

SOUTH FLORIDA'S HOUSING LINK COLLABORATIVE

An Equitable Housing Plan for the Florida East Coast Rail Corridor



Clark Stephens, Esq.

Corporate Counsel and Senior Planner
South Florida Community Land Trust
Clark@southfloridactl.org

Most Important Slide

We Won!!!



\$5 Million



To Put Towards Affordable Housing in South Florida

Big Big Thank You!

JPMORGAN CHASE & CO.

Second Most Important Slide – What Did We Win?

JP Morgan & Chase Co. Pro Neighborhoods Initiative (2 Grants)

1.) JPMC “Planning” Grant (\$100,000)



2.) JPMC “Capital” Grant (\$5,000,000)

South Florida Community Land Trust



South Florida's Housing Link Collaborative

The Collaborative

Lead CDFI

- Lead Lender of \$5,000,000
- Solar and energy retrofits



Solar and Energy Loan Fund

Community Land Trusts (CLT)

- Responsible for executive Equitable Plan
- Responsible for building the 300 units



Lending and Technical Expertise

- Will help us leverage \$5 mil to \$75 mil
- Provide technical expertise



Goal of the Collaborative

“Build affordable, sustainable, and resilient housing near transit.”

So Why Transit?

We all know why affordable, resilient, and sustainable, but why transit?

Surveyed Residents and #1 Response: “We want to be close to Transit”

REASONS

- **Lower Cost of Living**
 - *Ditch the car... which means no initial cost, gas, insurance, and maintenance.*
- **Job Opportunities**
 - *If you can hop on a train and travel 50 miles in 1 hr compared to 2-3 hrs by car that is a huge difference + you can work on the train + reduced stress...*
- **Educational Opportunities.**
 - *You can take classes at UM, FAU, FIU (downtown), etc... Also, the ability to reach more high schools, magnet schools, etc...*
- **TOD development tends to be smart growth**
 - You can walk to get everything you need.
 - Reduces time and cost to take care of necessities
 - There is a larger emphasis on community space rather than individual lots and separation of uses

Why the FEC?

So that's transit... why the FEC?

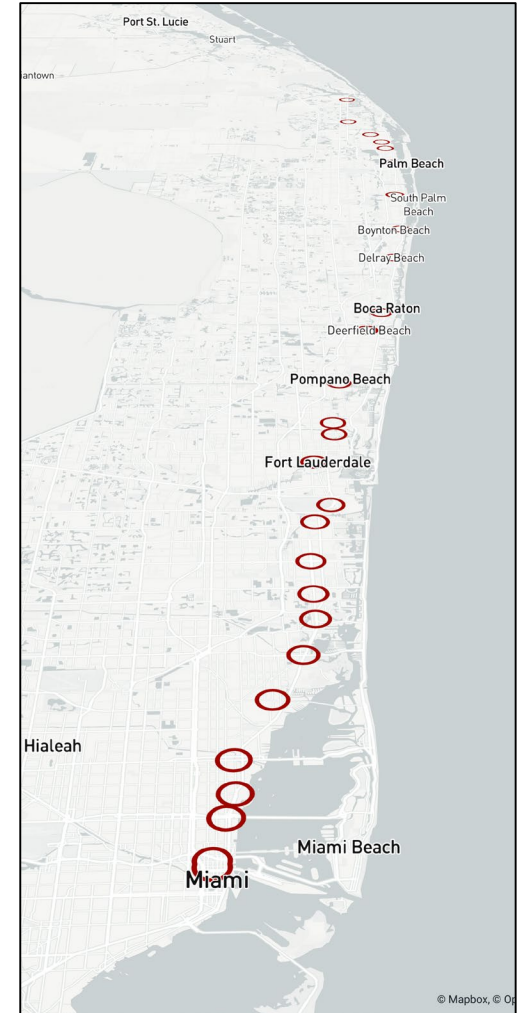
Reasons:

FEC runs through downtowns and thus:

- Connects more Jobs
- Connects more Educational Opportunities
- AND most importantly neighborhoods have an increased risk of gentrification.

Result: Let's focus along the FEC and proposed train stations

But there are 27 proposed stations... where to invest...



SOUTH FLORIDA'S HOUSING LINK

An Equitable Housing Plan for the Florida East Coast Rail Corridor



Clark Stephens, Esq.

Corporate Counsel and Senior Planner
South Florida Community Land Trust
Clark@southfloridactl.org

