



Senior Housing

*Affordable Housing Summit Pace
University Land Use Law Center*

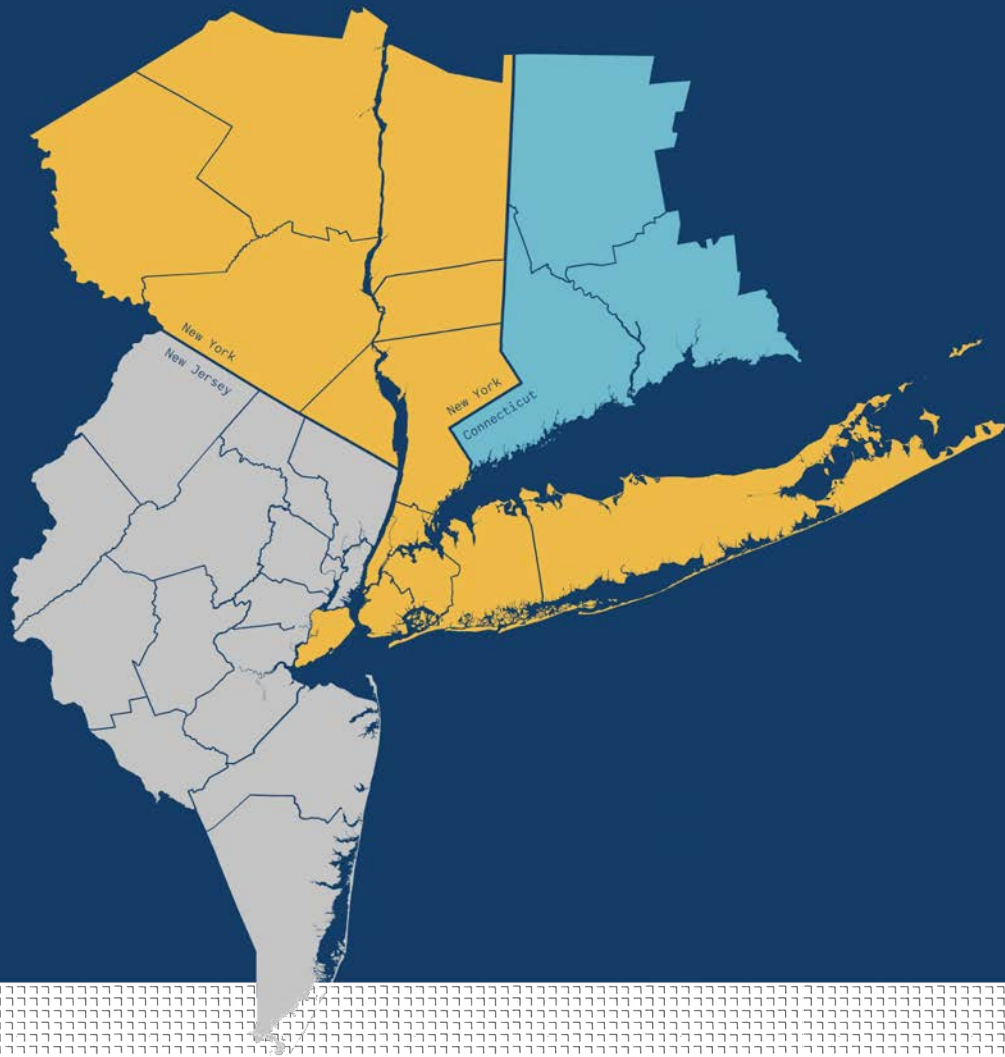
May 12, 2022
Marcel Negret, Senior Planner
Regional Plan Association

**RPA is a
non-profit
research,
planning,
and advocacy
organization.**

We are dedicated to
improving the New
York metropolitan
region's economic
health, environmental
sustainability, and
quality of life.



Our region



REGION AT A GLANCE

3

States

31

Counties

782

Municipalities

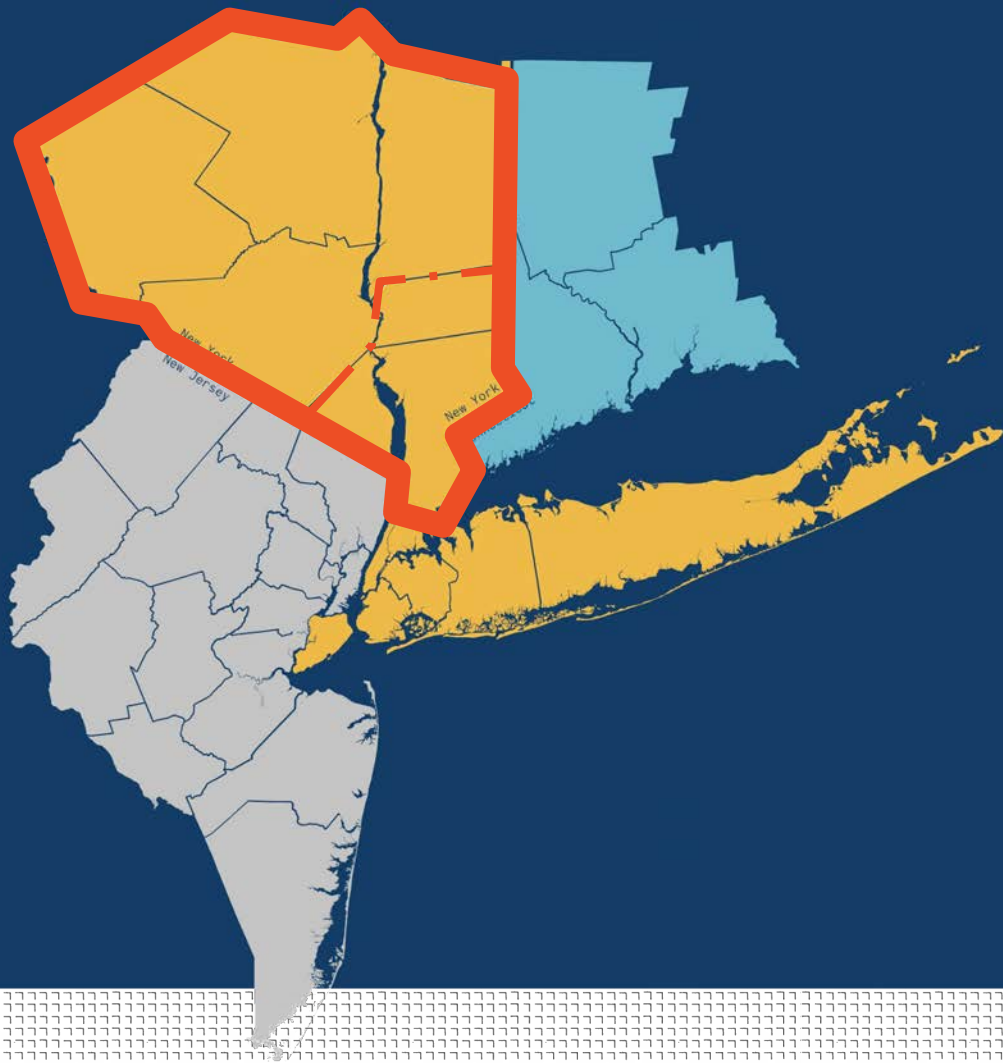
23 million

Residents

13 thousand

Square Miles

Our region



REGION AT A GLANCE

3

States

31

Counties

782

Municipalities

23 million

Residents

13 thousand

Square Miles



Transportation



**Housing &
Neighborhood
Planning**



Our work



**Energy &
Environment**



Governance

PLAN TO DEVELOP CITY AND ENVIRONS

Six Sector Chiefs Will Study Problem Affecting Area in 50-Mile Radius.

