Non-Profit Housing Association of Northern California's

Bay Area Housing Internship Program

2020-2021

NPH NORTHERN CALIFORNIA

Alyssa Fua

Project Portfolio

SAHA SATELLITE AFFORDABLE HOUSING ASSOCIATES

Table of Contents

Introduction.....3

About BAHIP.....4

About Me.....4

General Overview of Program Participation.....5

Developments.....
- Veteran's Square.....6
- Arya.....7

Research Projects.....
- Historic Tax Credit Memo.....8
- Parking Study 2020.....12
- VHHP Veterans Memo.....21

Miscellaneous Tasks.....33

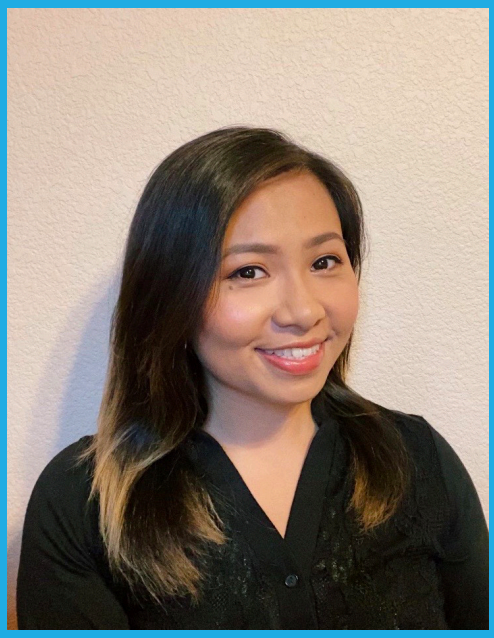
Concluding Remarks.....34

Introduction

For NPH's 2020-2021 BAHIP Program year, my host agency was Satellite Affordable Housing Associates (SAHA). The mission of SAHA is to provide quality homes and services that empower people and strengthen neighborhoods. SAHA begins from the idea that every person deserves a home. I was placed under the supervision of Evelyn Perdomo, a project manager who has been with SAHA for three years. Alongside her, I worked mainly on two projects in our pipeline, Veterans Square and Arya. In light of the covid-19 pandemic, I worked remotely for the duration of this program year, but still managed to have an incredible learning experience throughout my time with SAHA's real estate development team. This portfolio provides a broad overview and general insight into my work as an intern, highlighting key skills and experiences I have obtained or strengthened during this internship year.

About Me

I recently graduated from the University of California, Berkeley with bachelor's degrees in Economics and Urban Studies and a minor in Sustainable Design. I was born and raised in a Filipino-Chinese household in Stockton, CA. I haved worked in student housing for 2.5 years as a Resident Assistant, and later a Senior Resident Assistant. Throughout my time at Cal, I witnessed the struggles of my students, particularly low-income and POC, as they sought housing in the bay area after leaving the dorms, sparking my initial interest in affordable housing. With a passion for community service, I am excited to pursue a career that would have meaningful social impacts and provide homes to those who need it most.



About BAHIP

The Bay Area Housing Internship Program was created by the Non-profit Housing Association of Northern California to advance racial equity and inclusion in the field of affordable housing by nurturing individuals from diverse communities. This one-year, paid internship program trains college students of color to jumpstart their careers in affordable housing development and project management. Each intern is paired with an NPH member host agency, where they get hands-on experience. They also receive mentorship by leaders of color and monthly cohort trainings to round out their experience. Interns come away with the hard skills of real estate development and the soft skills of navigating the industry as a person of color.

General Overview of Program Participation

General Check-ins with the following staff members at SAHA to get a better idea of their roles in the overall big picture of affordable housing development:

- Susan Friedland - Chief Executive Officer
- Angela Cavanaugh - Vice President of Property Management
- Yong Lee - Senior Development Accountant
- Rosa Yee Phinith - Asset Manager
- Alex Rodgers - Risk Management Specialist

Virtual Attendance:

- Housing CA's Virtual UnConference 2020
- 41st Annual NPH Affordable Housing Conference 2020
- Weekly Real Estate Development Team meetings
- NPH's BAHIP summer & winter training bootcamps
- Annual Fair Housing training
- Intersection of RED and Risk Mangement Training regarding insurance for projects in development, hosted by Alex Rodgers
- All staff Racial Equity,Diversity, and Inclusion Trainings with The Justice Collective
- NPH Electrification Webinar
- Virtual tour of Coliseum Place
- ELPN Loan Documents Training
- SAHA's SIPNIC
- SAHA All-Staff Meetings
- Mentorship meetings with Lisa Motoyama from Community Economics

In-person Attendance:

- Filing for Jordan Court
- Visit the office to mail out notice of construction letters
- Prepare Request for Proposal Binders
- SAHA's Drive-In Movie Night
- In office Wednesdays and Thursdays starting in May

Developments:

Veterans Square

901 Los Medanos Street - Pittsburg, CA

Description: Veterans Square is a 30-unit 100% supportive permanent housing project that targets housholds earning between 30-50% of the AMI. This project has 19 units reserved for homeless veterans through the HUD-VASH program and the remaining 10 are reserved for homeless residents with serious mental illness through HCD's NPLH program. This project broke ground November 2020.

Developer: Satellite Affordable Housing Associates
Architect: Studio T-Square
General Contractor: Brown Construction
Cost: $18 Million

Involvement and Tasks:
- Attend closing & due diligence calls
- Assist with loan closing checklists
- Assist with the Housing Opportunities for Persons with Aids Funding Application
    - Complete tables under Project Budget and Financial Information
    - Upload Attachments
- Create and order construction banner
- Attend construction meetings
- Mail notice of construction letters
- Request furniture proposal and coordinate with Nancy Ostrow, furniture consultant
- Assist with FHLBank Affordable Housing Program funding application
    - check in with Lychou Phey, Loan Analyst at Community Vision on application progress & answer questions as needed
    - create site amenities map
    - work on sources & use of funds tab in financial workbook
    - put together and upload various documents as evidence for the application
- Keep track of preliminary notices

Developments:

Arya

500 Almaden Boulevard - San Jose, CA

Description: Arya is an 87-unit housing project that targets families and artist households earning between 30-60% of the AMI. This project is an eight story building with a unit mix of 19 studios, 54 one-bedrooms, and 14 two-bedrooms conveniently situated in the downtown area of the city near local services, amenities, and public transit. This project closed in March 2021.

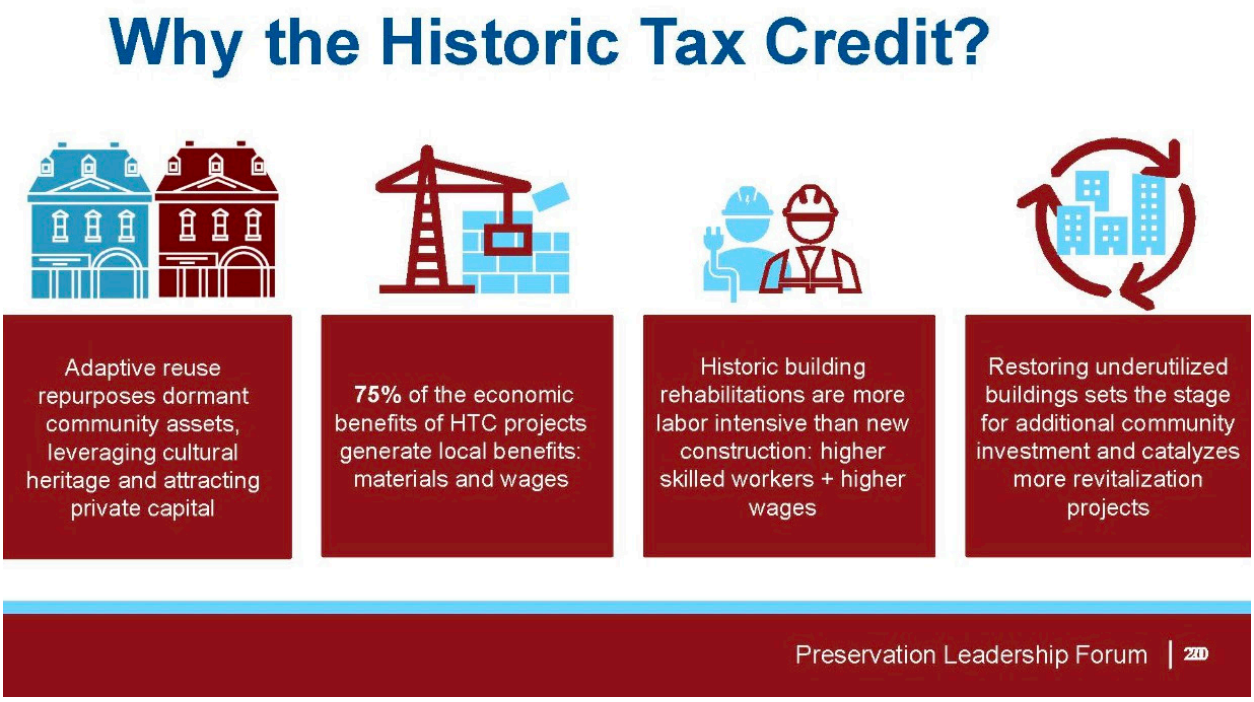
Developer: Satellite Affordable Housing Associates
Architect: LMS Architects
General Contractor: Branagh Construction Inc.
Cost: $55 Million

Involvement and Tasks:
- Attend closing calls
- Attend due diligence calls
- Assist with loan closing checklists
- Attend GMP meetings
- Attend Arya OAC meetings
- Create draft of construction notice letter
- Create and order construction banner
- Keep track of preliminary notices

Research Project:

Historic Tax Credit Memo

In February 2021, I was tasked by our Vice President of Real Estate Development, Eve Stewart, to put together a short memorandum about the Historic Tax Credit (HTC) Program. I looked specifically into the eligibility requirements, the mechanics of the program, the general applicaiton and award process, the benefits of these credits, and how to find HTC investors. Additionally, included in the memo is a list of sources and links to find more information such as how to pair these credits with the Low Income Housing Tax Credit (LIHTC) Program.