Stages of Analysis – Narrowing Down Options

STAGE 1: IDENTIFYING NEIGHBORHOODS

- Proximity to Transit
- Opportunity Zones
- Community Redevelopment Areas

STAGE 2: NEIGHBORHOOD RANKING

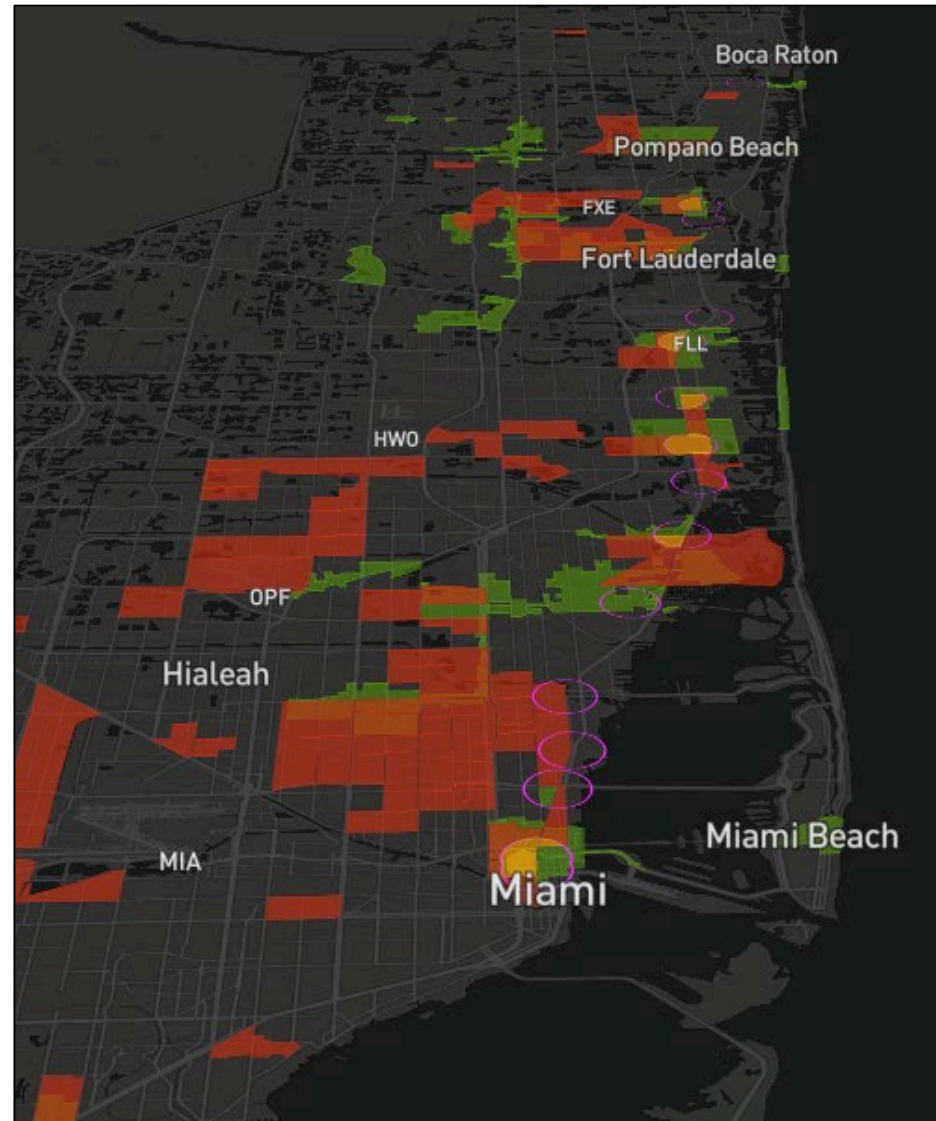
- TOD/TAD/Hybrid

STAGE 3: INVESTMENT ANALYSIS

- Vacant Property
- Naturally Occurring Affordable Housing

STAGE 4: ADDITIONAL MODELING

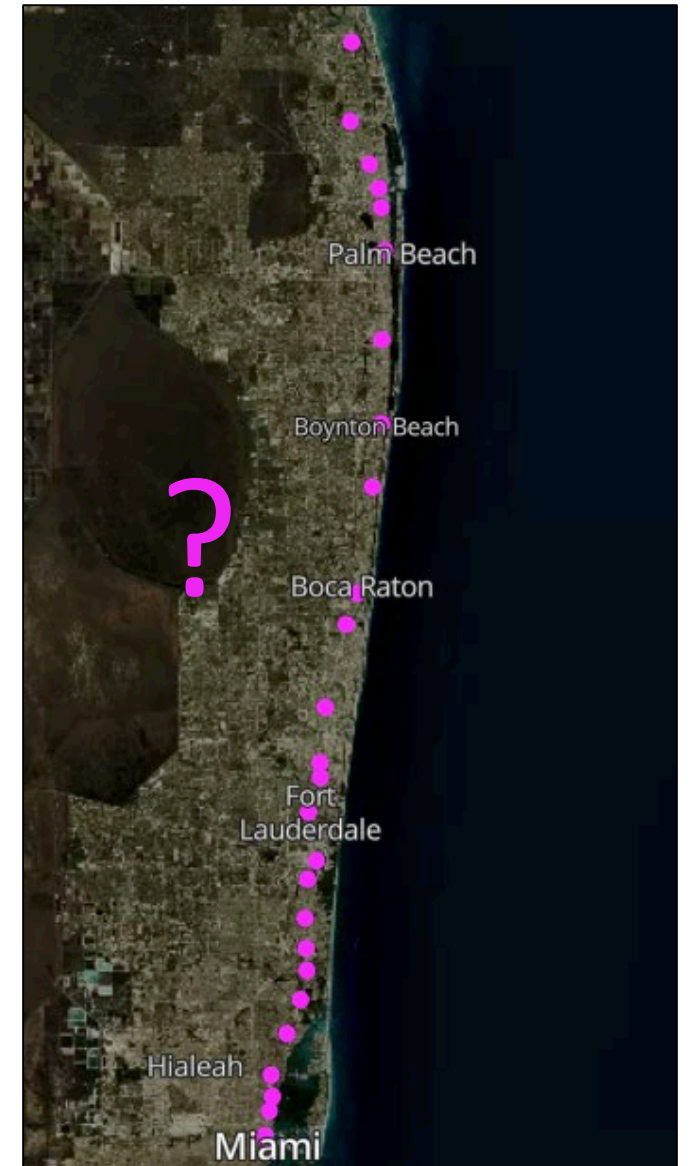
- Sea Level Rise/Flooding
- Zoning and Land Use Patterns
- Locations to Schools and Daycare
- Improvement to Land Ratio
- Etc...



STAGE 1: Identifying Neighborhoods

STAGE 1: Identifying Neighborhoods

1. Proximity to Transit
2. Opportunity Zones
3. Community Redevelopment Areas



1.) Proximity to Transit

FILTER: .5 Miles of Proposed Tri-Rail Coastal Link or Existing Brightline Stations

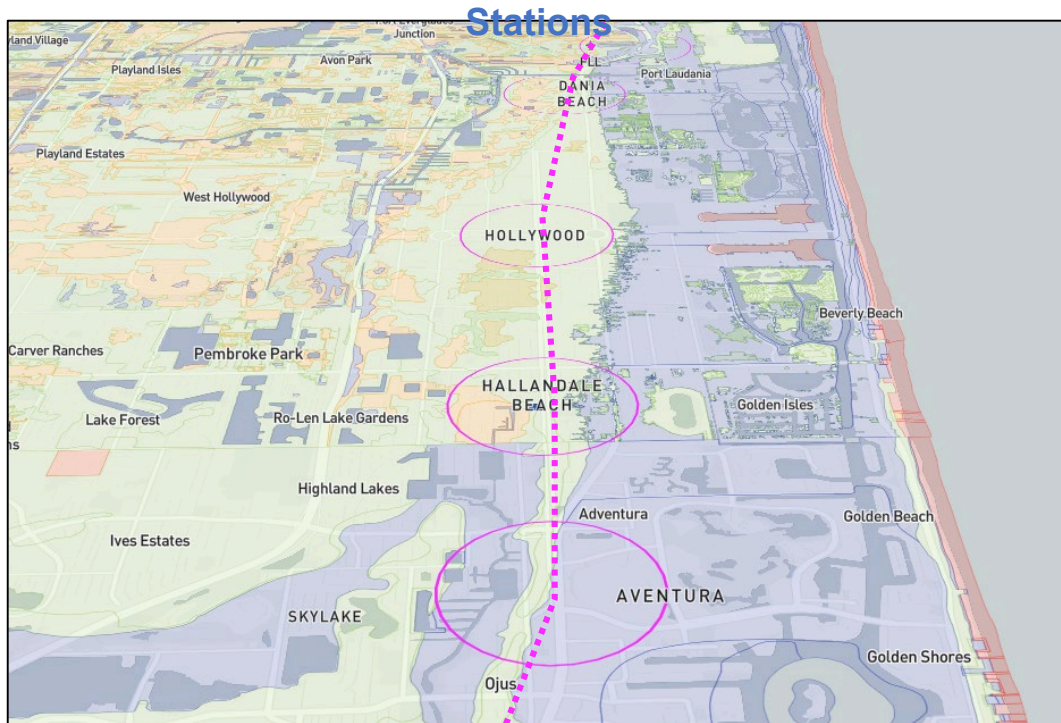
RATIONALE

- Transit stations provide access to jobs, education, and resources (increasing opportunity).
- .5 Miles is considered “walkable” by planners (TODs)
- Potential to reduce the cost of living (no vehicle)