NO GOVERNMENT CHANGES

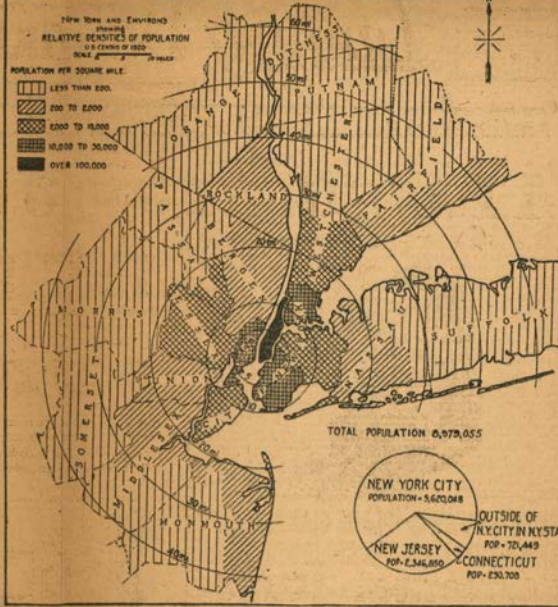
Housing, Transportation and Industrial Distribution Among the Subjects of Inquiry.

A definite start toward a constructive plan for the development of the metropolitan area within a radius of fifty miles from Battery Park, Manhattan, has been made by the Committee on the Plan of New York and Its Environs by the division of the environs of the city into six sectors and the assignment of an expert to make a study of each sector and submit a joint report, announcement of which was made last week.

It was explained yesterday at the offices of the committee, 180 East Twenty-second Street, that the plan did not contemplate any change in the structure of government of the various cities and other political units in the territory under consideration, but that the committee's intention was to try to bring about development through the cooperation of the various communities instead of permitting growth to come in haphazard fashion.

Men to Survey Six Sectors.
In this particular study the congested center of New York City will not be considered. The sectors into which the outlying territory has been divided and the man named to make the survey of each follow:

1. Nassau and Suffolk Counties and the underdeveloped portion of Queens. Survey to be in charge of Frederick Law Olmsted of Olmsted Brothers, landscape architects. Mr. Olmsted has been associated with many city planning projects during the last thirty years.
2. Area north of the city and east of the Hudson River, including Westchester County and parts of Putnam County, New York, and Fairfield County, Connecticut. Survey in charge of Thomas Adams of Adams & Thompson, New York and London, lecturer on civic design at the Massachusetts Institute of Technology and town planning adviser to the Canadian Government.
3. Area west of the Hudson, comprising parts of Rockland and Orange counties, New York, and part of Bergen County, New Jersey.
4. Area south of the Hudson, comprising parts of Putnam and Dutchess Counties and the village of John Nolen, landscape architect of Cambridge, Mass.
5. Passaic County and parts of Bergen, Morris, Essex, and Essex and Warren counties and parts of Orange and



the possible uses of land, the densities of population in the different sectors, and the problem of deconcentration. The general question of regional zoning and the distribution of industries, business and residences will be considered, with indications of probable future tendencies and dangers. As voter fraud congestion of population in one of the things most sought by the committee, questions relating to deconcentration with observations regarding the location of new industrial areas and business and social centers will receive considerable attention in the survey.

The surveys will also include observations concerning the present methods of land development and housing conditions and on building development generally, and will in addition include observations on the desirability of control by cities or subdivisions outside their jurisdiction.

handling tend were also poor, and those coming to pier were subjected to the adverse harbor conditions for the delivery of four tons.

Albert Landon, sport conductor of the New York Evening Chronicle, here for the last four weeks, sailed with Mrs. Conna for England, where he will remain only two weeks, going then to Rome. Mr. Conna said he would return here by next Christmas.

Among others who had been in New York, Frederick Kenyon, Director of the British Museum, who had been in the United States for the last four weeks as the guest of the American Classical League; Colonel T. S. Robertson-Altkam, captain of the British Cycling team which has been competing with the leading teams in Canada and the United States; and with him Major Anny, another member of the team; and A. Pottar Jr., Vice President of the Geostary Trust Company; Charles D. Alexander, Miss Violet Wilder, daughter of General Wilder, on her way to London to attend her sister's wedding; and twelve members of the Japanese silk mission.

Among others who were in persons aboard of their passage in the Colito.

To take the place of A. C. Burfoot, a Vice President of the International Chamber of Commerce who has been detained here, Lucian I. Thomas, a director of the Standard Oil Company of New York, was a passenger on the Landlord the first day. The ship sailed yesterday for Plymouth, Cherbourg and Liverpool. Mr. Thomas will attend the convention in Rome this month.

Others on the Landlord were August Dodge, son of Cleveland H. Dodge, who came back to the work at Princeton of the American University at Beirut, Syria, after obtaining supplies here during the last four weeks; T. H. Hamilton, traffic manager of the Pennsylvania Railroad at Chicago; and Frank J. Murphy, Baltimore publisher. The Landlord also took out ten missionaries of the Memorial Church on their way to Beirut in the Belgian Congo.

The party, which is to be three weeks in Japan, is headed by Miss Alma E. Doering and includes Miss Merna Webb, Miss Louise H. Hatcher, Miss Thomas Gustafson, Jr. and Mrs. Henry Wood, Miss M. and Mrs. Ray Valentine and Mr. and Mrs. Henry Lightfoot.

Among the prominent passengers on the new Holland-American liner Valdemar, which sailed yesterday, were Harold Warburg and Mrs. Warburg, and Master Stuyvesant Warburg, William M. Hare and Mrs. Hare, Representative James D. Jerome of Montclair, C. Edward Poulton and Mrs. Poulton and Miss Ida R. Poulton, Edward P. R. Vail, Mrs. Vail, Miss Elizabeth Vail, P. C. Hiers, Miss Blinn, both Bethpage, and Miss Katharine Scher Bethpage of the Metropolitan Opera Company; Mrs. Lillian W. Hartley, Mrs. Rose E. Condon, W. L. Telford, C. Otto Nelson, Mrs. Joseph Willford, Mrs. J. B. van Dine and E. C. Carier.

The Memorial Church of the United States Lane from Brown, Philadelphia will sail for London this morning. The Harling is carrying a heavy number of large orders for a radio from Captain Greening.

Three other liners are scheduled to sail about the President Harding, among them Kurei Matsubara Japanese Ambassador to Germany; the Haru, Commander in the Japanese Navy; and M. Nakayama, representative of the Japanese Imperial Household.

Other passengers are: A. Lowenthal, Vice President of the William Park Company; Dr. E. E. Duesler, London; Dr. W. W. D. Duesler of the American Embassy at London; F. J. Grandfather, American Naval Attaché at London; and Mrs. Washington Colonel Charles B. Fenton, Washington.

The survey of the Washington has been advanced from March 8 to March 10 in order to attend the meeting of the Fifth Pan American Conference, which is to be held in Havana, Cuba, on March 25, and arrive at their destination in

Our History

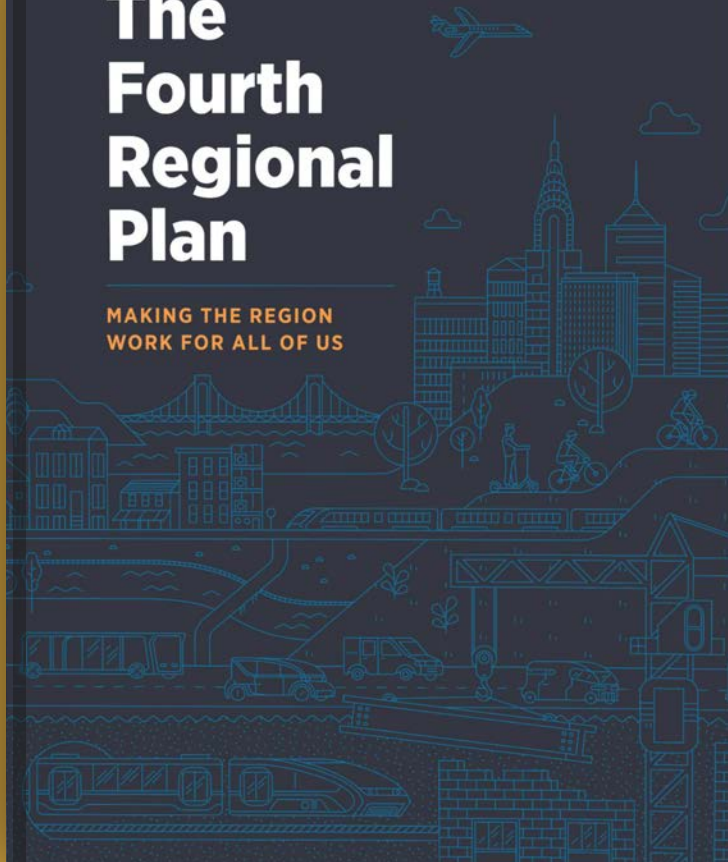
Since 1922, Regional Plan Association has prepared long-range plans for the tri-state region.