MEMORANDUM

TO: Eve Stewart

FROM: Alyssa Fua

DATE: February 24, 2021

SUBJECT: Findings from my Research on the Historic Rehabilitation Tax Credit Program

This memo contains a brief summary of my findings on the historic rehabilitation tax credit program (HTC), which promotes the rehabilitation and preservation of historically significant buildings through incentivizing private investment, and a list of key sources for more detailed information.

Key Words and Definitions

- Income-producing: generate income for their owners (a limited partnership would work)
- Certified historic structure: buildings listed on the National Register of Historic Places as designated by the National Park Services
- Certified historic rehabilitation: meets the Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards). The State Historic Preservation Office (SHPO) and the National Park Service (NPS) will review the building.
- Substantial investment: defined by the IRS as QRE exceeding the greater of $5000 or the "adjusted basis" of the building.
- Qualified Rehabilitation Expenditures (QRE): depreciable construction costs as well as allocated soft costs. All permanent changes to the exterior and the interior of the building are QRE

Eligibility

Commercial and Residential projects that meet the following criteria are eligible to get the 20% Historical Tax Credit (HTC):

- Must be an income producing (depreciable) certified historic structure
- Must meet the requirements of a certified historic rehabilitation
- Must make a substantive investment, specifically in QRE

This credit is "by-right," so it is not a competitive process to get the credits.

Mechanics & Benefits

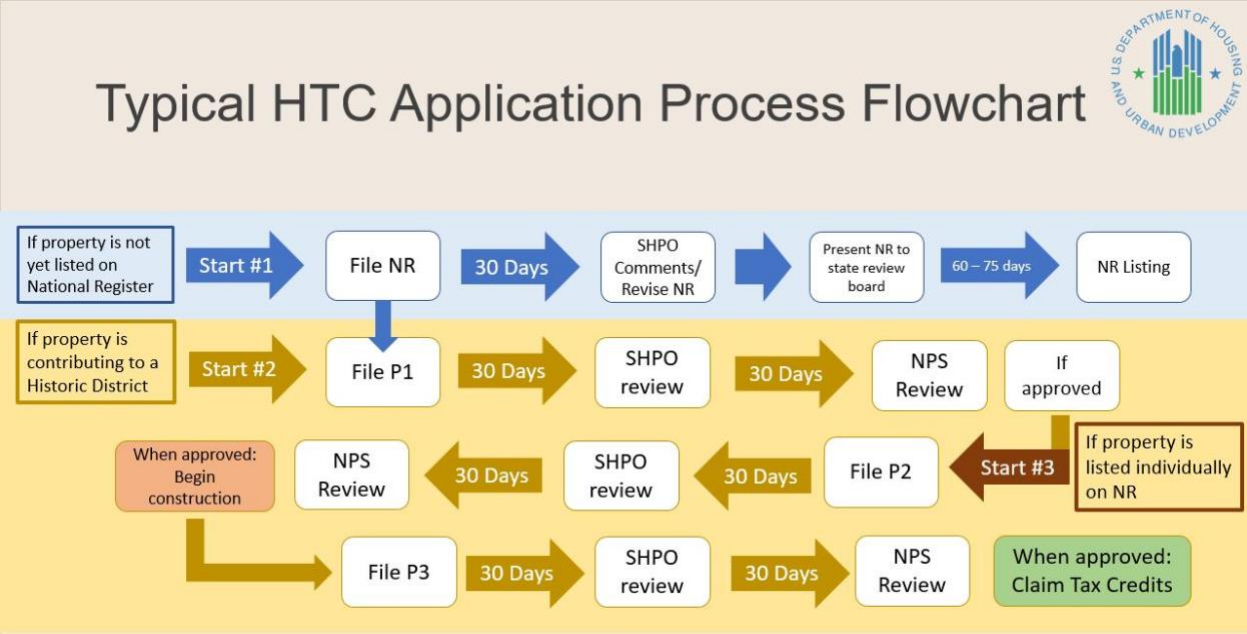
Mechanics:

The 20% rehabilitation tax credit is equal to 20% of the amount spent in a certified rehabilitation of a certified historic structure (i.e. 20% of the QRE incurred during the rehabbing process). It can be claimed on IRS form 3468 for the tax year in which the rehabilitated building is placed in service. See this resource for an example of calculating the tax credit.

Benefits:

There is no cap on the amount of tax credits an individual project can claim nor on the amount of credits available for the program in any given fiscal year. The subsidiary, typically an LP or LLC, receives the value of HTCs over a five-year period beginning in the taxable year that the property is placed in service. See the 2019 annual report for facts and statistics on all projects that received the historical tax credit in that fiscal year. (Note: If a project is also using LIHTC, the HTC will reduce the eligible basis for the LIHTC, although the LIHTC does not affect the amount of HTC a project earns.)

Application Process



The National Register status of your building determines where in the application process the owner will begin.

Part 1 confirms that the building is a certified historic structure eligible for historic tax credits. In other words, it must be contributing to a National Register historic district or determined eligible for NR listing. Part 1 is not required for individually listed buildings, unless the nomination includes more than one resource. In this case, as with a district, a Part 1 must be submitted to indicate which building(s) are contributing or non-contributing.

Part 2 presents the scope of work for the rehabilitation and is reviewed to verify it will meet the Secretary's Standards for Rehabilitation. Many investors and lenders require an approved Part 2 application before they will close on project financing.

Part 3 certifies that the completed rehabilitation meets the Secretary's Standards. The submittal includes "after" photos documenting the exterior and interior of the completed rehabilitation, estimated QRE and total project costs, and ownership information (for assignment of credits). The date of Part 3 approval must be attached to IRS documents in order to claim the credits. If a project is phased, the amendment certifying completion of that phase may be used to evidence of pending approval.

Finding an Investor

Similar to LIHTC, HTC investors may be interested in the program for the following reasons:

- Earn competitive yields
- Meeting CRA obligations
- Supporting local economic development strategies
- contribute to the stabilization or revitalization of historic communities, many of which are in low- and moderate-income (LMI) geographies, designated disaster areas, or designated distressed or underserved nonmetropolitan middle-income geographies
- gain opportunities to diversify into other credit products and services

As a result, many tax credit investors participate in both LIHTC and HTC, so you would not necessarily need to find a separate investor if this is the case. This also means that there are opportunities to pair these tax credit programs for a project.

Notes

1. This memo does not contain information on the 10% historic tax credit since it cannot be used for residential buildings.
2. The HTC and LIHTC program guidelines are generally compatible, although there are some notable differences in how the credits are calculated, which costs are QRE, and when the credits are awarded. See this resource for considerations when paring the two programs.
3. This memo looks at the federal HTC program. While many state programs may mirror the federal one, some have caps on the amount of money that can be raised. See the following links for California HTC program and projects that qualified for the tax credit:
    a. State HTC Program Descriptions
    b. CA Projects

Sources

https://www.nps.gov/tps/tax-incentives.htm

https://www.hudexchange.info/programs/environmental-review/historic-preservation/tax-credit/

https://www.irs.gov/businesses/small-businesses-self-employed/rehabilitation-tax-credit-historic-preservation-faqs#:~:text=The%20rehabilitation%20tax%20credit%20is%2020%25%20of%20the%20qualified%20rehabilitation,thereof%2C%20was%20placed%20in%20service.