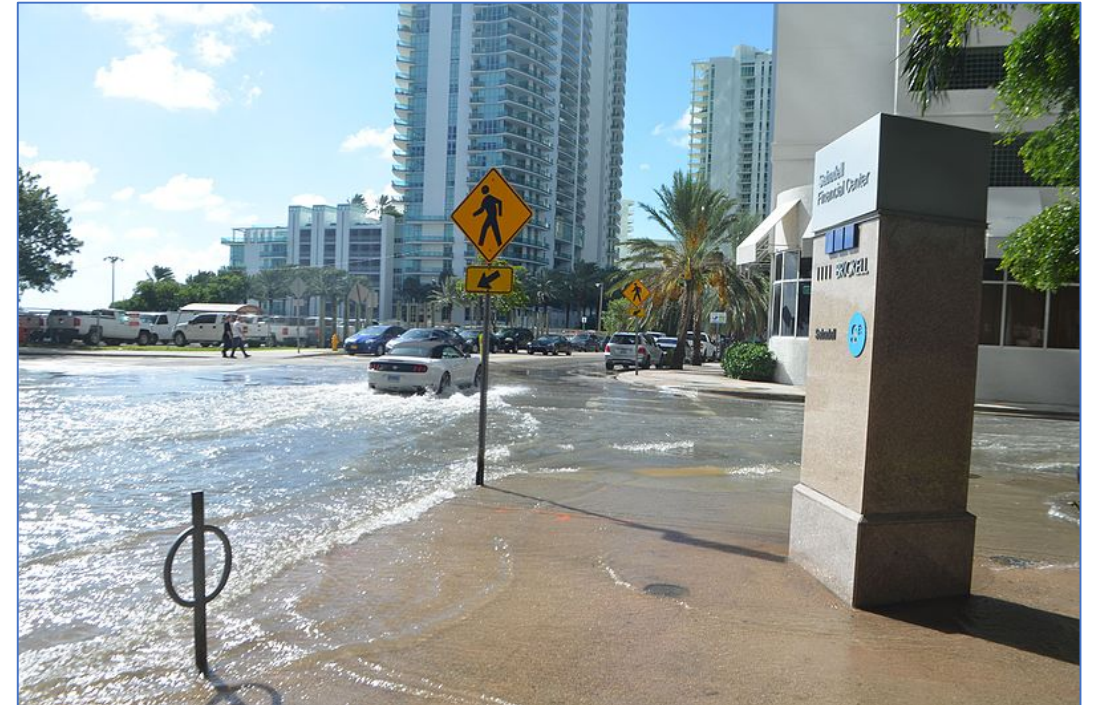


Proximity to Transit – Additional Benefit – Higher Ground

Cross Section of FEMA Flood Map and Coastal Link



Extreme Tide in Downtown Miami



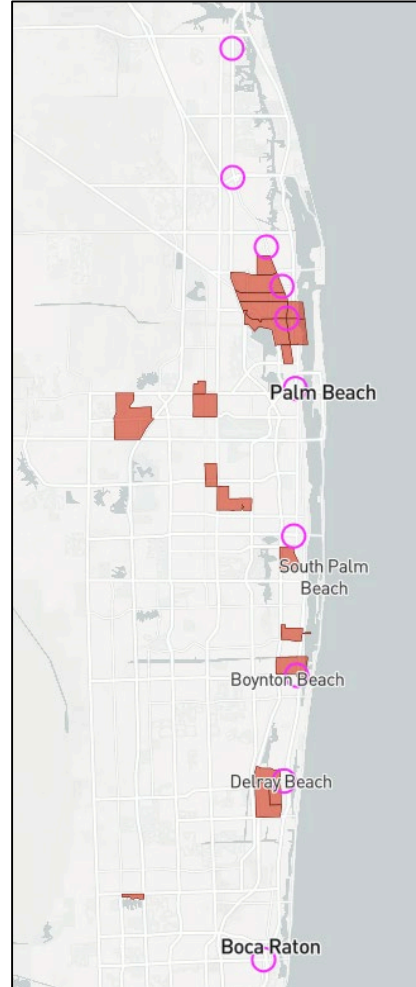
2.) Opportunity Zones

FILTER: Within Opportunity Zones

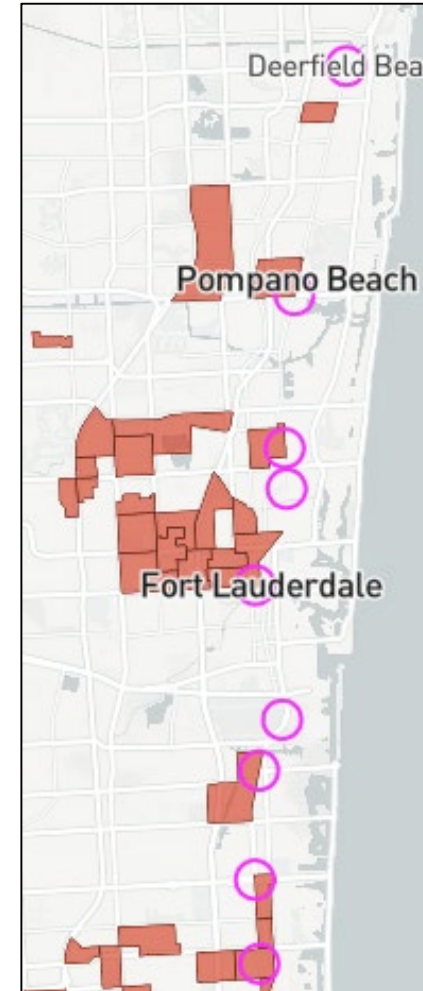
RATIONALE:

- Access to additional investment (OZ Funds)
- Potential for rapid gentrification
- White House Council Priority (Grants)

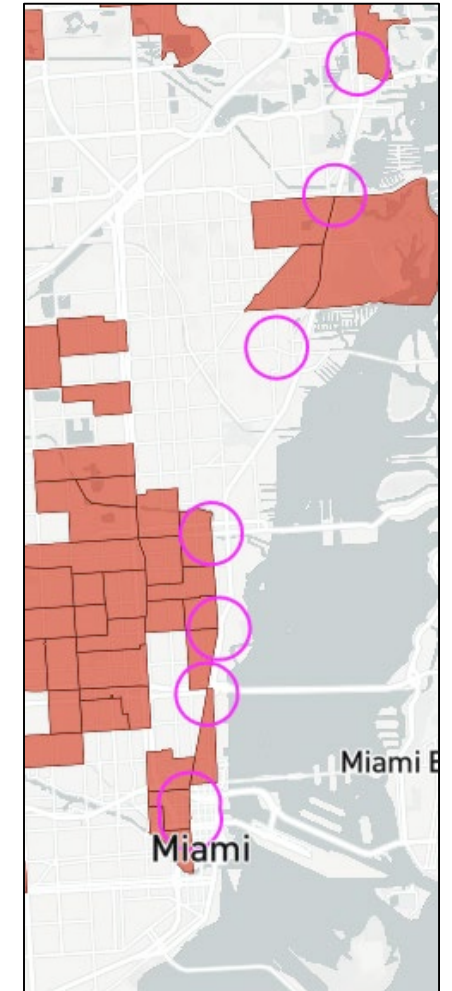
Palm Beach County



Broward County



Miami-Dade County



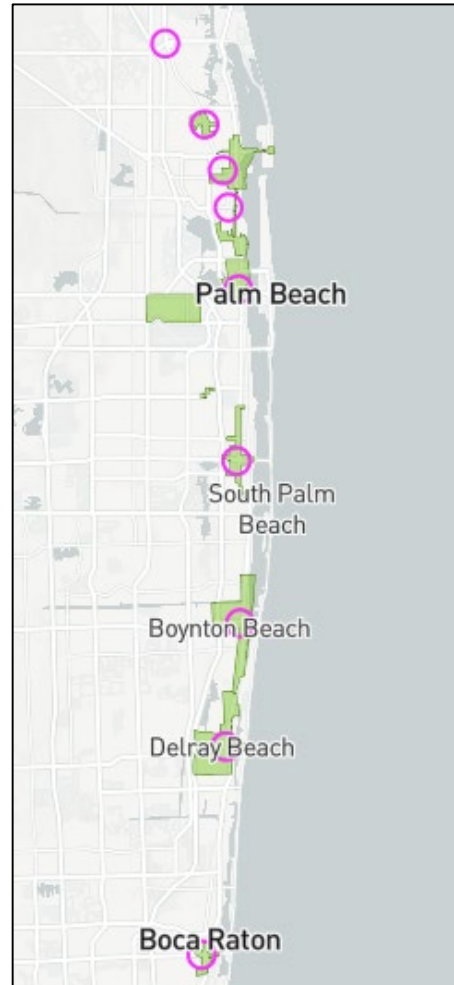
3.) Community Redevelopment Areas

FILTER: Within Community Redevelopment Area

RATIONALE

- Access to additional investment stream (CRA)
- Opportunity to partner with entity that is already working in the area
- CRAs have plans in place. Not reinventing the wheel.
- CRAs have dedicated revenue source improving infrastructure in neighborhood.