UU
Depu
Harr
Cu
NEW
"I V
by V
Asph
of wh
social
Comm
In cha
In cha
cially
contro
It is
chaun
ghow
aloug
is the
who p
one o
zoos
says
The
cently
from
street
signal
Dr. H
his o
to an
he be
meting
"An
le not
prowh
the th
couin
Of our
all sin
per on
both p
Conde
"The
doubt
the de
of our
all sin
per on
both p
Conde
"The
doubt
the de
of our
all sin
per on
both p
Conde



The Fourth Regional Plan

MAKING THE REGION
WORK FOR ALL OF US

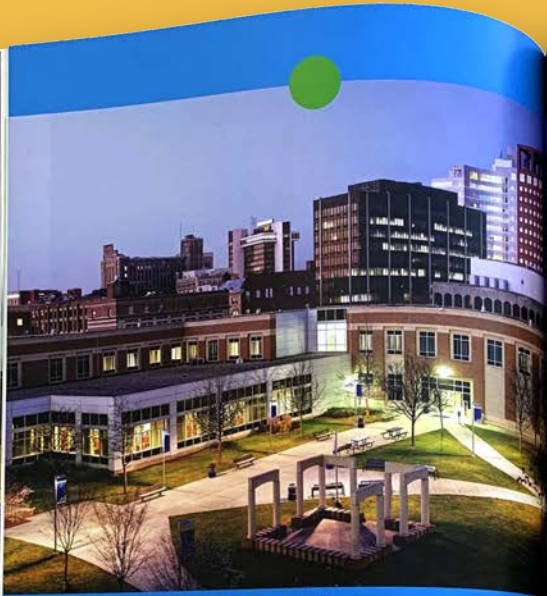


The Fourth Regional Plan

Making the Region Work
For All of Us



Released in 2017



266 Provide affordable housing for all incomes, ages, races, and ethnicities

267 Expand access to more well-paying jobs

268 Support healthy and livable communities

Make the region affordable for everyone

Wherever they choose to live in the region, people seek many of the same things: an affordable home, a good job within commuting distance, safe streets, a healthy environment, and good schools. Yet rising housing costs and stagnant incomes are making these qualities increasingly hard to find in one place. More and more, residents must make difficult decisions between an affordable home and a good school, a better job or a safe environment; a community they value or one from which they may get displaced.

We need complete communities that are healthy, welcoming, and enjoyable places to live—as well as affordable. Constructing more new homes, especially near transit stations, is only the first step to make the housing market more stable and affordable. We should also make sure all neighborhoods include homes that are affordable for low-income households, and that fair housing regulations are enforced. We must also encourage diversified job growth in cities and downtowns throughout the region, while maintaining New York City's position as a leading global city and economic powerhouse that offers opportunities for all.

Fourth Plan Values

- Equity
- Health
- Prosperity
- Sustainability

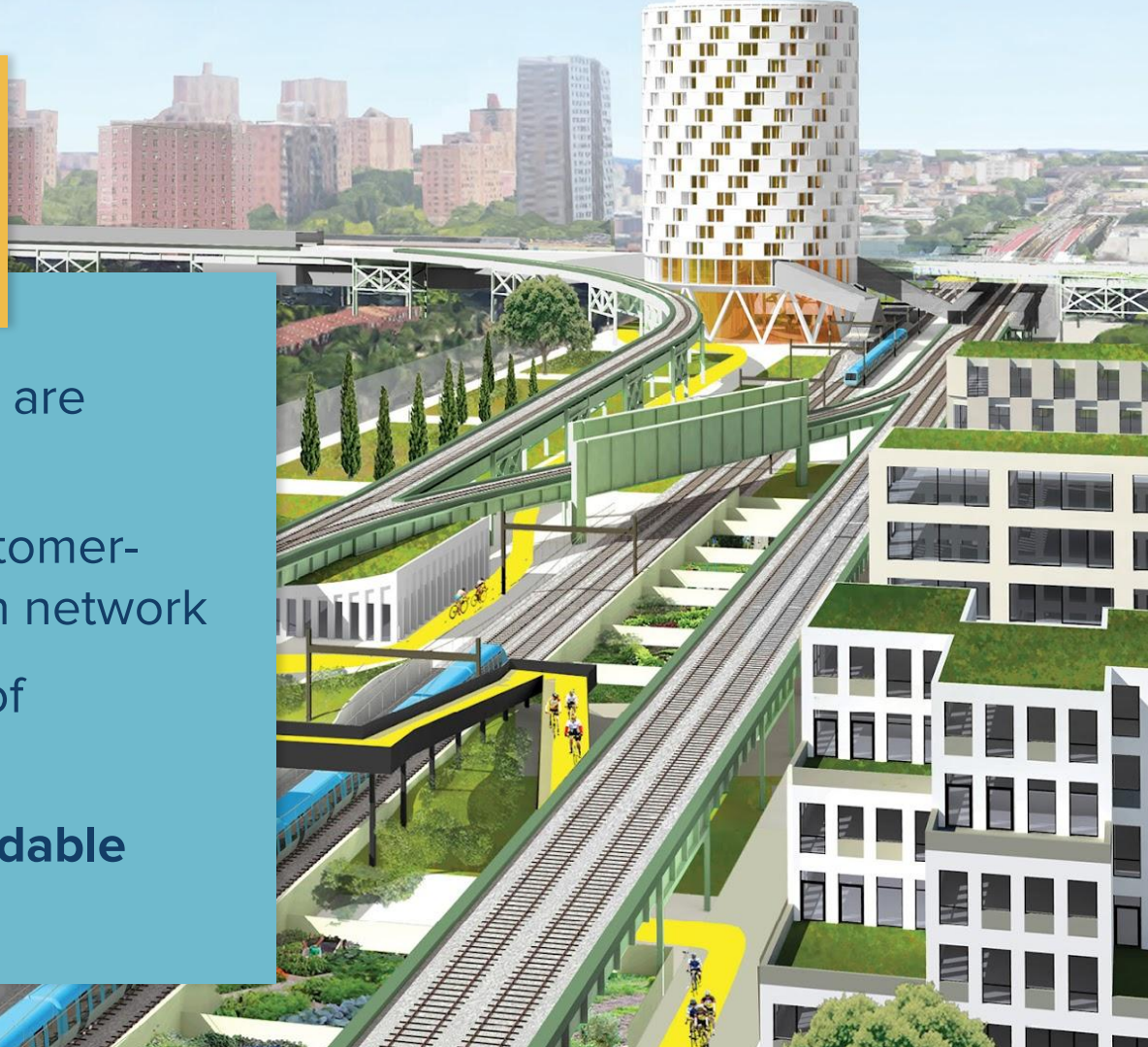
Fourth Plan Actions

- Fix the institutions that are failing us
- Create a dynamic, customer-oriented transportation network
- Rise to the challenge of climate change
- Make the region affordable for everyone



Fourth Plan Actions

- Fix the institutions that are failing us
- Create a dynamic, customer-oriented transportation network
- Rise to the challenge of climate change
- **Make the region affordable for everyone**



What are Transit Oriented Communities?