https://www.occ.gov/publications-and-resources/publications/community-affairs/community-developments-fact-sheets/ca-fact-sheet-historic-tax-credits.html

https://ntcic.com/invest/htc/

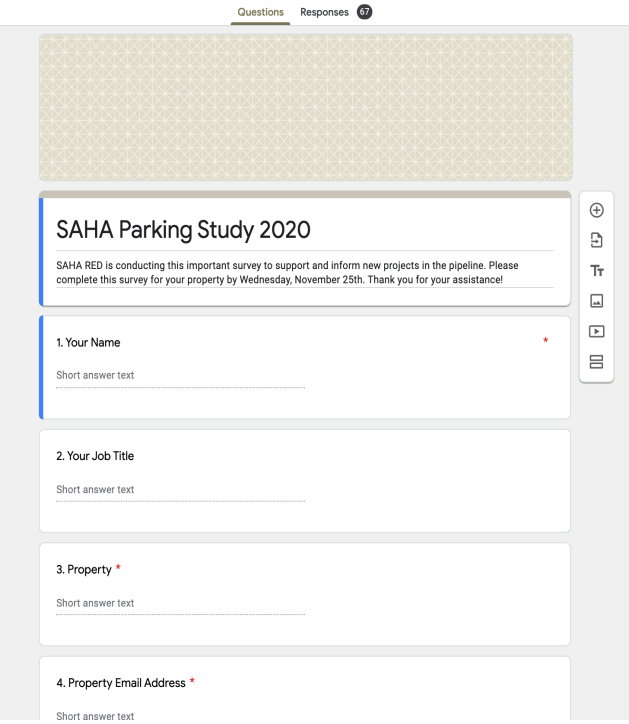
https://www.traditionalbuilding.com/features/historic-tax-credit-take-two

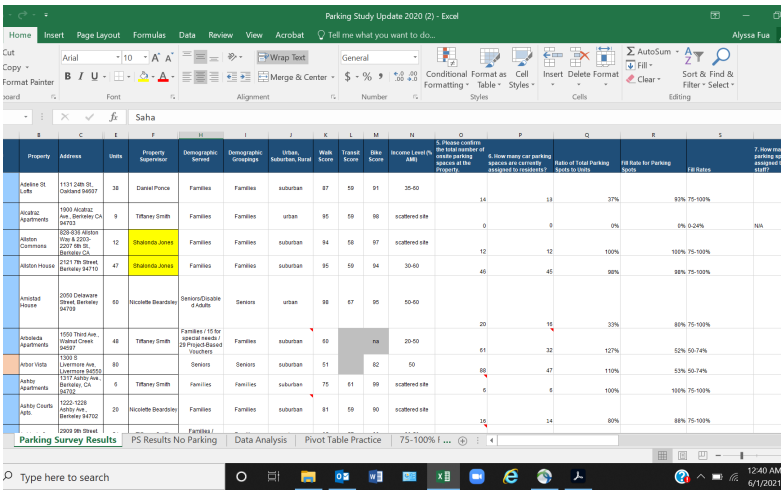
https://ncshpo.org/issues/historic-tax-credit/#:~:text=Recognizing%20the%20cost%20associated%20with,%2C%20rental%20apartments%2C%20and%20others.

Research Project:

Parking Study 2020

Over the course of this internship year, I was tasked with researching the parking situation at 69 properties managed by SAHA since the last study was conducted in 2016. The intention behind this study was to gather information that would help the real estate development team better plan and make decisions regarding parking for current developments in the pipeline as well as future ones. I created a Google Forms survey that was sent to each of the property managers with a list of questions pertaining to parking at the various sites. After receiving responses for all 69 properties, I used Microsoft Excel and Microsoft Word to analyze the data and summarize my findings.





Parking Study 2020: Data Analysis

Summary

- Property managers at each site provided information for this study.
- Total of 69 properties in this study.
- 6 of these properties have no parking at all:
    - Alcatraz Apartments, Ashby Studio, Eastside Arts and Housing, Peter Babcock House, Shattuck Senior Homes, The Savoy
- Four main demographic categories: families, seniors, special needs, other
    - The "other" category incorporates the following: scattered site, Deaf, TAY
- In this study, suburban properties are defined as properties on the outskirts of the city they are located in (typically surrounded by single-family housing), while urban properties are defined as properties within the core (downtown) of the city they are located in (typically near main streets).

Demographics of the Properties	Number of Properties
Families	22
Seniors	34
Special Needs	7
Other	6
Total	69

Urban/Suburban	Number of Properties
Urban	24
Suburban	45
Total	69

Ratio of Total Parking Spots

Ratio of Total Parking Spots to Units shows how much parking is available for residents at the property. It is calculated by dividing the total number of parking spots at each property by the total number of units at that property.

Type	Average Ratio of Total Parking Spots to Units
suburban	64%
urban	26%
Grand Total	**50%**

Range of total parking spaces for properties with parking: 11% to 149%

Suburban properties have an average number spots to number of units ratio of 64%. Urban properties have an average number spots to number of units ratio of 26%.

Fill Rate for Parking Spots

Fill rate is how many of the available parking spots are being used by residents. It is calculated by dividing the number of parking spaces used by residents divided by the total number of parking spaces at the property.

Type	Average of Fill Rate for Parking Spots
suburban	66%
urban	73%
Grand Total	**68%**

On average, suburban properties fill 66% of their total parking spaces with residents. On average, urban properties fill 73% of their total parking spaces with residents. Properties without any parking were taken out of the above averages.

Demographics	Average of Fill Rate for Parking Spots
Families	79%
Other	42%
Seniors	71%
Special Needs	38%
Grand Total	**68%**

On average, family properties fill 79% of their total parking spaces with residents. On average, senior properties fill 71% of their total parking spaces with residents. Properties without any parking were taken out of the above averages.

Fill Rate Categories Broken Down by the Demographics and Types of All 69 Properties

Demographics of the Properties	0-24%	25-49%	50-74%	75-100%	Grand Total
Families	**3**	**2**	**3**	**14**	**22**
suburban	1		2	11	14
urban	2	2	1	3	8
Other	**3**	**1**		**2**	**6**
suburban	3	1			4
urban				2	2
Seniors	**2**	**1**	**14**	**17**	**34**
suburban	1	1	11	10	23
urban	1		3	7	11
Special Needs	**4**	**1**	**1**	**1**	**7**
suburban	2		1	1	4
urban	2	1			3
Grand Total	**12**	**5**	**18**	**34**	**69**

Themes

1. 3/18 of the properties with 1:1 parking space to unit ratio use all of the parking spaces.
    a. Allston Common, Ashby Apartments, Sierra Gardens
    b. All three of these properties are suburban.
2. 8/69 of the properties have a 100% fill rate for their car parking spaces. (However, it has been noted in the data collected that not all the spaces are designated for residents, so resident fill rate with respect to spaces that are just designated for residents is unknown at this time).
3. It seems as though the properties with a 0-24% fill rate is largely due to them having no parking and/or parking not being assigned to tenants but rather being first-come-first-serve.
4. For properties with a 75-100% fill rate there are some noteworthy characteristics:
    a. 22/33 (66%) of the properties are suburban.
    b. 14/33 (42%) have a walk score in the range of 70-89. 12/33 (36%) have a walk score in the range of 90-100. Put together, that means just around 79% are located in areas that that are very walkable.
    c. 18/33 (55%) have a transit score in the range of 50-69. 4/33 (12%) have a transit score in the range of 70-89. None of these properties score in the range of 90-100. This seems to suggest that there is good public transportation serving the area but there is room for improvement.
    d. 14/33 (42%) have a bike score in the range of 90-100. 7/33 (21%) have a bike score in the 70-89 range. Put together, that means that just around 64% are located in areas that are really good for biking.
    e. 39% are family properties and 55% are senior properties.
    f. 25/33 (75%) expressed they do not have sufficient car parking.
    g. It is relatively even across properties in terms of whether or not they believe they have sufficient bike parking at their properties with about half responding yes and the other half responding no (16-yes, 17-no).

<u>Notes:</u>

According to walkscore.com, this is how walk score, bike score, and transit score are calculated:

Walk score - measures the walkability of any address using a patented system. For each address, Walk Score analyzes hundreds of walking routes to nearby amenities. Points are awarded based on the distance to amenities in each category. Amenities within a 5-minute walk (.25 miles) are given maximum points. A decay function is used to give points to more distant amenities, with no points given after a 30 minute walk. Walk Score also measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. Data sources include Google, Factual, Great Schools, Open Street Map, the U.S. Census, Localeze, and places added by the Walk Score user community.

Walk Score	Description
90-100	Walker's Paradise – daily errands do require a car
70-89	Very Walkable – Most errands can be accomplished on foot
50-69	Somewhat Walkable –

	Some errands can be accomplished on foot
25-49	Car-dependent – Most errands require a car
0-24	Car dependent – Almost all errands require a car

Bike score - measures whether an area is good for biking. For a given location, a Bike Score is calculated by measuring bike infrastructure (lanes, trails, etc.), hills, destinations and road connectivity, and the number of bike commuters. These component scores are based on data from the USGS, Open Street Map, and the U.S. Census.

Bike Score	Description
90-100	Biker's Paradise – Daily errands can be accomplished on a bike
70-89	Very Bikeable – Biking is convenient for most trips
50-69	Bikeable – Some bike infrastructure
0-49	Somewhat bikeable – Minimal bike infrastructure

Transit Score - patented measure of how well a location is served by public transit. Transit Score is based on data released in a standard format by public transit agencies. To calculate a Transit Score, we assign a "usefulness" value to nearby transit routes based on the frequency, type of route (rail, bus, etc.), and distance to the nearest stop on the route. The "usefulness" of all nearby routes is summed and normalized to a score between 0 - 100.