Palm Beach County



Broward County

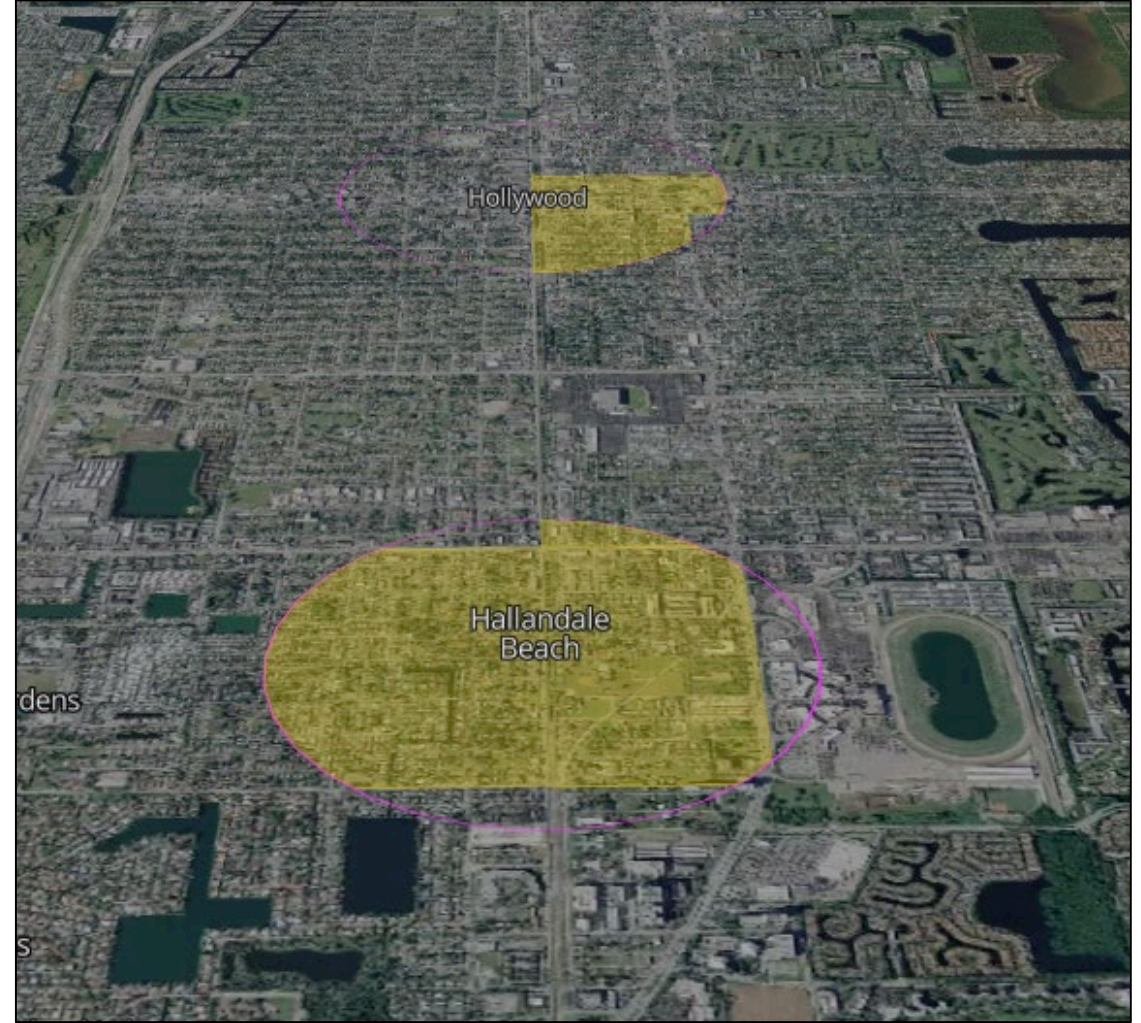
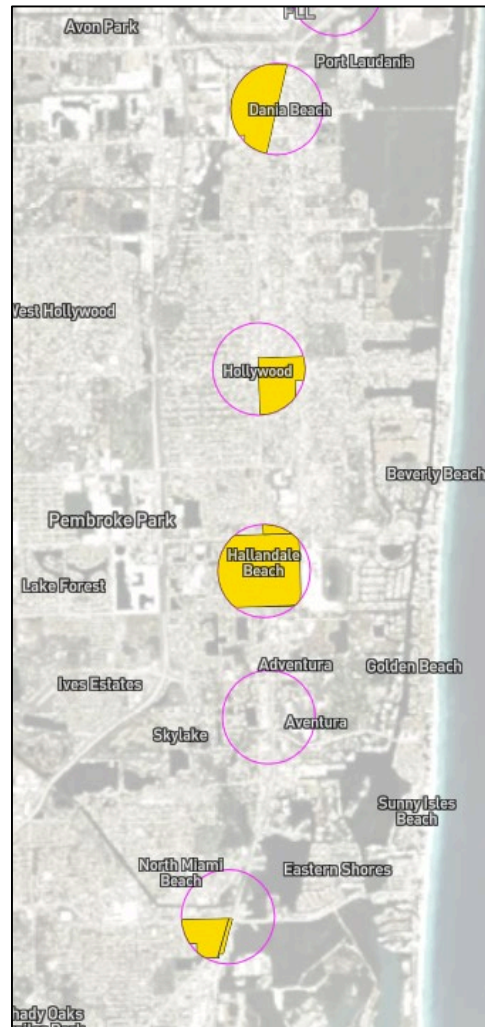
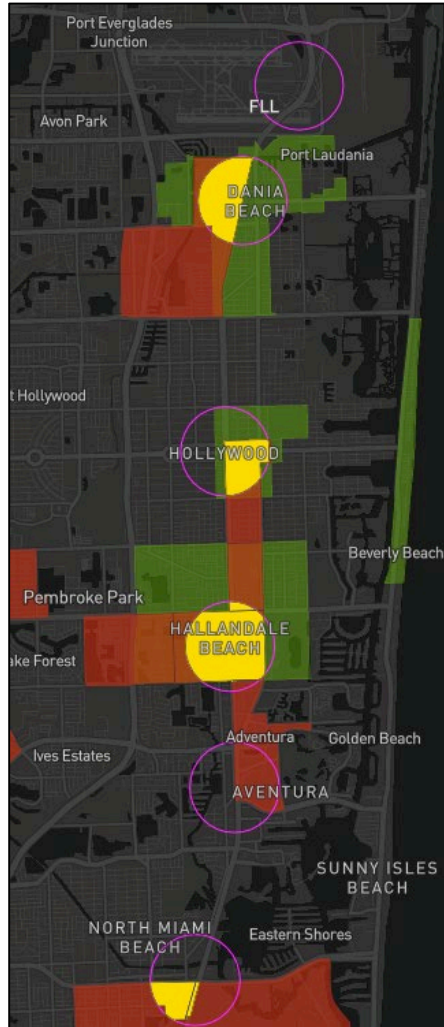