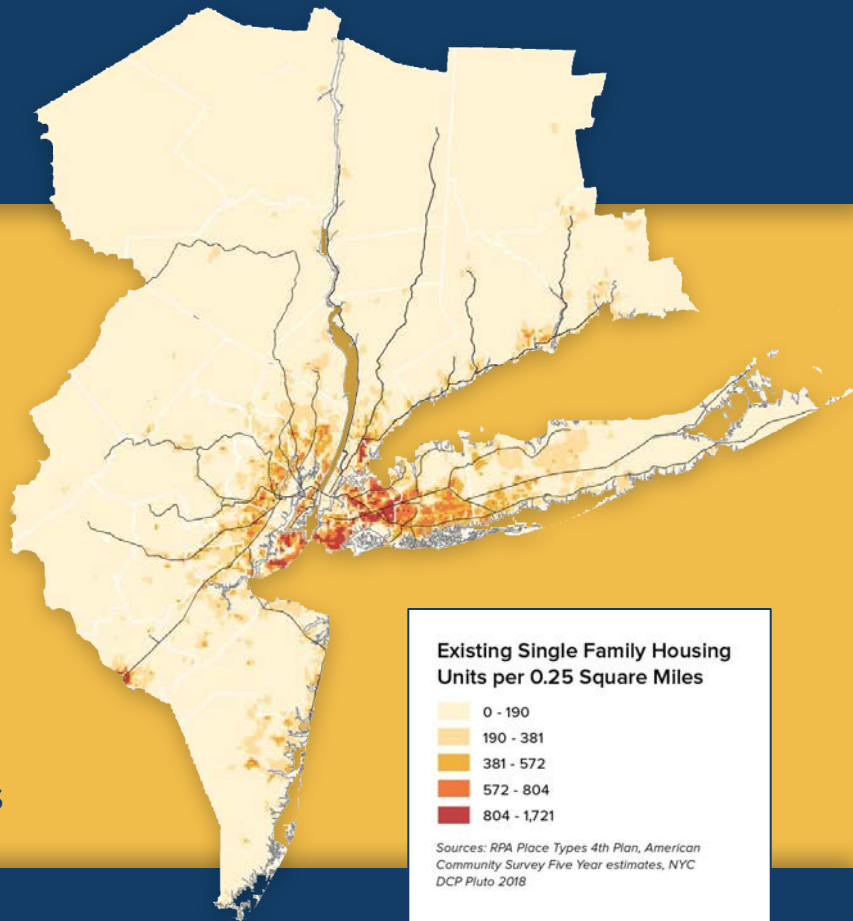


Untapped Potential: Opportunities for affordable homes and neighborhoods near transit

Be My Neighbor

We can create hundreds of thousands of new homes in the region

just by allowing accessory dwelling units (ADUs), or allowing conversions of large single-family houses to two- or three-family houses

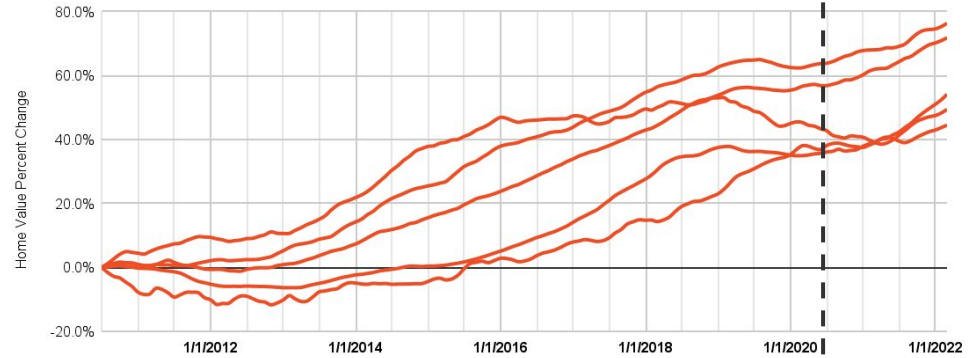


Almost a decade
for home
appreciation
rates in NYC to
increase by 50%,
but just months
for some
counties in
Hudson Valley

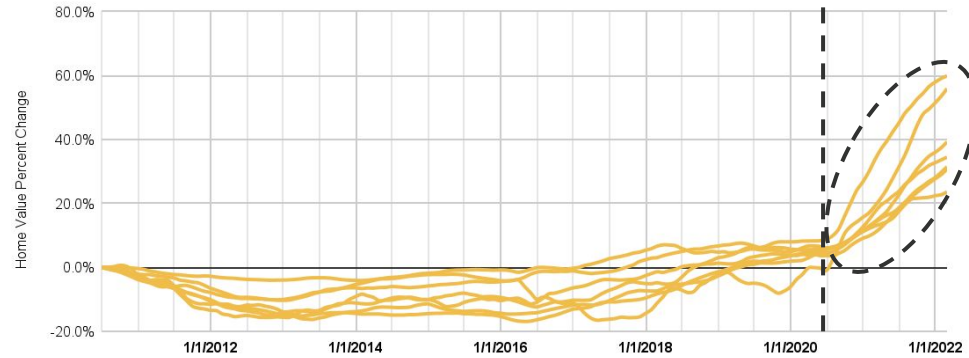
Change in Home Value by County (2010 - 2022)

Zillow seasonally adjusted measure of the typical home value. 35th to 65th percentile national range, including single family residences, condos, and co-ops.

