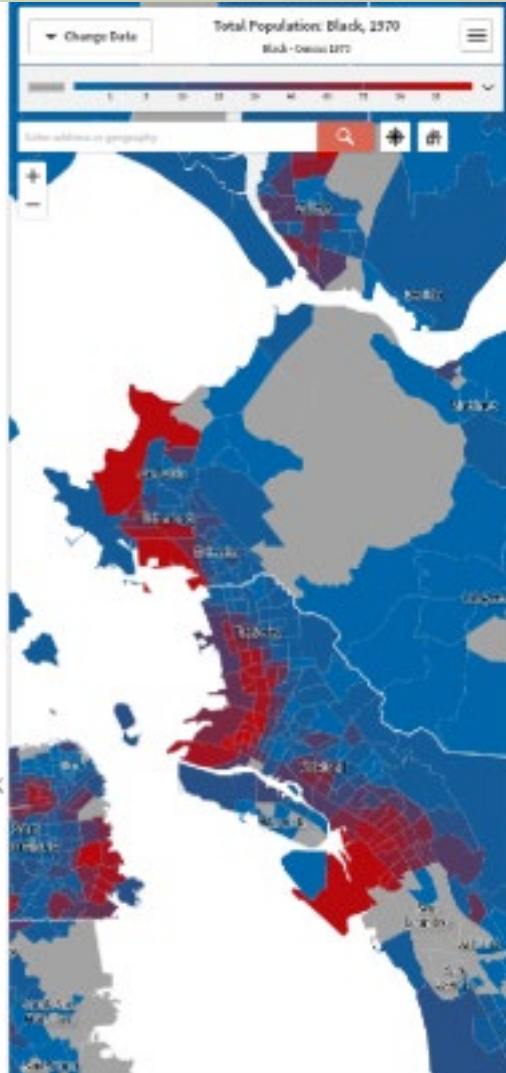
Creating a Public Land Policy To House Oaklanders



1970

This map shows shift in African American populations from 2000 to 2013. Click through the panels on the left to witness change.

As the Census and American Community Survey data reveals, the African American population has been steadily increasing in both San Francisco and Alameda County, while the general population increases. As evictions, foreclosures, rent increases, demolitions, development projects, and other forces of gentrification push out the African American community from the Bay Area, countless lives, networks, legacies, systems of social support, and cultural traditions are also lost.