Miami-Dade County



STAGE 1: Results

RESULTS: .5 Mile of Transit Station + OZ + CRA



STAGE1: Results

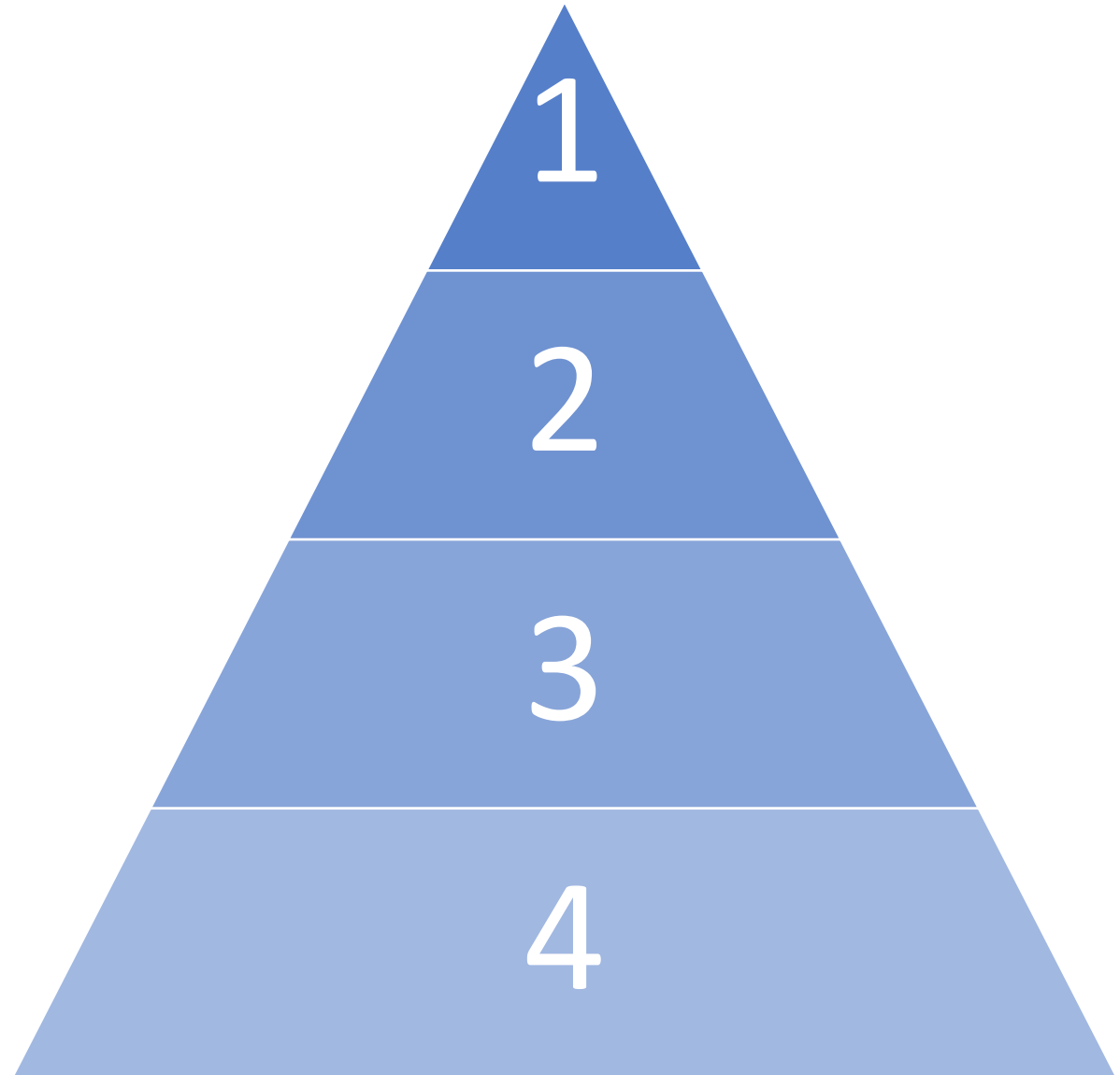
RESULTS: .5 Mile of Transit Station + OZ + CRA

#	Station	City	County	OZ & CRA
1	Miami Govt + Overtown	Miami	Miami-Dade	Y
2	North Miami Beach	North Miami Beach	Miami-Dade	Y
3	Hollywood	Hollywood	Broward	Y
4	Fort Lauderdale	Fort Lauderdale	Broward	Y
5	Hallandale Beach	Hallandale	Broward	Y
6	Dania Beach	Dania Beach	Broward	Y
7	Oakland Park	Oakland Park	Broward	Y
8	Pompano Beach	Pompano Beach	Broward	Y
9	Boynton Beach	Boynton Beach	Palm Beach	Y
10	Delray Beach	Delray Beach	Palm Beach	Y
11	45th St - St. Marys	West Palm Beach	Palm Beach	Y
12	Riviera Beach	Riviera Beach	Palm Beach	Y
	West Palm Beach	West Palm Beach	Palm Beach	N
	Lake Worth Downtown	Lake Worth	Palm Beach	N
	Boca Raton	Boca Raton	Palm Beach	N
	79th Street	Miami	Miami-Dade	N
	Midtown (Design District)	Miami	Miami-Dade	N
	Upper East Side	Miami	Miami-Dade	N
	Wilton Manors	Wilton Manors	Broward	N
	Aventura	Aventura	Miami-Dade	N
	North Miami	North Miami	Miami-Dade	N
	Downtown Deerfield	Deerfield Beach	Broward	N
	Lake Park	Lake Park	Palm Beach	N
	Jupiter	Jupiter	Palm Beach	N
	Palm Beach Gardens	Palm Beach Gardens	Palm Beach	N
	FLL Airport	Port Everglades	Broward	N

Stage 2: Neighborhood Ranking

STAGE 2: RANKING

- TOD / TAD / Hybrid



Stage 2: TOD/TAD/Hybrid

TOD Style Development



- Pedestrian Oriented
- Access to Transit
- Mix of Uses
- Medium to High Density

Sprawl Style Development (TAD)



- Vehicle Oriented
- Limited Mass Transit Options
- Separation of Uses
- Single-Family and Low Density

Hybrid



- Components of Both

Stage 2: Results

Tier 1 = .5 miles + OZ + CRA + TOD

Tier 2 = .5 miles + OZ + CRA + Hybrid

Tier 3 = .5 miles + OZ + CRA + TAD

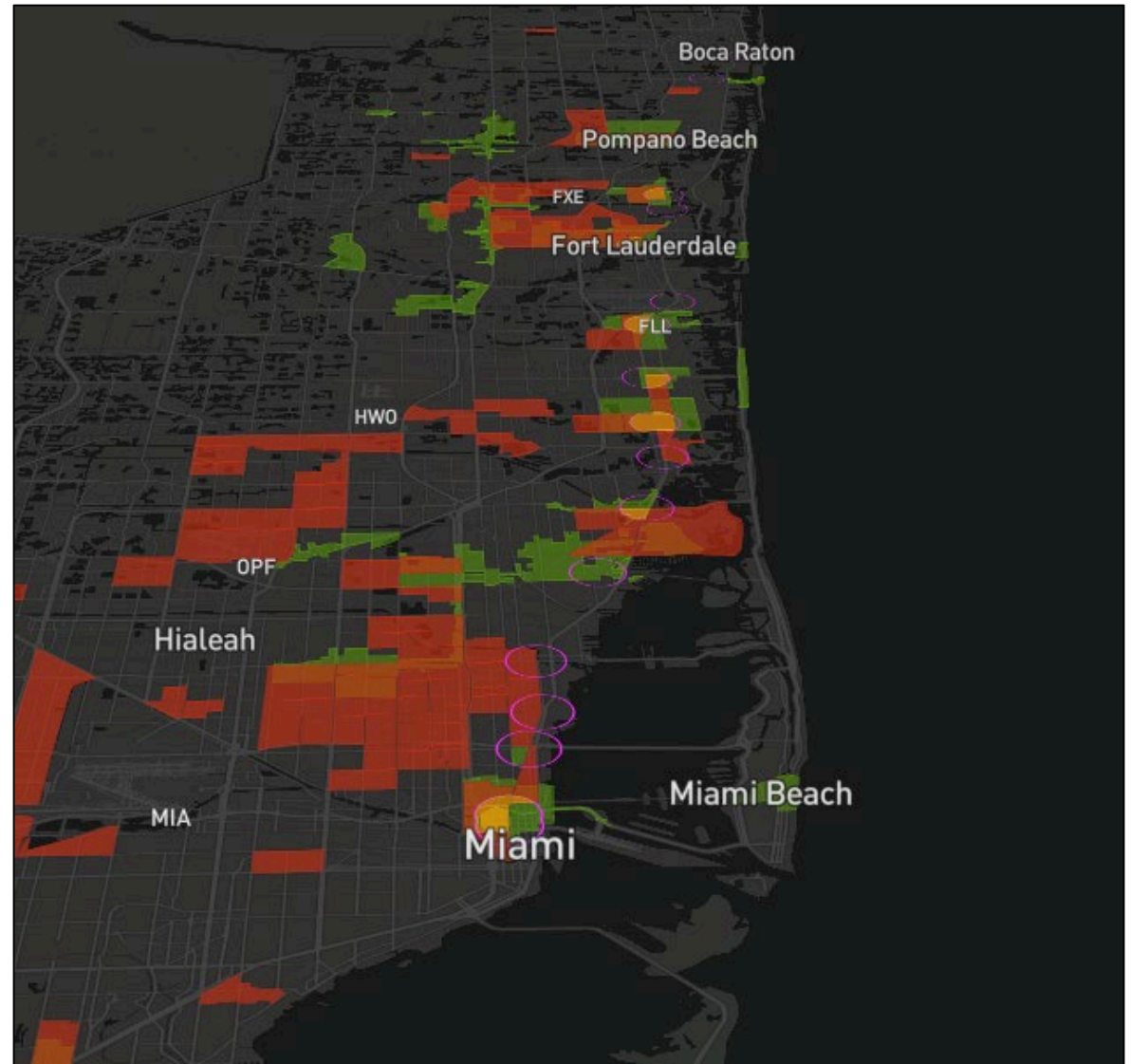
Tier 4 = .5 miles (not in an OZ and CRA)