New York City



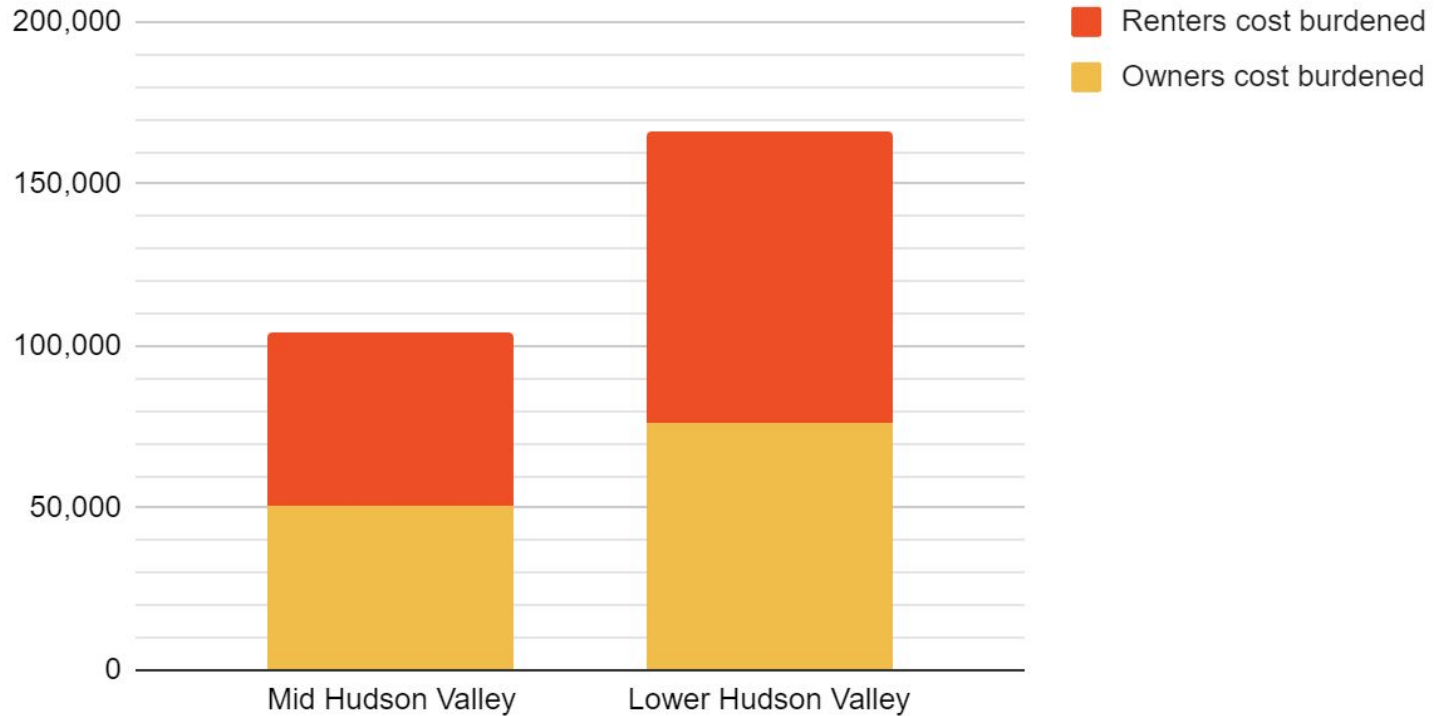
Hudson Valley



Pandemic

Housing Cost Burden in Hudson Valley: 270 K households

Source: 2020 ACS 5-Year Estimates Table DP05 Selected Housing Characteristics



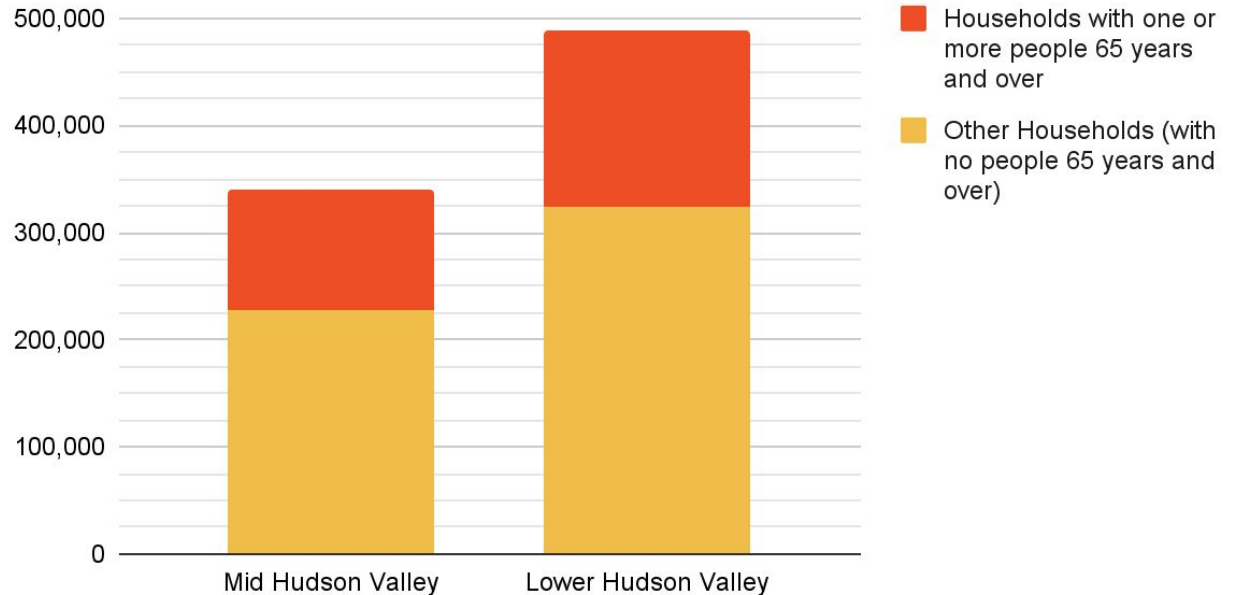
Approximately
3.3 million
seniors living in
New York State
and almost
400k in Hudson
Valley



**Households
in Hudson
Valley with
one or more
seniors
(65+):
276,000**

Households with Seniors

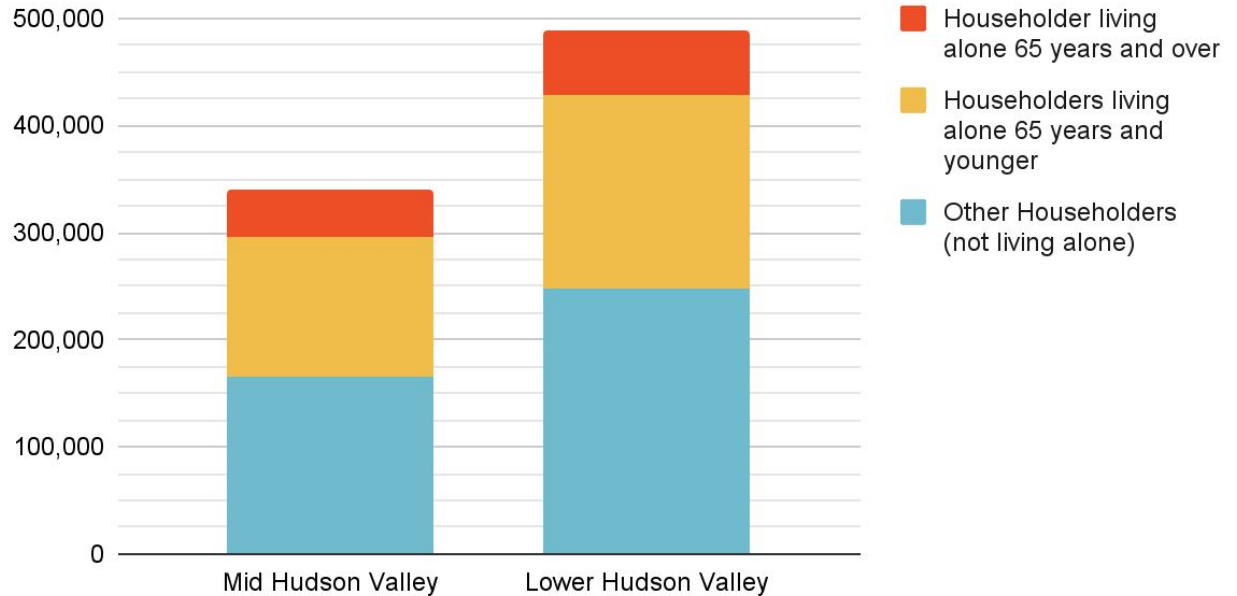
Source: 2020 ACS 5-Year Estimates Table DP02 Selected Social Characteristics



Householder
in Hudson
Valley living
alone and
over 65
years:
103,000

Householders Living Alone

Source: 2020 ACS 5-Year Estimates Table DP02 Selected Social Characteristics

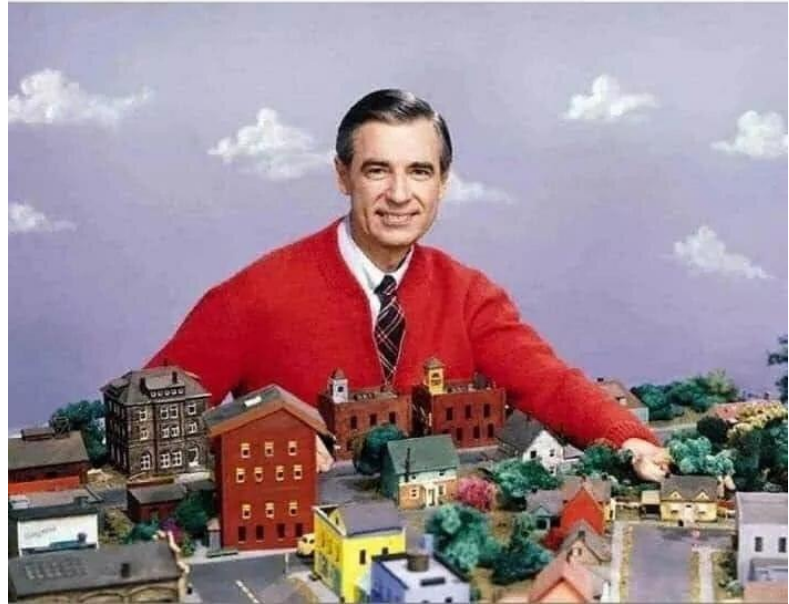


Exclusionary zoning:

Rules where the only permitted residential uses are large single-unit detached houses

Normal people: Aww neat

Me: ZONING HAS MADE ALL OF THIS ILLEGAL



What are ADUs and Conversions?