Transit Score	Description
90-100	Rider's Paradise – World-class public transportation
70-89	Excellent Transit – Transit is convenient for most trips
50-69	Good Transit – Many nearby public transportation options
25-49	Some Transit – A few nearby public transportation options
0-24	Minimal Transit – It is possible to get on a bus

Electric Vehicles

Themes

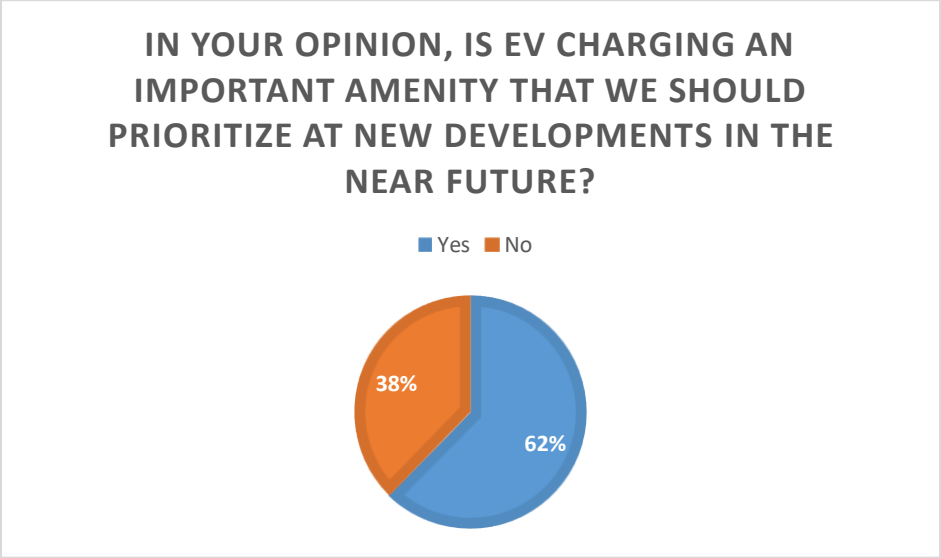
1. None of the properties in this survey have EV charging stations.
2. Properties with a senior demographic expressed that EV was not necessary because of the demographic they serve.
3. 53% of the properties expressed that they believed EV should be prioritized in the near future.
4. Only 8/69 properties had residents ask about EV charging stations, occurring less than 5 times.
5. When broken down by type, urban and suburban, there is no difference in their responses.

Notable Comments from Property Managers

In Your Opinion, is EV Charging an Important Amenity that we Should Prioritize at New Developments in the Near Future?

Yes	No
Depends on the community. Electric cars are in high demand, not sure if the population and communities we serve actually are apart of that group.	My response is based on being at a senior property and most of the residents have not shown an interest in having electrical vehicles
not everyone drives a regular car and I think its great for people who might wanna get a energy efficient car/I'm not sure. Most of the properties I've visited in the past I don't see EV. For future development it depends on the populations. Will a senior be driving an EV or a family members that visit might have one. You might have to do a Survey.	This is a senior building and I've never been asked about it.
For family sites yes, senor sites no	not for a senior building
I think residents should have the option in case they purchase an electric car. It will also motivate residents to seek an electric car.	

Graphs and Charts



Car Parking

Themes

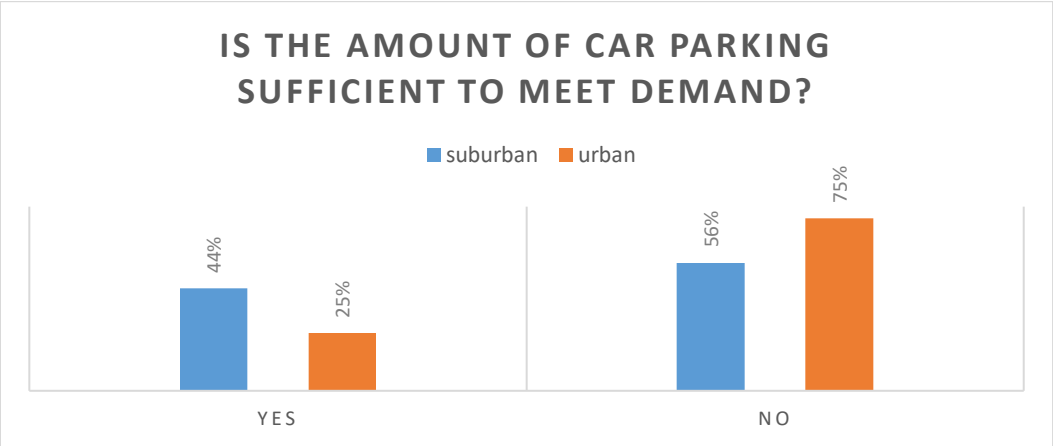
1. 62% of properties expressed that they do not have enough car parking.
2. 75% of the urban properties and 56% of suburban properties expressed that they do not have enough car parking.
3. All properties that have parking wait lists have residents on that list.

Notable Comments from Property Managers

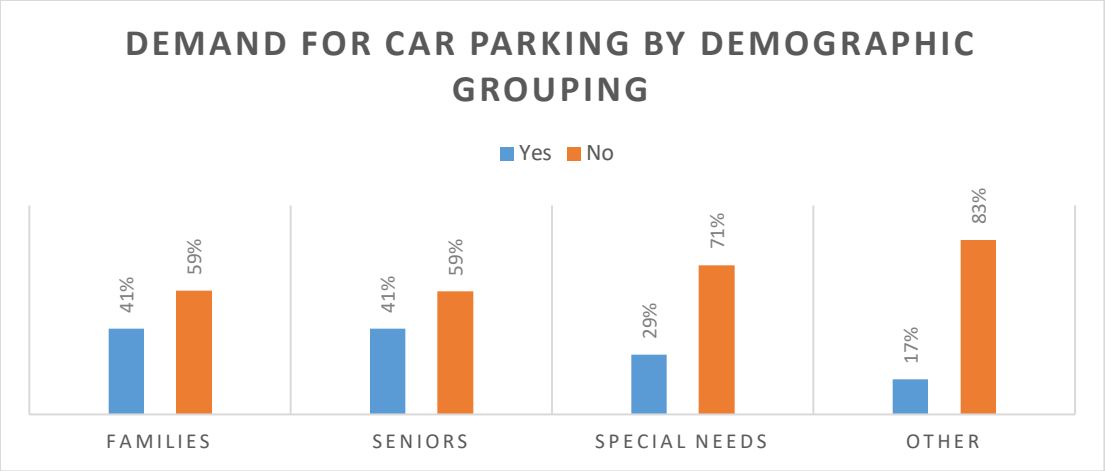
Is car parking sufficient to meet the demand at your property?

Yes	**No**
There is not enough spaces for all of the residents and it nowhere to park on the street.	Some residents park in the driveway at the side of the building illegally.
We need to upgrade our parking space, asphalt repainting lines, # and handicap logo	60 units, 16 spaces for residents. Amistad always has an active parking waitlist of about 1-10 residents at a time. Street parking is difficult even when residents purchase parking permits via city.
due to the age of our residents the number of parking space work for us for now.	We always have residents on the waitlist.
	Spaces are small and hard to access
	It's a very small space and not all staff have available parking. As well as not all residents who need parking, have parking and its very difficult to find parking in the neighborhood.
	All family properties should have at least 1.5 spaces per apartment. Senior properties should have 1 per unit + several for visitors (transportation vans, vendors, delivery vehicles)

Charts & Graphs



Urban properties seem to have a greater need for parking.



Family properties and senior properties seem to have the same demands for parking.

<u>Bicycle Parking</u>

Themes

1. Property theft is a common concern with bike parking.
2. Many residents at various properties store their bikes inside their units.
3. It seems that bike parking is in higher demand at urban properties.

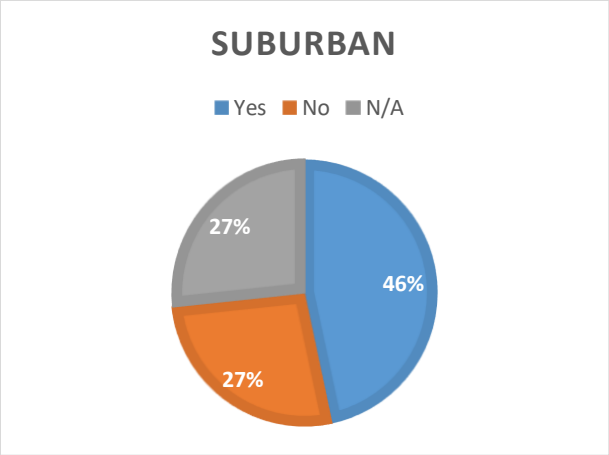
Notable Comments

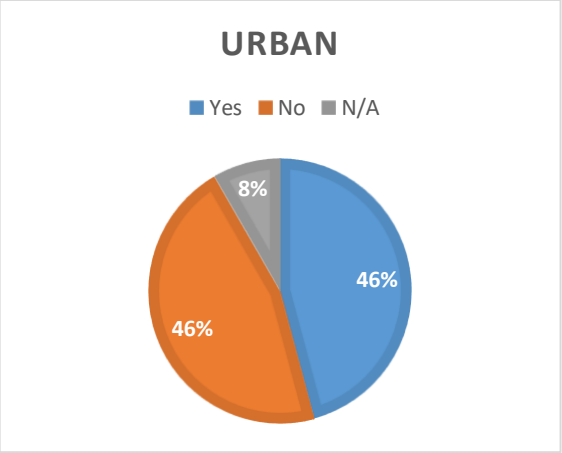
Is bike parking sufficient for demand at your property?

