File No	160187	Committee I Board Item	tem No ` No		
COMMITTEE/BOARD OF SUPERVISORS AGENDA PACKET CONTENTS LIST					
Committee:	Budget & Finance Sub-Co	<u>mmittee</u>	Date <u>July 27, 2016</u>		
Board of Su	pervisors Meeting		Date		
Cmte Boar	Motion Resolution Ordinance Legislative Digest Budget and Legislative A Youth Commission Repolation Form Department/Agency Cove MOU Grant Information Form Grant Budget Subcontract Budget Contract/Agreement Form 126 – Ethics Comm Award Letter Application Public Correspondence	rt er Letter and			
OTHER	(Use back side if addition	ıal space is ı	needed)		
•	oy: Linda Wong oy: Linda Wong	Date_ Date_	July 22, 2016		

[Apply for, Accept and Expend Grant - California Affordable Housing and Sustainable Communities Program - \$12,055,858]

Resolution authorizing the Treasure Island Director to submit a grant application and, if successful, accept and expend grant funds in the amount of \$12,055,858 under the State of California's Affordable Housing and Sustainable Communities Program, as a joint applicant with the Treasure Island Community Development, LLC.

WHEREAS, In 1997, the Board authorized the Treasure Island Development Authority (the "Authority") to act as a single entity focused on the planning and redevelopment of the former Naval Station Treasure Island (the "Base"); and

WHEREAS, In 2011, the Board approved a number of entitlement and transaction documents for a development project at the Base (the "Project"), including a disposition and development agreement (the "DDA") with Treasure Island Community Development, LLC ("Developer"), and confirmed certification of the final environmental impact report and made certain environmental findings under CEQA; and

WHEREAS, The Financing Plan under the DDA calls for the Authority and Developer to work together to seek appropriate grants for the Project; and

WHEREAS, The State of California, the Strategic Growth Council and the Department of Housing and Community Development issued a Notice of Funding Availability dated January 29, 2016 under the Affordable Housing and Sustainable Communities ("AHSC") Program established under Division 44, Part 1 of the Public Resources Code; and

WHEREAS, The AHSC Program is administered by the State of California's Strategic Growth Council, which adopted the 2015-2016 AHSC Program Guidelines dated December 17, 2015 (the "Guidelines"); and

WHEREAS, The AHSC Program provides grants and loans to applicants identified through a competitive process for projects that will achieve greenhouse gas reductions and benefit disadvantaged communities through increased accessibility to affordable housing, employment centers and key destinations via low-carbon transportation; and

WHEREAS, The application selection and scoring criteria in the Guidelines state that additional points will be awarded to joint applications including a public agency, and Developer asked the Authority to be a joint applicant for these funds; and

WHEREAS, The AHSC Program requires that joint applicants will be held jointly and severally liable for completion of the work funded by the grant; and

WHEREAS, Developer and the Authority have consulted with the Treasure Island Homeless Development Initiative ("TIHDI") and the Treasure Island Mobility Management Agency ("TIMMA") in developing the scope of a proposed application to include funding for transit hub infrastructure contemplated by existing Project approvals and for an initial shuttle van program intended to benefit TIHDI residents and other Island residents; and

WHEREAS, The Developer provided to the Authority performance bonds for the completion of the infrastructure work covered by the AHSC Program Application, and TIHDI will implement the shuttle van program with the Authority; and

WHEREAS, On June 8, 2016, the Authority Board of Directors authorized the Treasure Island Director to submit the Grant Application, and to accept and expend funds if awarded, subject to the approval of this Board; now, therefore, be it

RESOLVED, That the Treasure Island Director is authorized to submit the AHSC Program Application in a total amount not to exceed \$12,055,858 for AHSC program infrastructure and activities consistent with the Guidelines; and, be it

FURTHER RESOLVED, That if the AHSC Program Application is approved, the Treasure Island Director is authorized and directed to enter into, execute, and deliver a State of California Standard Agreement (the "Standard Agreement") and any and all other documents required or deemed necessary or appropriate to secure the AHSC Program funds from the Department, and all amendments thereto, consistent with the AHSC Program requirements (collectively, the "AHSC Documents"); and, be it

FURTHER RESOLVED, That the Authority will be subject to the terms and conditions as specified in the AHSC Documents, and the funds will be used for allowable capital asset project expenditures in the manner permitted by the AHSC Documents; and, be it

FURTHER RESOLVED, That the Treasure Island Director may take such actions consistent with this Resolution, after consultation with the City Attorney, that do not materially increase the obligations or liabilities of the Authority, that do not materially reduce the rights of the Authority, and are necessary or advisable to obtain the grant funds as contemplated by this Resolution.



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The Table of Contents below provides hyperlinks to each Tab and Sub-Section of each tab for easy navigation. Please note that several tabs have many sub-sections. Applicants are cautioned to carefully review each tab to ensure all required information applicable to their specific Project has been provided.