DETACHED



ATTACHED



ABOVE GARAGE



INTERIOR (LOWER LEVEL)



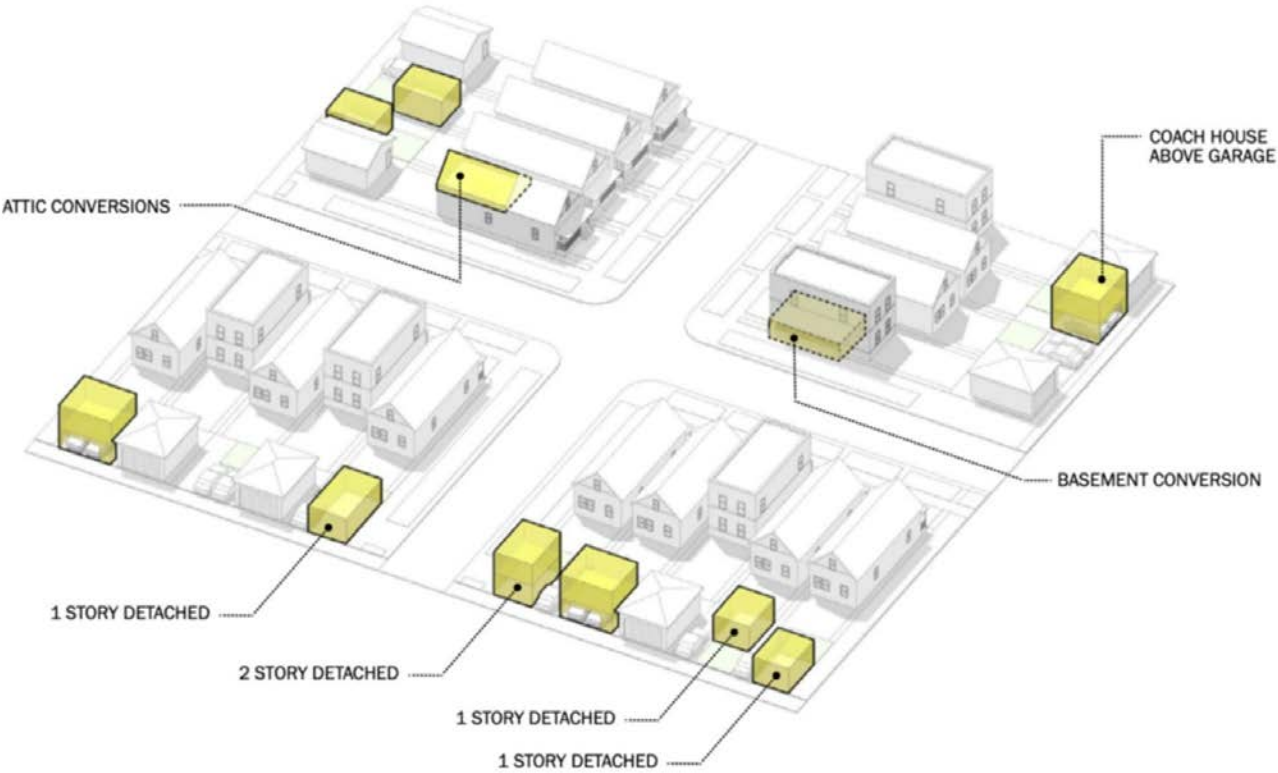
INTERIOR (UPPER LEVEL)



GARAGE CONVERSION

Accessory Dwelling Units (ADUs) come in many shapes and styles. Illustrations by RPA, based on AARP's ABCs of ADU's Guide.

What are ADUs and Conversions?



What are ADUs and Conversions?



Attached ADU



Converted Garage

What are ADUs and Conversions?



Attached ADU



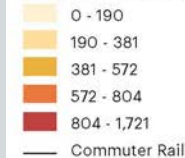
Converted Garage

Housing Potential: Focus in Areas with High Access to Jobs

Potential ADUs and Conversions:

- **Hudson Valley**
71,000 units
- **New York City**
104,000 units
- **Long Island**
131,000 units
- **Northern New Jersey**
200,000
- **Southwestern Connecticut**
60,000 units

Single Family Housing Units per 0.25 Square Miles



Sources: RPA Place Types 4th Plan, American Community Survey Five Year estimates, NYC DCP Pluto 2018.

Householders
in Hudson
Valley living
alone and over
65 years:
103,000 seniors



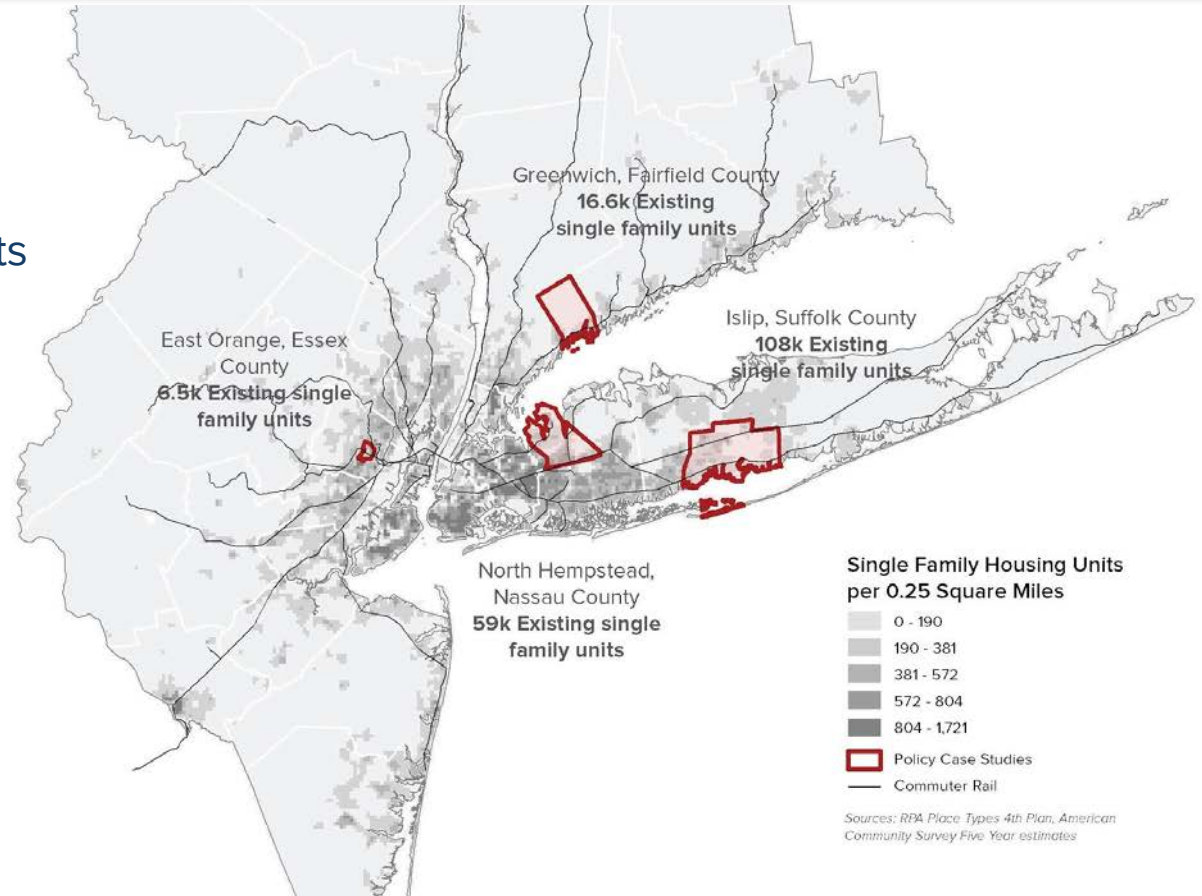
ADUs and non-certified housing for seniors and ADA

- **Non-certified housing** options are alternatives to certified housing (such as ADUs) that meet the needs of seniors and people with disabilities. In most cases, non-certified housing does not require full-time staff or an institution to manage a facility where people live in group quarters.
- In NYS there are approximately 36,000 people with disabilities currently being housed in an institutional facility that receives NYS funding. Another 36,000 people with disabilities receive rental subsidies (vouchers) at 30% HUD FMR guidance.

Barrier to scalability and financing: Zoning

Zoning Requirements

- Occupancy
 - Relatives only
 - Employee/Servants
- Dimensional
 - Yard space
 - Lot size
 - Entrances
- Parking
 - Off-street units



Assistance and Resources: Importance of calculating potential rent as part of the underwriting process when financing ADUs

Accessory Dwelling Unit Calculator



Estimate the cost of converting part of your home or constructing a rental unit.

Save/Load My Settings

English

Structure Construction Finances Rents

COSTS VALUE PROJECTIONS

Physical Characteristics

Where will your second unit be built?

San Mateo City

Type of Construction



New Construction

New construction includes both detached and detached second units.



Conversion of Part of Garage or Pool House

Taking an existing garage or pool house, and turning it into a second unit.