There is no indoor parking, therefor bikes, if any are taken to the units by residents.	We have a bike room to store the bikes but no bike parking . Which has caused caregivers and visitors bikes to become stolen
Amistad has always needed bike parking, the demand for this is high	To clarify, our bike parking is uncovered. Folks prefer covered. Even better is if space would be made on each front porch and an anchor placed in the concrete of each.
Many residents park their bikes on their front porch	Not enough parking spaces for accommodate all residents.
Ironically, with only 19 units, nearly every household owns and rides a bike here, so that makes our bike room overcrowded.	Some of our resident have bikes and have to store them in there units, because there is not bike parking on site.
A lot more of the resident are riding bike more and driving less	Lots of bike theft. Perhaps bike lockers for adult bikes could be beneficial.

Charts & Graphs

Is bicycle parking at your property sufficient to meet demand?





Urban properties seem to need more bicycle parking at 46%.

Research Project:

VHHP Veterans Memo

In May 2021, I assisted Leslie Palaroan, a Senior Project Manager, and James Conlon, a Project Manager, in creating a memorandum about veterans and veteran homelessness across six different counties in order to support our applications for fuding from the California Department of Housing and Community Development's Veterans Housing and Homelessness Prevention Program. This memo was addressed to our Vice President of Real Estate Development. I coordinated with representatives from the VA System in each of the counties to find some of the most recent data they had on the veteran populations in their respective counties and combined this information with data from the American Census Bureau.

AMERICAN COMMUNITY SURVEY

U.S. CENSUS BUREAU

VA | U.S. Department of Veterans Affairs

M E M O R A N D U M

To: **Eve Stewart, VP of Real Estate Development**

From: **Leslie Palaroan, Senior Project Manager**
James Conlon, Project Manager
Alyssa Fua, Real Estate Development Intern

Date: **May 17, 2021**

Subject: **Number of Homeless Veterans in Contra Costa County**

Satellite Affordable Housing Associates' (SAHA) Veterans Square has started their lease up process to fill 19 units to homeless Veterans receiving HUD-VASH in Pittsburg. Assuming SAHA moves forth with designating 30 units for senior veterans in Pleasant Hill, and another 13 veteran units in Pinole, then 62 units of veterans housing will be available for 115 homeless veterans in Contra Costa County. However, in order to successfully lease the units, this would require extensive marketing, outreach, and partnership with veterans' and social service organizations in Contra Costa County.

After reviewing information from the 2020 Contra Costa County Point in Time Count, correspondence with the Veterans Health Administration of Northern California Healthcare System, and Choice in Aging Senior Housing's 2021 Market Study, the numbers of homeless Veterans in Contra Costa County are low and are decreasing due to the increased number of rapid rehousing and permanent supportive housing that are currently available.

Homeless Veterans in Contra Costa County

In the *Contra Costa County Point in Time Count* (PIT Count), published August 12, 2020; there were 115 homeless Veterans, making up six-percent (6%) of the adult homeless population.

84 out of the 115 homeless veterans were unhoused, meaning they were living in their cars and or on the street. Sixteen were living in transitional housing, and fifteen were living in an emergency shelter (Table 1). Only emergency shelter and transitional housing utilization data are included in the PIT Count because these programs provide temporary stay for those still experiencing homelessness.

Housing Setting	Unhoused	Emergency Shelter	Transitional Housing
Number of Veterans	84	15	16
Percentage of Total Beds	N/A	2%	8%

Table 1. Unhoused Veterans in Contra Costa County

Out of the 231 rapid rehousing beds available in Contra Costa County, 47 beds (20% of all beds) were utilized by veterans. Among the 1,162 permanent supportive housing beds, 596 beds (55% of all beds) were designated for those who had been chronically homeless prior to

placement, and 199 beds (17% of all beds) were designated for veteran and their families. Since 2015, there has been an overall six-percent (6%) decrease in homeless Veterans. Which is due to the increased number of rapid rehousing and permanent supportive housing beds available for veterans.

Senior Veterans in Contra Costa County

According to Masaki Hirayama, a Social Work Supervisor with the Veterans Health Administration of Northern California Healthcare System, as of May 17, 2021; there are a total of 36 unhoused senior (62 years and over) Veterans out of the 115 Veterans in Contra Costa County. Therefore, senior Veterans are 31% of the total amount of unhoused veterans in Contra Costa County. Therefore, Choice in Aging Senior Housing would need to capture 83% of the unhoused senior Veterans in the Veterans Administration.

Choice in Aging Senior Housing is an 82 unit affordable housing development for seniors 62 and older, with 30 units set aside for veterans earning 30% area median income (AMI). According to the California Tax Credit Allocation Committee database, there are no affordable senior designated or veterans' projects currently being planned or proposed in the Pleasant Hill Market Area. However, leasing to homeless senior veterans is slightly more difficult.

By the time Choice in Aging Senior Housing leases units in 2023, according to Laurin Associates, "In 2023, there [will be a] demand for 43 units targeting senior veterans with incomes between 0 and 30 percent of AMI. Given this demand, the subject property would need to capture 69.5 percent of the senior veterans in the market area." Therefore, the lease up team would need to heavily outreach to senior veterans and service organizations in the area.

Veteran Referral Partners

In order for the lease up team to find Veterans, the lease up team must partner with more service organizations in addition to Contra Costa County Veterans Services and Operation Dignity. The following organizations help Veterans find housing:

1. Swords to Plowshares
2. East Bay Stand-down
3. Volunteers of America – Veteran Services
4. Delta Veterans Group

Veterans in Contra Costa County

According to the U.S. Census Bureau's most recent *American Community Survey ACS,* which uses 5-year estimates, in 2014-2018 Costa County veterans make up around 5.5% of the total population of Contra Costa County with an estimate of 46,968 veterans. In this survey, it was found that veterans had a median income that was higher than that of nonveterans (Image 1). According to the living wage calculator created by Dr. Amy K. Glasmeier and the Massachusetts Institute of Technology, for a single adult in Contra Costa County, an annual income before taxes of $45, 520 was required to support their cost of living. According to this diagram, the median income of veterans is just above 50k, so a little more than half of veterans in Contra Costa could support themselves if they are single adults. The income needed increases with each additional child in the household, however, so for veteran families it may be harder to support themselves at this median income. In relation to the most recent CTCAC Income limits, an income of $50k puts these veterans at 55-60% of the Area Median Income for a one-person household in Contra Costa County.

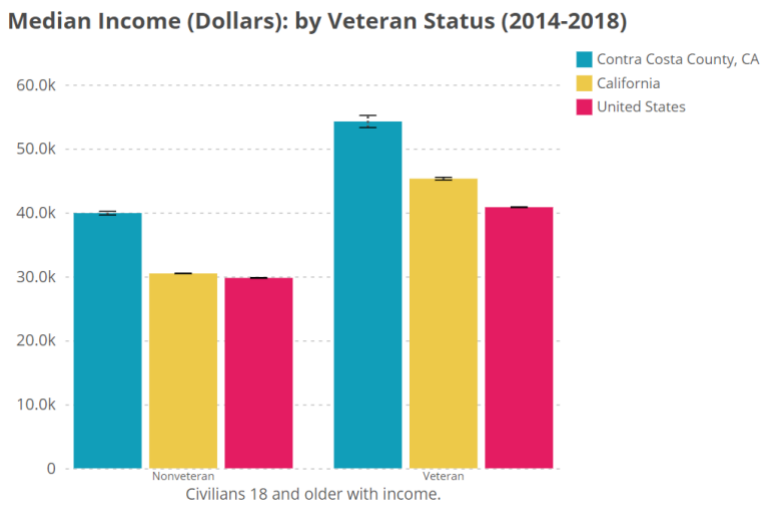


Image 1. Median Income of Veterans in Contra Costa County

<u>Comparison to Other Counties</u>

Stanislaus County

The ACS notes that veterans make up around 5.6% of the total population, with an estimate of 21,051 veterans, in Stanislaus County. Like Contra Costa, veterans in Stanislaus also have a higher median income than that of nonveterans (Image 2). However, unlike Contra Costa, veterans in Stanislaus have a lower median income in comparison to the median income for all veterans in California. The required annual income before taxes to maintain the cost of living in Stanislaus for a single adult is $32,884 though, which is lower than Contra Costa. With regards to the current CTCAC income limit, veterans with an income around 40k are in between the 80-100% of the AMI for a one-person household.