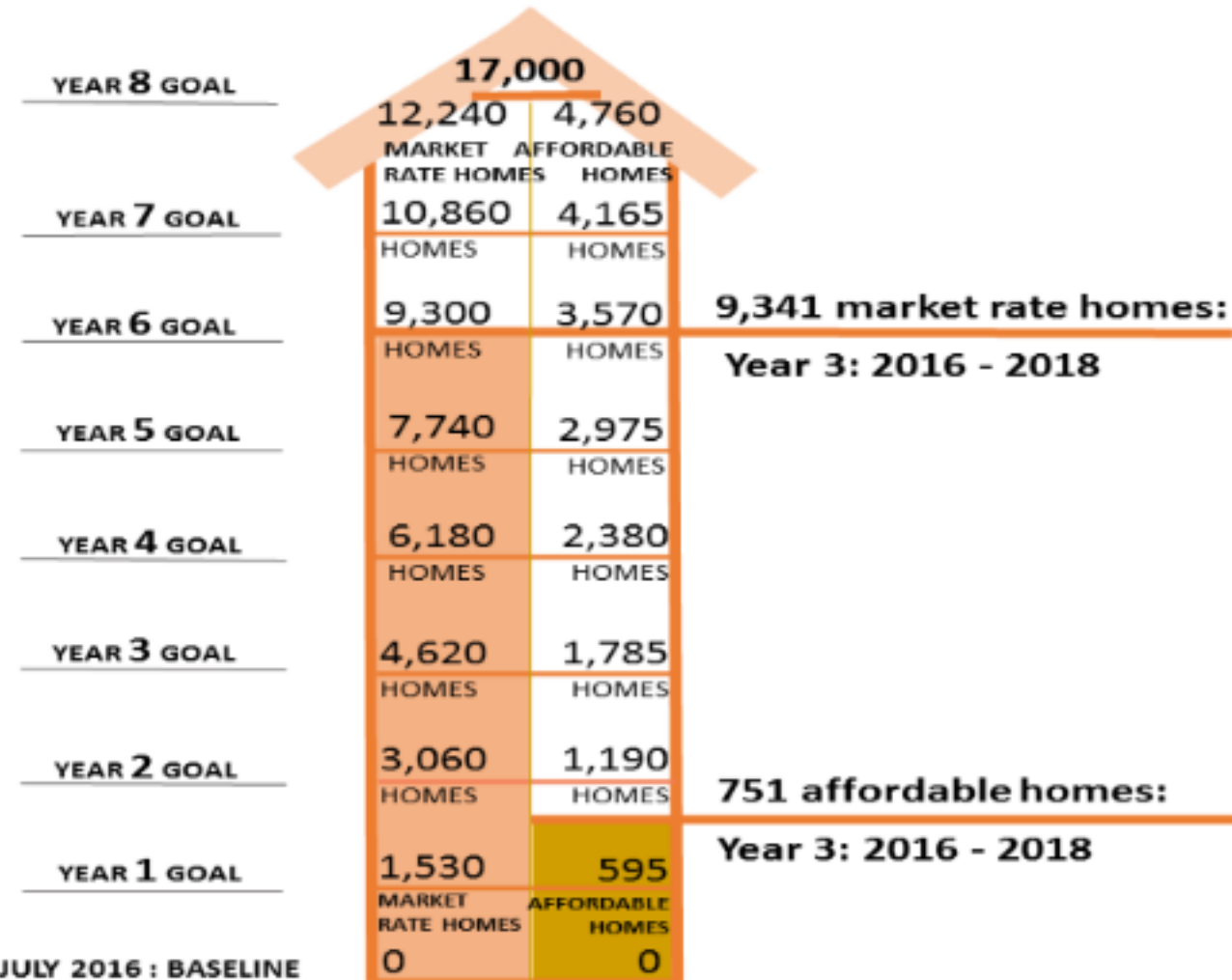


# DEMOGRAPHIC CONTEXT: AFRICAN AMERICANS

MORE INFO [HTTP://WWW.ANTIEVICTIONMAPPINGPROJECT.NET/BLACK.HTML](http://www.antievictionmappingproject.net/black.html)

# How Does Public Land Help Meet Oakland's Housing Goals?

How many homes have we PRODUCED so far?



- 4760 needed
- 751 produced
- 1730 in pipeline (inc density bonus units)

= 2279 + homes needed to meet goal

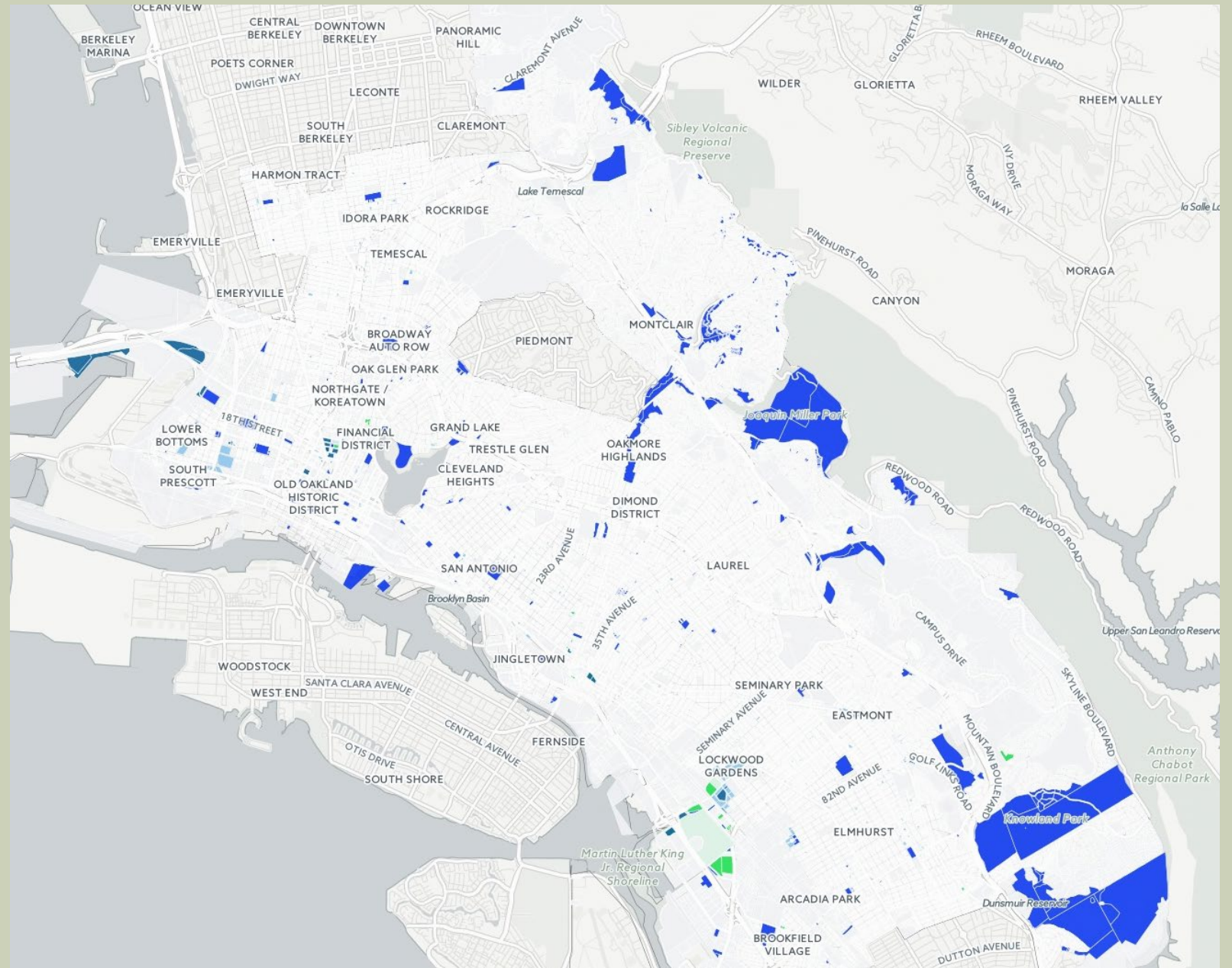
- xxxx + acq/rehab units
- xxxx on City's public land
- xxxx in future BART developments
- xxxx from opportunity zones
- xxx + pipelines