Modular

Modular (panelized) are built partially or entirely off site and delivered to the property.



Conversion of Finished Part of House

Taking existing living space, like a bedroom and turning it into a second unit.



Conversion of Unfinished Part of House

Taking unused space, like a basement or an attic, and turning it into a second unit.

Monthly Rent

\$1,885

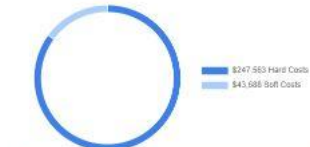
Monthly Expenses

\$1,678



Construction Costs

\$291K



No fee data is available at this time.

Hard costs cover constructing the accessory dwelling unit, both labor and materials. Soft costs are things like architects. Fees are charged by your local government.

Assistance and Resources:
Program pairs older adults with homeowners willing to provide a stable home by offering ADUs as rentals



- HOME
- ABOUT ADUS +
- HOMEOWNERS +
- TENANTS +
- RESIDENT STORIES +
- GET INVOLVED
- FAQS +

Welcome

The City of Los Angeles wants to ensure all Angelenos have affordable, safe and decent housing. To keep our city inclusive and help create a healthy and stable future for all, we started the LA ADU Accelerator Program.

Made possible by the Bloomberg Philanthropies Mayors Challenge, the LA ADU Accelerator Program pairs older adults with homeowners willing to provide a stable home by offering their accessory dwelling units (ADUs) as rentals. In exchange, homeowners receive benefits such as qualified tenant referrals, tenant case management, and stable rental payments.



Federal
Housing
Finance Agency
has been
making
important
reforms
regarding
Accessory
Dwelling Units



BRIEFING ROOM

FACT SHEET: Biden-Harris Administration Announces Immediate Steps to Increase Affordable Housing Supply

SEPTEMBER 01, 2021 • STATEMENTS AND RELEASES

*Immediate Steps Supplement the Biden-Harris Administration's Push for
Historic, Long-Term Investments in New Housing as Part of the Build Back
Better Agenda*

Since President Biden took office, the economy has created more than 4 million jobs, with an average of more than 830,000 new jobs over the last three months. In the first half of the year, the economy grew at the fastest rate seen in nearly 40 years.

This economic progress has enabled millions of American homeowners and renters to get back on track. In the second quarter of 2021, the mortgage delinquency rate on single-family mortgages fell to below [5.5 percent](#) – from a pandemic high of more than 8 percent. The percentage of renter households behind on rent has also fallen from 19.4 percent to 15.4 since the beginning of this year.

While the Administration continues to do everything in its power to stabilize families who are at risk of losing their homes because of the economic impact of the pandemic, we still have more work to do. President Biden and Vice

Unsuccessful Legislative Efforts in NYS

- **Loan Program:** Bill (A.1410 of 2020) would establish a funding source in the form of an interest-free loan program for up to \$50,000 or 50% of construction costs for the construction of an ADU. Eligible to persons with a disability or having attained the age of sixty-two.
- **Regulatory Framework:** New York State Accessory Homes Act (S4547, A4854, and initially proposed in the NYS budget) would establish policies that specify the rights of owners, provide guidelines for the creation of new accessory dwelling units, and offer important financial and technical assistance

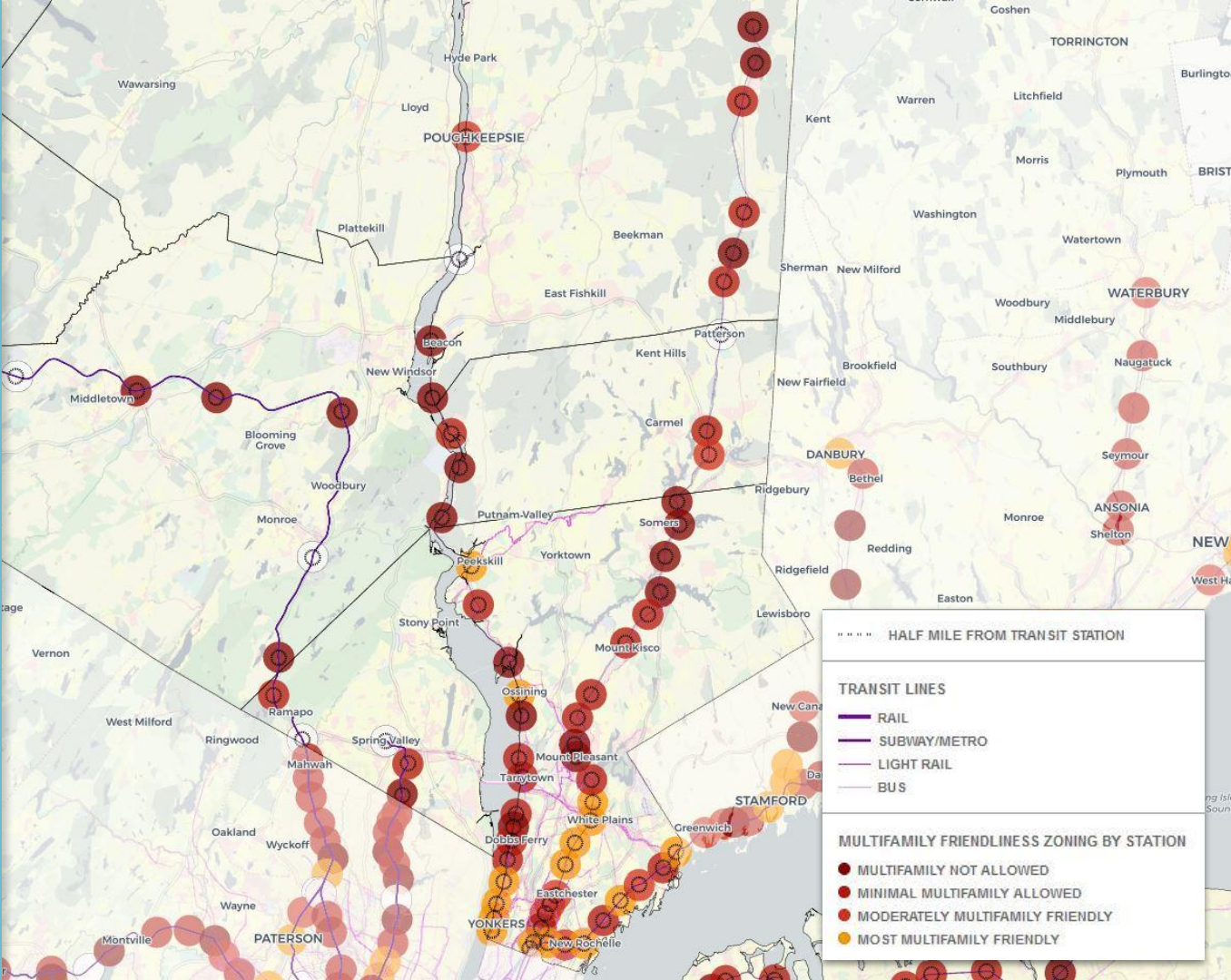
What are Transit Oriented Communities?



What are Transit Oriented Communities?