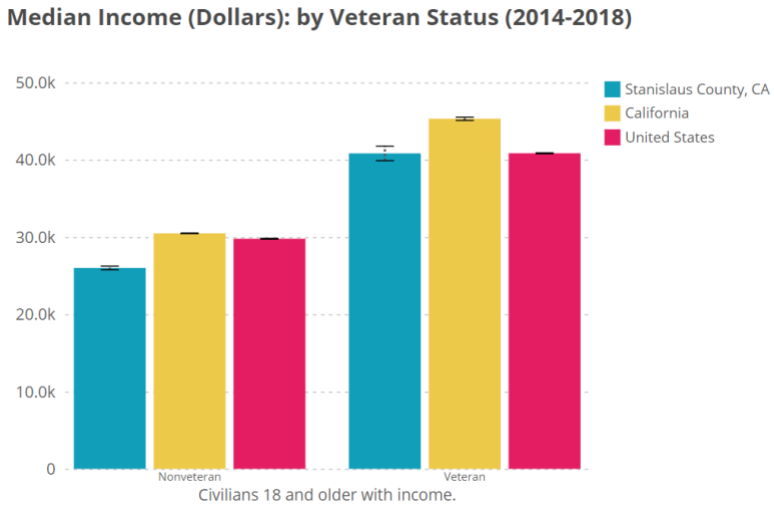


Image 2. Median Income of Veterans in Stanislaus County

Additionally, according to the *2020 Homeless Point-In-Time Count (PIT)* there was a total of 110 homeless veterans. 49% of them were sheltered, and 51% were unsheltered.

According to Jaime Betancur, a Registered Associate Clinical Social Worker, there are currently 53 homeless senior (62 and over) veterans in Stanislaus County.

San Joaquin County

The ACS states that for San Joaquin County, veterans made up 5.7% of their total population, with an estimate of 29,013 veterans. Similar to Contra Costa, veterans also had a higher median income than that of nonveterans in the county (Image 3). However, like Stanislaus, this median is lower than that of the California median income for veterans. The required annual income before taxes for a single adult to maintain their cost of living in San Joaquin is $32,239. With regards to the current CTCAC income limits, veterans with an income of just around 40k puts them at 80% of the AMI for a one-person household.

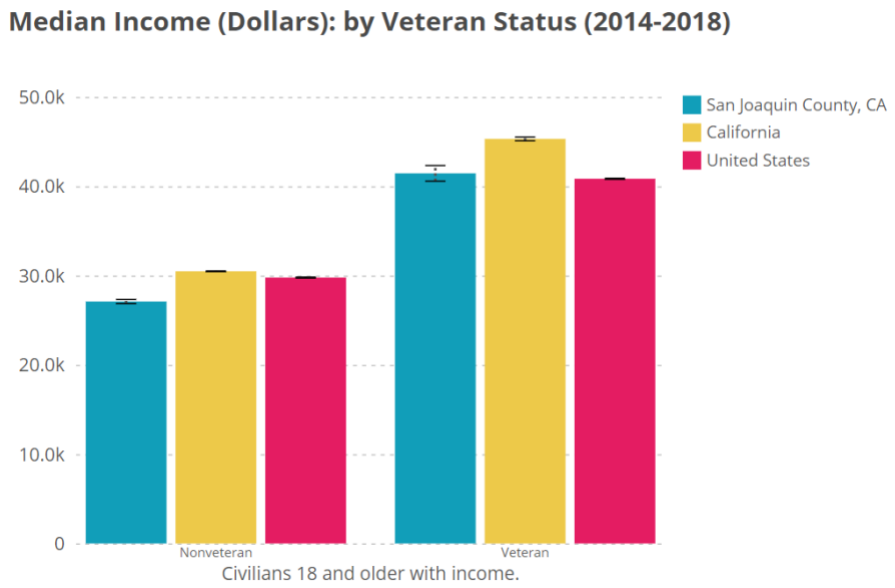


Image 3. Median Income of Veterans in San Joaquin County

According to the *2019 San Joaquin Continuum of Care Report on the Point in Time Count of the Sheltered and Unsheltered Homeless (PIT),* there was a total of 82 homeless veterans, making up 7.6% of the total sheltered population. 36 were in emergency shelters and 46 were in transitional housing.

Currently, also according to Jaime Betancur, 99 homeless senior (62 and over) veterans in San Joaquin County. This means that there has been an increase in homeless veterans since 2019.

Santa Clara County

The ACS notes that veterans make up 3.6% of Santa Clara County's total population, with an estimate of 3,075. Like Contra Costa, the median income for veterans is higher than that of nonveterans and higher than that of the California veteran median income (Image 4). The required annual income before taxes for a single adult to maintain their cost of living in Santa

Clara is $56,768, which is higher than that of Contra Costa. In terms of the most recent CTCAC income limits, veterans with an income of around 50k are in between 45-50% of the AMI for a one-person household.

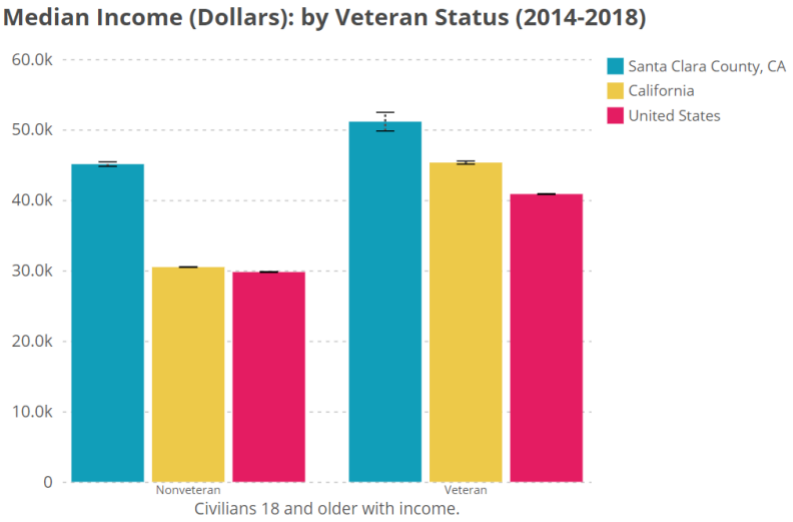


Image 4. Median Income of Veterans in Santa Clara County

According to the *2019 Santa Clara County Homeless Census & Survey Comprehensive Report,* veterans accounted for 7% of the overall homeless population and they accounted for 14% of the chronically homeless population. There were 653 veterans experiencing homelessness identified in Santa Clara County in 2019, representing 7% of the total Point-in-Time homeless census. Over two-thirds (68%) were unsheltered, while the remaining third (32%) were sheltered. Job loss was the most frequently cited cause of homelessness among veterans experiencing homelessness, reported by 29% of respondents. Further, 20% cited alcohol/drug use and 14% cited a divorce or separation as what led them to experience homelessness. A greater percentage of veterans cited an increase in rent/foreclosure (12%) than the non-veteran population (5%), and a lower percentage of veterans cited eviction (9%) as the primary cause of homelessness than the non-veteran population (14%).

According to Maria Magallanes, the Coordinated Entry Specialist for the Palo Alto VA System, there are currently 177 homeless senior (62 and over) veterans out of a total of 477 homeless veterans, which is 37%.

Solano County

According to the ACS, veterans make up around 9.8% of the total population in Solano County, with an estimate of 33,337 veterans. Similar to Contra Costa, veterans have higher median incomes than nonveterans and the California median income for veterans (Image 6). The required annual income before taxes for a single adult to maintain their cost of living is $37,921. With regards to the most recent CTCAC income limits, veterans that make the median income in Solano are in between 80-100% of the AMI.

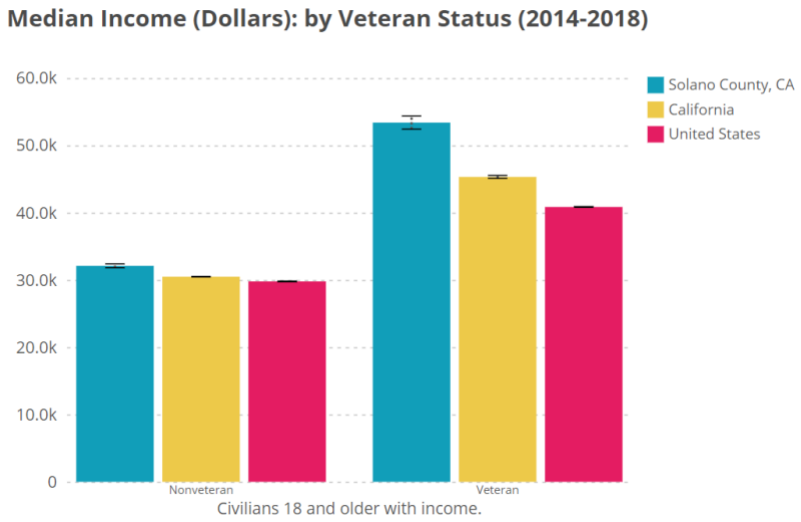


Image 6. Median Incomes for Veterans in Solano County

According to the *Solano County Homeless Census & Survey Comprehensive Report,* in 2017, there were 156 homeless veterans. 33% were sheltered, 66% were unsheltered. 13% of the homeless population during the PIT estimate were veterans. The top five primary causes of homelessness among veterans were lost job (18%), illness or medical problem (13%), eviction (13%), an argument with a family member or friend (12%), and substance use issues (10%).