= 0 additional homes needed to meet goal

**28% AH of 17,000 TOTAL = 4760 affordable homes**

# City of Oakland Public Land –as of 2017

City Estimated Housing Production on City Property under Future Solicitation for Development City Staff Report 5/10/2016				
Project Name	Land Area	Zoning	Units Allowed	Potential Affordable Units @ 15%
These numbers correlate with the numbers on the map				
1. 1800 San Pablo Ave	44,347	CBD-X	493	74
2. 36 <sup>th</sup> & Foothill	34,164	RU-5	76	11
3. 10451 MacArthur	23,000	CN-3	51	8
4. 27 <sup>th</sup> & Foothill	22,581	RU-5	50	8
5. 66 <sup>th</sup> & San Leandro	274,428	IG	N/A	
6. Clara & Edes	26,311	RM-4	24	4
7. Hill Elmhurst	28,802	CN-3	64	10
8. Coliseum City	1,504,670	D-CO-2	4,000	600
9. Rotunda Garage Remainder	6,697	CBD-C	74	11
10. 8280 MacArthur	6,720	RU-4	15	2
11. 8296 MacArthur	6,000	RU-4	13	2
12. 73 <sup>rd</sup> & International	5,435	CC-2	20	3
13. Oak Knoll **	205,337	RH-3	17	17
14. Wood Street **	147,081	D-WS	267	267
15. Golf Link Rd/82 <sup>nd</sup> Ave/MacArthur **	41,072	RU-4	91	91



# MOVING TOWARDS AGREEMENT

## 100 Unit Building

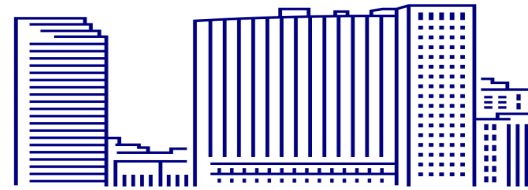
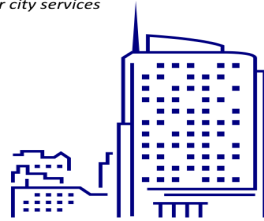
Cash Sale	
Affordable	0%
Land Value	\$3,269,357
Housing Impact Fee	\$ 2,200,000
30% of land price	\$ 980,807
<b>Cash for Housing Trust Fund</b>	<b>\$3,180,807</b>
Onsite Units	0
Trust Fund \$ Units	18
<b>Total BMR Units</b>	<b>18</b>

Plus \$2.3 million for other city services

Onsite Units	
Affordable	15%
Land Value	\$2,167,922
Housing Impact Fee	\$ -
30% of land price	\$ 650,377
<b>Cash for Housing Trust Fund</b>	<b>\$650,377</b>
Onsite Units	15
Trust Fund \$ Units	4
<b>Total BMR Units</b>	<b>19</b>

Plus \$1.5 million for other city services

Subdivided Site	
Affordable	0%
Land Value	-
Housing Impact Fee	\$ -
30% of land price	\$ -
<b>Cash for Housing Trust Fund</b>	<b>-\$510,592</b>
Onsite Units	35
Trust Fund \$ Units	0
<b>Total BMR Units</b>	<b>35</b>