Tier	Station	City	County	OZ & CRA	Cat	Walkscore
1	Miami Govt + Overtown	Miami	Miami-Dade	Y	TOD	97
1	Hollywood	Hollywood	Broward	Y	TOD	95
1	Fort Lauderdale	Fort Lauderdale	Broward	Y	TOD	91
2	Delray Beach	Delray Beach	Palm Beach	Y	Hybrid	87
2	North Miami Beach	North Miami Beach	Miami-Dade	Y	Hybrid	87
2	Dania Beach	Dania Beach	Broward	Y	Hybrid	80
2	Oakland Park	Oakland Park	Broward	Y	Hybrid	79
2	Pompano Beach	Pompano Beach	Broward	Y	Hybrid	78
2	Boynton Beach	Boynton Beach	Palm Beach	Y	Hybrid	77
2	Hallandale Beach	Hallandale	Broward	Y	Hybrid	72
3	45th St - St. Marys	West Palm Beach	Palm Beach	Y	TAD	58
3	Riviera Beach	Riviera Beach	Palm Beach	Y	TAD	49
4	West Palm Beach	West Palm Beach	Palm Beach	N	TOD	96
4	Lake Worth Downtown	Lake Worth	Palm Beach	N	Hybrid	93
4	Boca Raton	Boca Raton	Palm Beach	N	Hybrid	93
4	79th Street	Miami	Miami-Dade	N	Hybrid	91
4	Midtown (Design District)	Miami	Miami-Dade	N	Hybrid	89
4	Upper East Side	Miami	Miami-Dade	N	Hybrid	88
4	Wilton Manors	Wilton Manors	Broward	N	TOD	81
4	Aventura	Aventura	Miami-Dade	N	Hybrid	79
4	North Miami	North Miami	Miami-Dade	N	Hybrid	77
4	Downtown Deerfield	Deerfield Beach	Broward	N	Hybrid	75
4	Lake Park	Lake Park	Palm Beach	N	Hybrid	71
4	Jupiter	Jupiter	Palm Beach	N	TAD	59
4	Palm Beach Gardens	Palm Beach Gardens	Palm Beach	N	TAD	46
4	FLL Airport	Port Everglades	Broward	N	NA	0

Stage 3: Investment Analysis

STAGE 3: INVESTMENT ANALYSIS

- Vacant Property
- Naturally Occurring Affordable Housing



Stage 3: Investment Analysis

Vacant



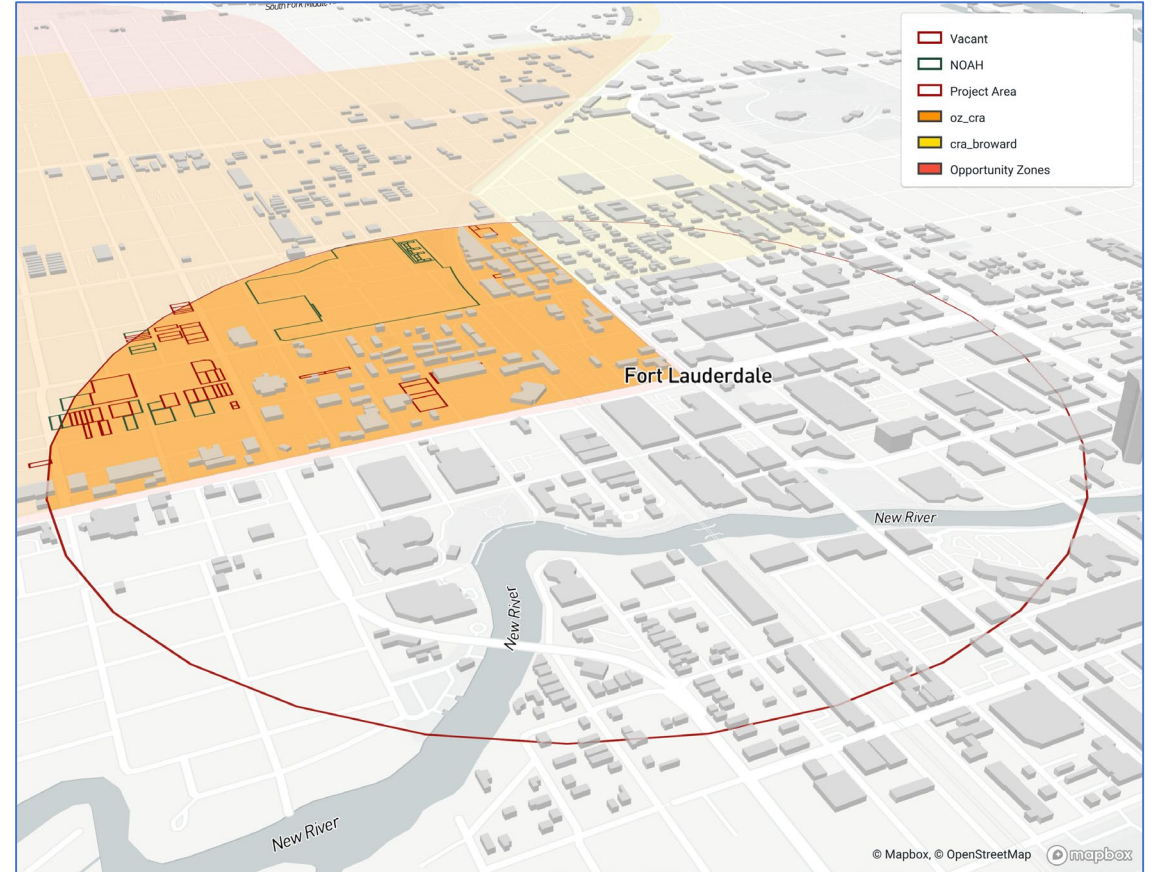
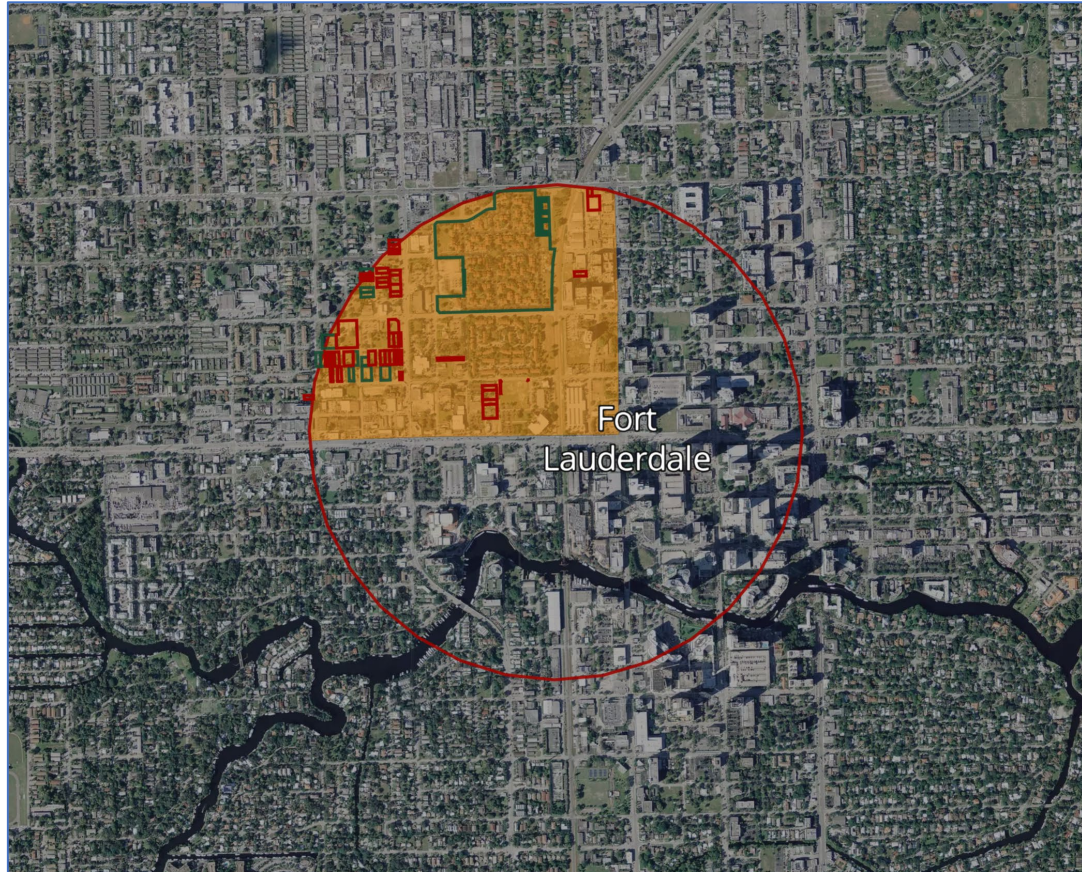
- Underutilized property.
- Many vacant parcels are owned by the government.