Also according to Jai De Lotto, there are currently a total of 36 homeless senior (62 and over) veterans in Solano County.

Alameda County

According to the ACS, veterans make up around 3.9% of the total population in Alameda County, with an estimate of 48, 602 veterans. Like Contra Costa, veterans' median income is higher than that of nonveterans and higher than that of the California median income for veterans (Image 5). The required annual income before taxes for a single adult to maintain their cost of living in Alameda is $45,520. With regards to the most recent CTCAC income limits, veterans with an income of about 50k fall within 55-60% of the AMI for a one-person household.

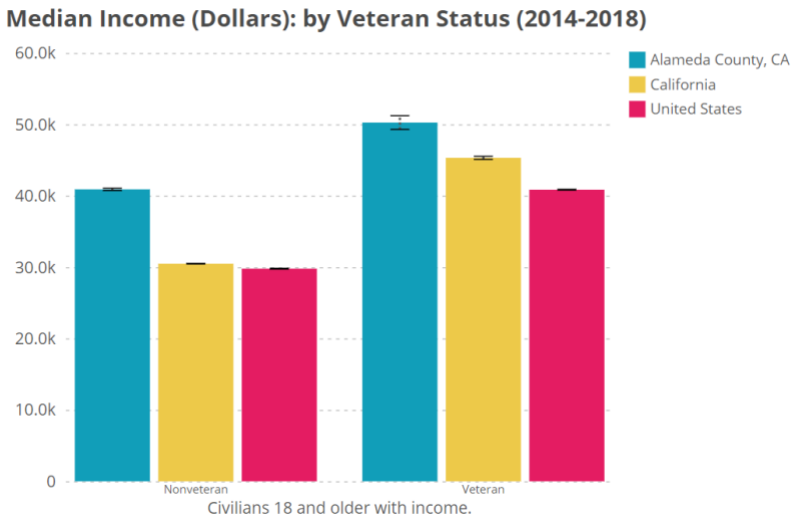


Image 5. Median Incomes for Veterans in Alameda County

According to the *Alameda County Homeless Count &Survey Comprehensive Report,* in total, 692 veterans were experiencing homelessness in 2019. Of those, 690 were single individuals and the remaining two were in families with children. Seventy-nine percent (79%) of veterans were unsheltered in 2019. In 2019, veterans represented 9% of the adult population, similar to 2017 (10%). Unsheltered veterans most frequently cited mental health issues as the primary cause of their homelessness (18%), while sheltered veterans most frequently cited a rent increase (13%). Unsheltered veterans attributed their homelessness to job loss at nearly twice the rate as sheltered veterans (15% and 8% respectively). Ten percent (10%) of unsheltered veterans and 8% of sheltered veterans reported their homelessness was the result of eviction or foreclosure.

According to Jai De Lotto, a Coordinated Entry Specialist for the VA Northern California Healthcare System, in 2020, there was a total of 206 homeless senior (62 and over) veterans.

The homeless veteran population in Alameda County has continued to rise in tandem with the rise in the overall homeless population despite local and State initiatives intended to end veteran homelessness. The table below illustrates how veterans have remained approximately 10% of Alameda County's homeless population since 2015, while the total homeless population has increased approximately 99% from 2015 to 2019. Alameda County elected to delay the 2020 Point-in-Time (PIT) count due to the Covid-pandemic.

Increase in Homeless Veteran Population in Alameda County

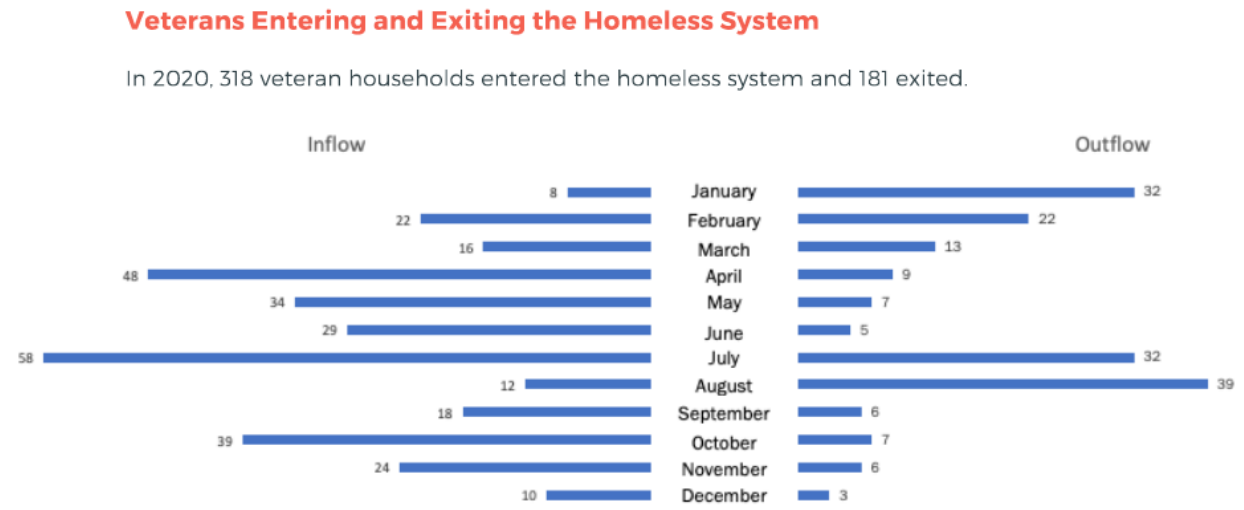
	2015		2017		2019	
	#	%	#	%	#	%
Veterans	388	10%	531	9%	692	9%
Total Homeless Population	**4,040**		**5,629**		**8,022**	

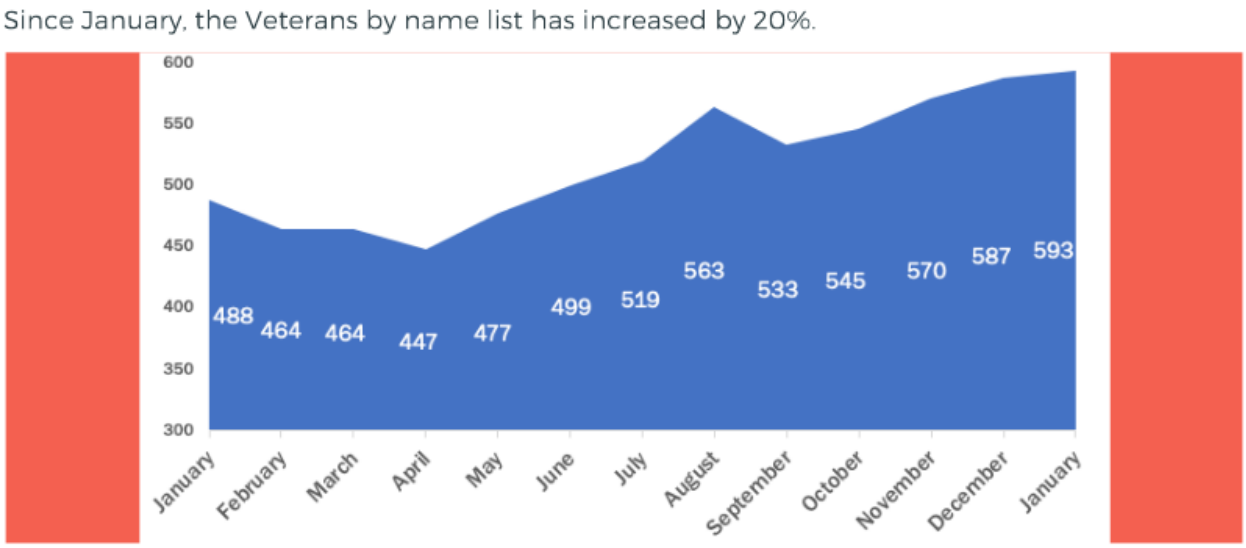
Source: Alameda County PIT Data

While PIT data from 2020 is unavailable, Operation Vets Home has maintained a by-name list of all homeless veterans in Alameda County throughout 2020. Operation Vets Home is a collaborative between EveryoneHome, Support Services for Veteran Families (SSVF) grantee

agencies, and the US Department of Veteran Affairs (VA) formed to implement local initiatives to end veteran homelessness.

According to the list maintained by Operation Vets Home, a net of 137 veteran households have entered their list throughout 2020. Below are infographics illustrating how their by-name list of all homeless veterans in Alameda County has fluctuated throughout the year.





Source: https://everyonehome.org/our-work/operation-vets-home/

Pacific Avenue Senior Homes

Pacific Avenue Phase I is SAHA's latest project in predevelopment in Livermore. It is a senior 79-unit development with incomes between 20-50% AMI. The project is currently contemplating setting aside 20 units for senior veterans, with 10 of those units for chronically homeless senior veterans. Housing veterans at Pacific Avenue is a goal of the City of Livermore.