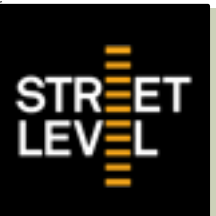


Onsite %  
Income Level 15%  
50% of AMI

LIHTC Local \$/Unit  
Share of Land \$ for Housing \$175,000  
30%

FALSE Charge Impact Fee on Market units  
Even with onsite affordable Units

35% Split between affordable and Market Rate Sites  
35 Minimum LIHTC Size



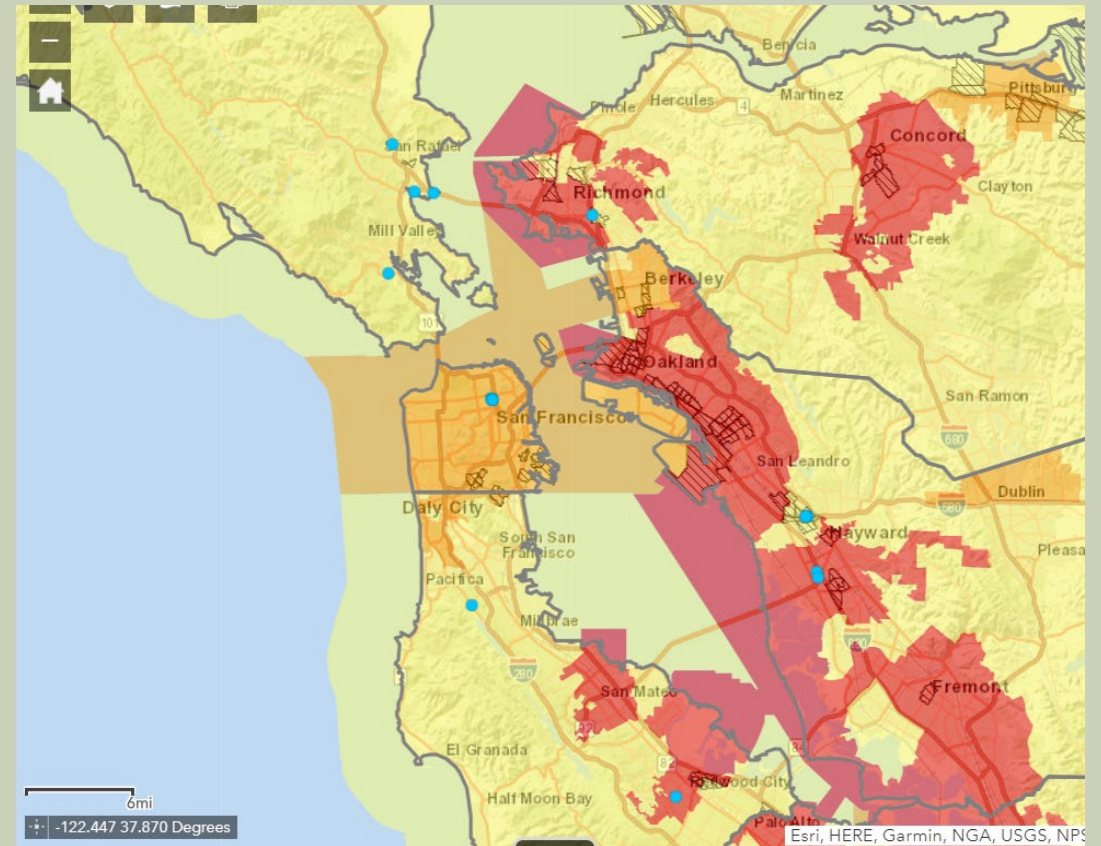
# CALIFORNIA'S APPROACH

- **California Surplus Land Act (1968):** Requires public agencies when selling or leasing surplus land to give first priority to affordable housing developers who will build the greatest number of affordable units at the deepest level of affordability
- **Update to the California Surplus Land Act (AB 1486):** Creates oversight and enforceability for the law addressing basic issues around what to declare “surplus,” how, and enforceability around the law.



# CALIFORNIA'S APPROACH

- **Governor's Executive Order on Surplus Land:** Requires state agencies to identify surplus land that they own that could be used for affordable housing and to issue RFP for those parcels (100+ identified so far)
- **AB 1486 implementation\*:** Online notices at the state level for all available Surplus Land from local agencies statewide



# FOR MORE INFORMATION

- **Public Benefit from Publicly Owned Parcels: Effective Practices in Affordable Housing Development** (Enterprise 2017)

<https://www.enterprisecommunity.org/resources/public-benefit-publicly-owned-parcels-19782>

- **Prioritizing Public Lands for Affordable Housing and other Public Benefits Model Ordinances & Best Practices** (MN Family Housing Fund and MZ Strategies 2018)

[https://www.fhfund.org/wp-content/uploads/2018/09/FHF\\_PublicLands\\_ModelPolicies.pdf](https://www.fhfund.org/wp-content/uploads/2018/09/FHF_PublicLands_ModelPolicies.pdf)