NOAH



- Older multi-family buildings.
- Targets for private market teardowns or rehabs.
- Existing source of affordable housing that should be preserved and not lost.

Parcel Analysis



Stage 3: Investment Analysis

Tier	Station	Parcels	Vacant	NOAH	Vacant + NOAH
1	Miami Govt + Overtown	720	208	99	307
1	Hollywood Station	568	19	153	172
1	Fort Lauderdale Station	446	48	27	75
2	Delray Beach Station	493	27	33	60
2	North Miami Beach Station	134	2	60	62
2	Dania Beach Station	885	137	136	273
2	Oakland Park Station	777	13	157	170
2	Pompano Beach Station	464	81	57	138
2	Boynton Beach Station	504	52	35	87
2	Hallandale Beach Station	1,562	92	474	566
3	45th St - St. Marys Station	108	8	10	18
3	Riviera Beach Station	440	64	59	123

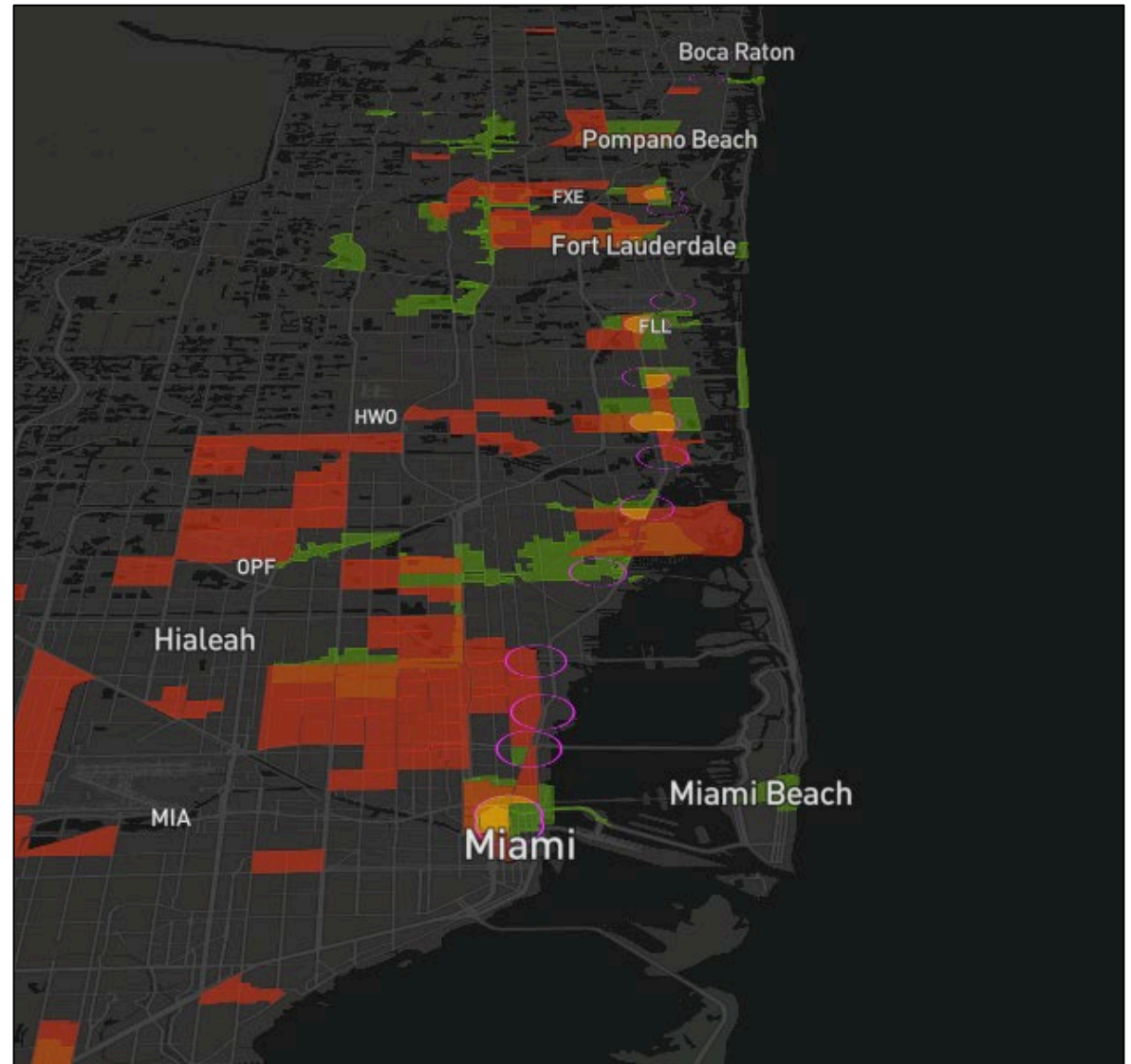
Tier	Parcels	Vacant	NOAH	V+NOAH	%
Tier 1	1,734	275	279	554	32%
Tier 2	4,819	404	952	1,356	28%
Tier 3	548	72	69	141	26%
Total	7,101	751	1,300	2,051	29%

Stage 4: Additional Modeling

How do we find the **BEST** opportunities?

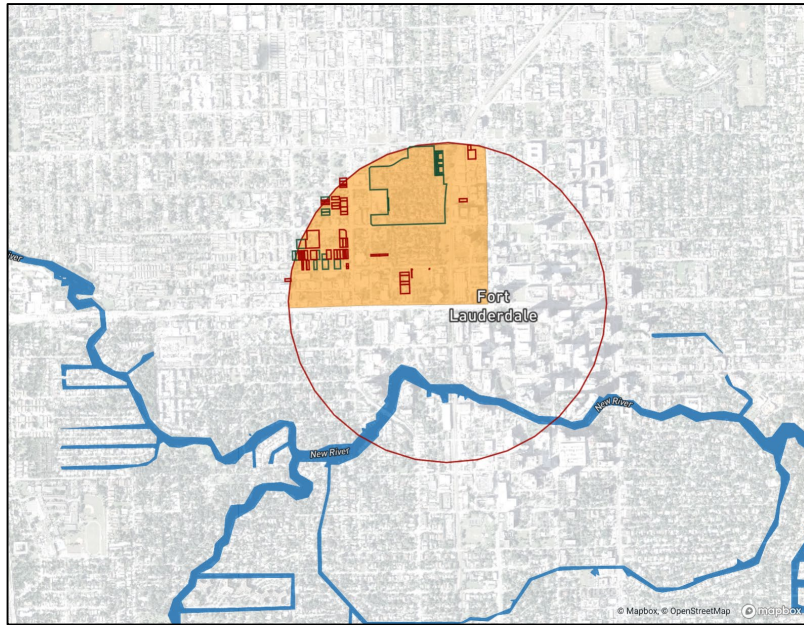
STAGE 4: ADDITIONAL MODELING

- Sea Level Rise/Flooding
- Zoning and Land Use Patterns
- Locations to Schools and Daycare
- Etc...