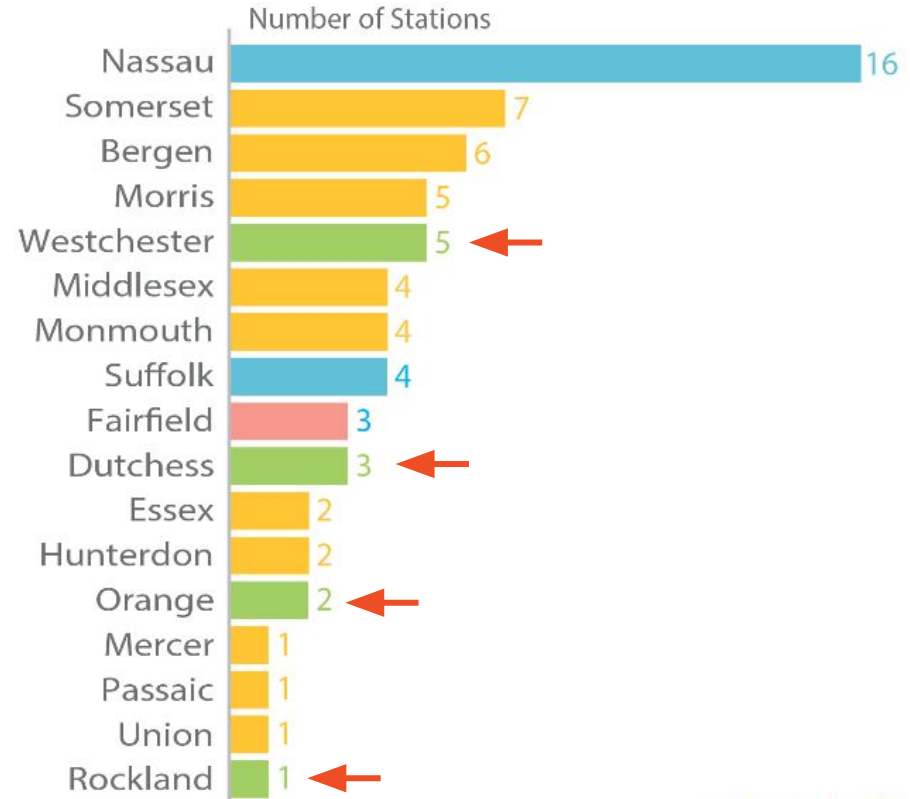


Dozens of Rail Stations in HV have infrastructure for TOD but not the supportive zoning to enable it



Need for zoning changes to allow more housing near train stations – and enable new homes in walkable, transit-friendly locations

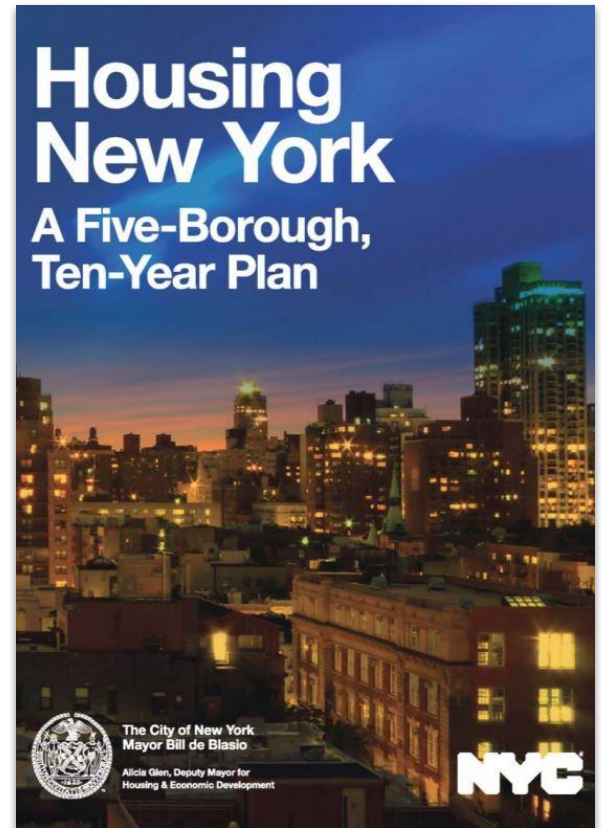
Number of Stations with Infrastructure for TOD and No Supportive Zoning by County



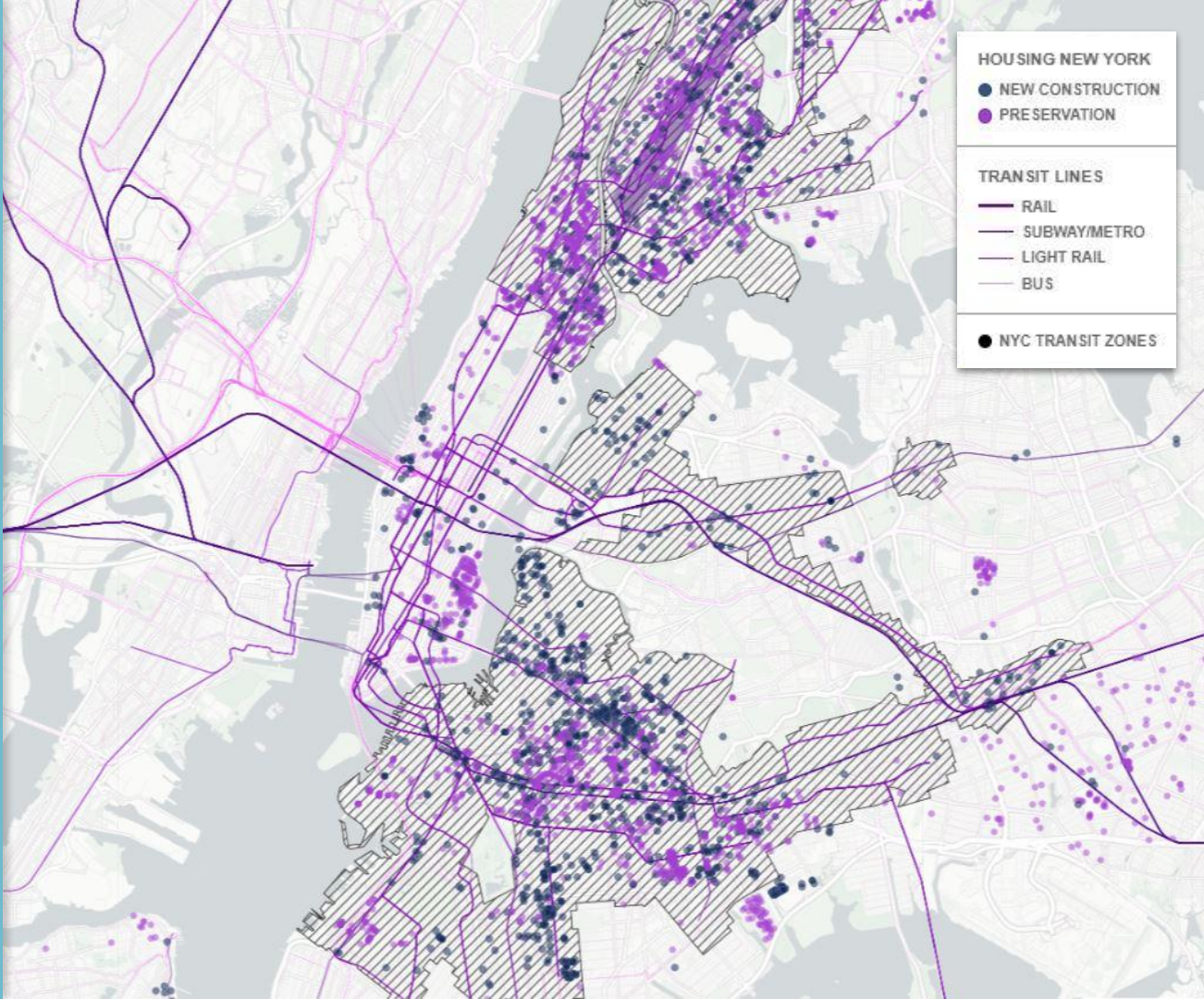
Precedents in NYC Affordable Housing Ten-Year Plan

Remove barriers for affordable housing:

- Zoning for Quality and Affordability
 - Provided more flexible dimensional criteria (building envelope, FAR, and unit sizes)
- Transit Zone Implementation
 - Reduced unnecessary parking requirements in transit rich areas for affordable and senior housing



Affordable and senior housing projects are enabled by **reduced parking requirements in transit zone**



Legislative Efforts in NYS

- **Proposed in the Executive Budget (FY23):** Bolster transit-oriented development (TOD) by requiring zoning to allow 25 units per acre in places already served by transportation infrastructure (within 1/2 mile of a rail station or major bus station—defined as having dedicated parking—within 60 miles of NYC, and all rail stations on LIRR)
- **Rail Advantage Housing Act (FY22 budget):** This legislation will define projection thresholds that would facilitate an expedited environmental review of discretionary land use actions for areas within half a mile from rail stations, allowing (in theory) for faster and more streamlined housing development.



Questions

Marcel Negret, Senior Planner
Regional Plan Association