According to a 2019 Market Study when Pacific Avenue was planned as a single 140-unit development, there was demand for the veterans units at Pacific Ave. The Pacific Avenue market area includes the cities of Livermore, Pleasanton and Dublin – otherwise known as the Tri-Valley Area.

When the Market Study was commissioned, it was planned for there to be 22 units targeting senior veteran households between 30% and 50% AMI. According to the study, there was a theoretical demand for 84 units targeting senior veteran households in that income range. Given the demand, our project would need to capture 28.6% of the income-eligible senior veteran households in the Tri-Valley area.

Additionally, it was planned for there to be eleven units targeting homeless senior veterans. The study found theoretical demand for 58 units targeting homeless senior veterans with incomes up to 20% AMI in the market area. Given the demand, the project would need to capture 18.9% of the income-eligible homeless senior veterans in the Tri-Valley.

Since the time of the market study, the Pacific Avenue project has been broken up into two phases due to financing constraints. Phase I is currently in pre-development and will house 79 low-income seniors, with potentially 20 veterans (10 of which would be homeless), as stated above. It is reasonable to assume that since the previous Market Study found there was enough demand for 33 veteran units (11 of which were homeless), the lesser amount of veterans targeted for Phase I coupled with the increase in veteran homelessness in Alameda County indicates enough demand exists for the Pacific Avenue Phase I project.

HUD-VASH Vouchers: A Look at the VA Palo Alto System serving the Tri-Valley and Southern Alameda County

The VA Palo Alto System oversees HUD-VASH vouchers for a catchment area that includes the southern portion of Alameda County south of I-580. This includes the Tri-Valley cities of Dublin, Pleasanton, and Livermore, the City of Fremont, and cities in the Peninsula and Santa Clara County.

Following is information gathered from conversation with Mona Bazzi, LCSW, Program Manager for VASH for the VA Palo Alto System.

Limits on Deep Affordability Targeting with VASH

To qualify for VASH, Veterans must be VA health care eligible, meet the definition of homelessness as defined in Federal regulations, and have a household income not more than 50% of the AMI.

According to Mona Bazzi, it is the *preference* of the VA Palo Alto system that VASH units be designated at 50% AMI to not limit applicant eligibility to only a portion of their program veterans. This will be a major challenge for SAHA projects that seek to layer VASH vouchers on units with incomes designated below 50% AMI, as is most often the case with rental subsidies.

Often projects will look to layer VASH or other subsidies on units with incomes designated at 30% AMI or below. However, according to Mona Bazzi, 60-70% of VASH program participants in the VA Palo Alto System have incomes over 30% AMI. This misalignment of goals and demographics will present challenges for any SAHA project that seeks an allocation of VASH vouchers to layer on extremely low-income units.

Demand for VASH

The VA Palo Alto system does not have a waitlist of veterans for VASH vouchers as there are enough VASH vouchers to house Veterans that are currently applying. The VA did not specify if there is a surplus of VASH, but this is likely the case. Speaking with the Director of the Livermore Housing Authority, D'Jon Scott-Miller, he informed us that their pool of general project-based vouchers is shrinking and he would like to use VASH vouchers in Livermore, however the VA has said there is not enough demand to support VASH vouchers allocated to Livermore housing projects at this time.

Speaking to veteran demand seen by the Livermore Housing Authority, D'Jon states that only 4 out of approximately 1,000 households on LHA's waitlist are identified as veteran. This may be an undercount, though, as participants on the LHA's waitlist must self-identify as veteran.

VASH Placements in Southern Alameda County

As stated above, the VA Palo Alto System has enough VASH vouchers to satisfy demand. The VA reported seeing the most activity for VASH in Alameda County in the Fremont area, with approximately 25 veterans housed with VASH per year there. In comparison, Livermore sees approximately 12 veterans with VASH housed per year. The VA stressed their top concern is to keep residents housed in the area they prefer to live, which can present challenges to filling demand for veteran units in less in-demand areas as discussed below.

Referrals between VA Catchment Areas

According to Mona Bazzi, the VA is taking a more cautious approach to allocating vouchers to new developments to ensure that vouchers going to future developers are planned in accordance with projected trends in Veteran needs and preferences. In other words, the VA wants to allocate vouchers to developments located in areas where Veterans want to live.

If a VA system cannot find an eligible veteran in their catchment area, they can take referrals from the waitlists of VA systems serving other catchment areas. This would assume the Veteran is willing to relocate. Once a Veteran moves to a new catchment area it is the responsibility of that catchment area to provide services to the Veteran.

A VA system will only look for referrals outside of their catchment area if it deemed in the best interest of the Veteran to relocate, and if the local VA system has the staffing and voucher capacity to serve the incoming Veteran. According to conversations with the Livermore Housing Authority, staffing and administration of VASH vouchers is an on-going issue for the VA Palo Alto System.

COVID Impact

According to Mona Bazzi, COVID has made it much more difficult for the VA to lease to Veterans participating in the HUD-VASH program. COVID restrictions have interfered with walk-in opportunities for homeless Veterans, as well as prevented regular outreach operations by VA teams.

Future of VASH Demand

The Federal government passed legislation in 2021 that will allow VASH vouchers to be used for homeless Veterans who have “other than Honorable” discharge. Previously only Honorably discharged Veterans were eligible. The OTH status includes Veterans with repeated violations of military rules that do not include serious felonies.

According to the National Alliance to End Homelessness:

> “homeless veterans and their supporters have noticed that this pattern of behavior [repeated military violations] – typically from a person aged 19 to mid-20s, when many join the military – can be a symptom of a developing mental illness which, a few years later, may become severe and leave the person unable to find work and chronically homeless.”

Mona believes this change in rule will increase demand for VASH vouchers in the VA Palo Alto catchment area as this population has been in need of vouchers for some time. The rule is now law and it expected to be implemented this year.

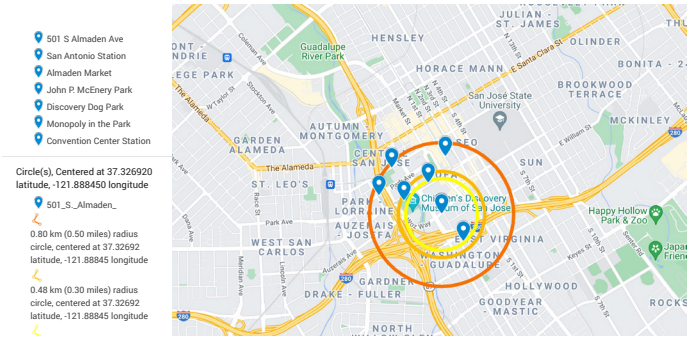
Miscellaneous Tasks

Below are some of the other tasks I have completed or are currently in progress. Through these miscellaneous assignments, I was able to better connect with other members of SAHA's real estate development team, despite a mostly virtual internship experience.

1. Worked on standardizing the project tear sheets for Eve Stewart by comparing and rating each to determine what information should be included in the template.

2. Assist with Acquistion Criteria and Due Diligence checklist for 501 S. Almaden Boulevard, San Jose 95110. (See sample map to right)

501 S Almaden Ave Map



3. Assist Carrie Lutjens, Project Manager, with filing for Valley View Senior Homes at 1 Natalie Lane, American Canyon, CA.

4. Assist Evelyn Perdomo and Eve Stewart with putting together the 2021 Master Request for Proposal for the Department of General Services and the Department of Housing and Community Development

5. Assist Adam Kuperman, Senior Project Manager, with mailing Notice of Completion to subcontractors for Alta Madrone at 1269 Broadway, Sonoma, CA.

6. Assist Jonathan Astmann, Senior Project Manager, with binding the Request for Proposal for Berkeley Unified School District.

7. Assist Leslie Palaroan with funding applications for HCD's Veterans Housing and Homelessness Provention Program and Infill Infrastructure Grant Program for Choice in Aging Redevelopment (the Aging in Place Campus") at 490 Golf Club Road, Pleasant Hill, CA. (See rendering to right)

8. Take notes for a community engagement meeting for Pinole, a prospective project.

Concluding Remarks

I am incredibly grateful to NPH for giving me this opportunity as it has given me a career path that I am excited to pursue. I am excited to be part of the third graduating cohort of the Bay Area Housing Internship Program and further my connections within this network. This internship program has provided me with great hands-on experience in project management and a chance to practice, strengthen, and learn both hard and soft skills. Through the various NPH trainings we have had throughout the year, I was able to gain useful and applicable knowledge to my work with my host agency. With that said, I am also grateful to Satellite Affordable Housing Associates for taking me on as their intern this year and providing me with a great learning environment and comfortable workplace culture in which I was able to grow, develop, and thrive. I am thankful to the real estate development team for teaching me about the development process and being readily available to answer my questions throughout the year. Being surrounded by such passionate housers through NPH and SAHA has solidified my interest in continuing to pursue this meaningful work, and I look forward to doing so.

Thank you Monica Joe, Lisa Motoyama, Gisela Salgado, Elissa Dennis, Zohreh Khodabandelu, all other guest trainers, and BAHIP alumni for supporting my internship experience and ensuring that I got the most out of the virtual environment!