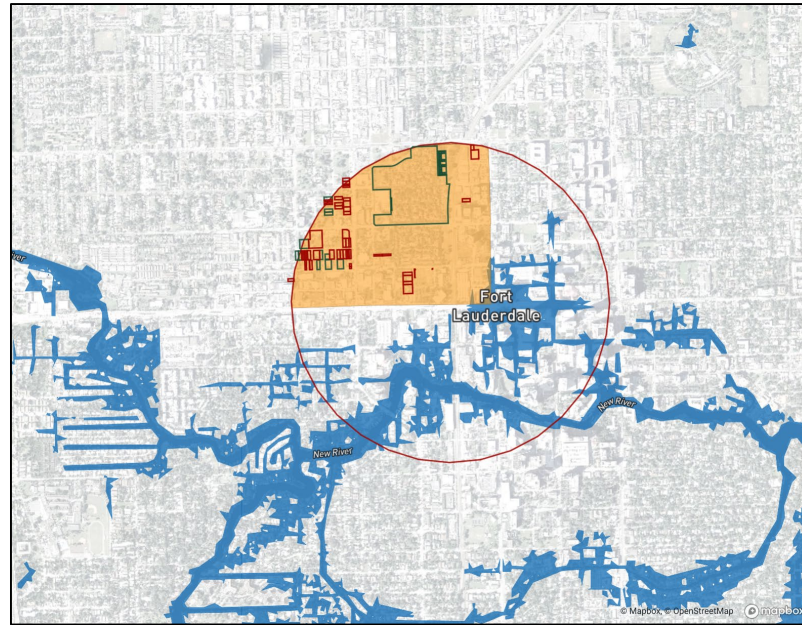


Flooding

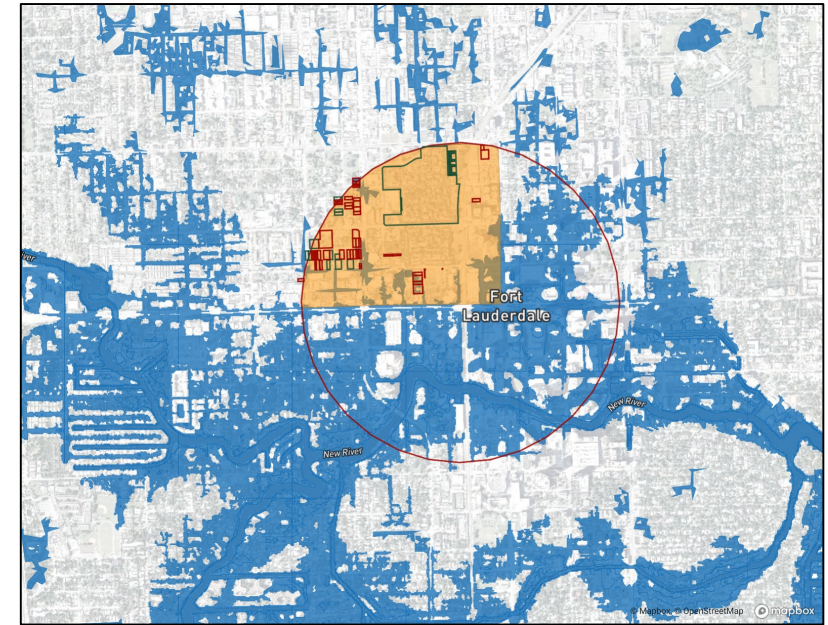
SEA LEVEL RISE 1'



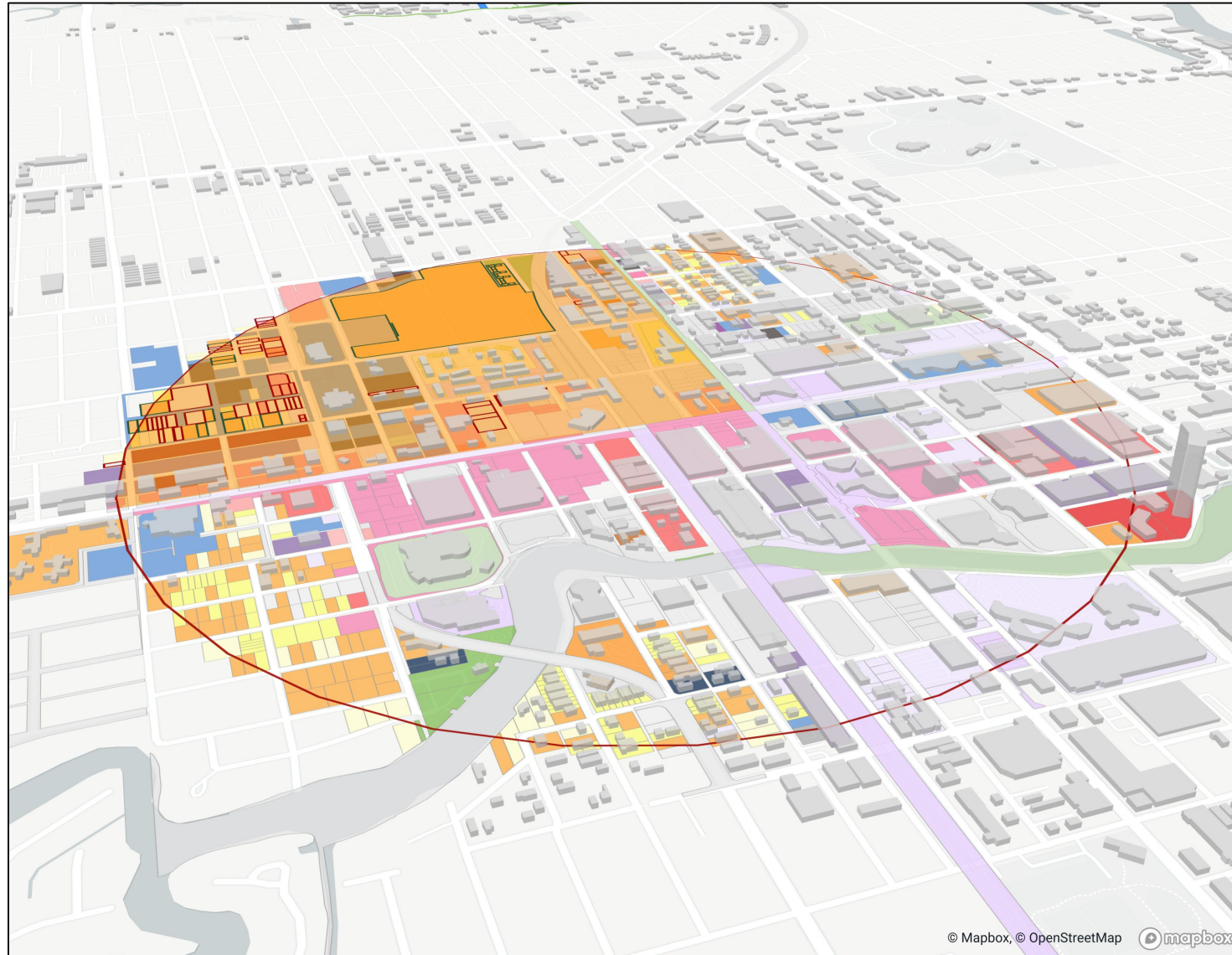
SEA LEVEL RISE 3'



SEA LEVEL RISE 4'



Land Use Patterns



Final Thoughts



Call to Action

- **Surplus / Underutilized Property**
“Public Property for Public Good”
- **The Collaborative has the resources to make this happen**
- **CLT model is forever (no flipping after 30 years)**

Questions?

Our Study

5 Major Components

- .5 Miles of Proposed Transit Station
- Opportunity Zones
- Community Redevelopment Areas
- TOD Neighborhoods
- Vacant and NOAH Property