Tab	Sub-Section	FAAST Uploads (Requirements vary depending on Project) Please refer to Tab for additional details on FAAST upload documentation requirements
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	Funds Request Worksheet	
Funds Request	Cost Caps	
	Applicant Information	Joint App Contact_XXX
	Project Overview	
Applicant "Supertab"	Certification	Certification-XXX
Applicant Supertau	<u>Legal Disclosure</u>	Legal Disclosure-XXX
	Resolution	Resolution-XXX
	Organization Documents	OrgDoc1, OrgDoc2
Ťab	Sub Section	FAAST Uploads (Requirements vary depending on Project) Please refer to Tab for additional details on documentation requirements
	Development Experience	Past Exp AHD1, Past Exp AHD2 Past Exp HRI1, Past Exp HRI2 Past Exp STI1, Past Exp STI2 Past Exp STI1, Past Exp STI2
Threshold "Supertab"	State Relocation Assistance Law	· ·
	Replacement Housing	
	Climate Adaptation	The second secon
	Agricultural Land Preservation	
	Environmental Clearances	Authority to Use Grant Funds
Readiness "Supertab"	Land Use Approvals	Site Control - PTR Site Control1, Site Control2, etc.
	Site Control	
	Project Data Summary	
	Net Density	Net Density Verification
	Market Study	Market Study
	Article 34 Authority	Article 34 Attorney Opinion Article 34 Authority documentation
	Tax Credit Form	Tax Credit Reservation
11	Cost Reasonableness	
Housing "Supertab"	Parking	
100 M. B. 100 B	Bicycle Parking	
	Loan Limit Calculations (AHD Rental)	Non-HERA Per Unit Loan Limits
	Grant Limit Calculations (AHD Homeownership)	
	Grant Limit Calculations (HRI)	HRI Condition of Approval Parking Requirements
	Affordable Housing Underwriting Checklist	
	Project Summary Data	
Transportation "Supertab"	Cost Reasonableness	
	Ineligible Transportation Costs	

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Tab	Sub Section	FAAST Uploads (Requirements vary depending on Project) Please refer to Tab for additional details on documentation requirements
Cooring Disk-ti-	Scoring Rubric	
Scoring Rubric	Self Score	
	GHG Quantification Methodology	
SHG Quantification Methodolog		CalEEMod Input/Output files
	TAC Inputs	TAC MeasureXX
Active Transportation	Active Transportation Improvements	AT Safety Issue AT User Volumes
Water, Energy and Greening	Water, Energy and Greening	WEG_UG Maintenance WEG_CalGreenCompliance
	Depth and Level of Housing Affordability Owner Occupied	
<u>Affordability</u>	Rental Units (not using TCAC Affordability score)	
골으다 내용했을 때문을 보고 하는데	Rental Units (using TCAC Affordability score)	Affordability TCAC
Housing + Transportation	Housing and Transportation Collaboration	
Community Benefit	Community Benefit and Engagement	RecommendationXX
Location and Destinations	Location Efficiency and Access to Destinations	Walkscore Bikescore Access to Destinations Map
	Funds Leveraged	EFC-XXX
	Affordable Housing Development (AHD + HRI only)	
	Construction Period - EFC	
<u>Leverage</u>	Permanent - EFC	
	Transportation Projects (STI + TRA only)	
그는 일본 회사를 하는 것이다.	Permanent - EFC	
1900 레일 및 사람들이 모르는	Programs	
말이 지내내가 됐었다.	Permanent - EFC	
Anti-Displacement	Anti-Displacement and Workforce Training Strategies	
Program Need and Readiness	Program Need and Readiness	
Implementation of Planning Efforts	Implementation of Planning Efforts	Implementation-TPA Implementation-Climate Adaptation Implementation-Long Range Implementation-Project Specific
Tab	Sub Section	FAAST Uploads (Requirements vary depending on Project) Please refer to Tab for additional details on documentation requirements
Budget - AHD-R.		
Budget - AHD-HRI		
Budget - STI		
Budget - TRA		
Budget - PGM		
<u>Unit Mix</u>	The state of the s	
Operating Budget	Control of the Contro	
15 Year Pro Forma		



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FUNDS REQUEST

IMPORTANT NOTE - This spreadsheet will autopopulate from other sections of the application. Applicants may wish to verify information on this tab once all other required information has been entered.

Funds Request Worksheet

FAAST Application Title	Treasure Island Intermodal Transit Hub' - Phase 1
FAAST PIN 35554	Project Area Type (TOD, ICP, or RIPA):

AHSC Award Request (Must be within acceptable range for applicable Project Area type)

PROJECT		
AREA TYPE	MINIMUM	MAXIMUM
TOD	\$1 Million	\$20 Million
ICP	\$500,000	\$20 Million
RIPA	\$500,000	\$20 Million

THIS TABLE WILL AU	TOPOPULATE	学的经验等还是"特别"。
Click on the link below to go to the appropriate section	REQUESTED	MAXIMUM ALLOWABLE
AHD/R LOAN:	\$0	\$0
AHD/HO GRANT:	\$0	\$0
<u>HRI GRANT:</u>	\$0	\$0
STI GRANT:	\$10,439,958	\$10,439,958
TRA GRANT:	\$1,116,000	\$1,116,000
PGM GRANT:	\$499,900	\$499,900
TOTAL:	\$12,055,858	\$12,055,858



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Cost Caps - §103

Pursuant to Section 103, the following cost caps apply:	Budgeted	Cost Cap	Overage	Action
AHD-Rental				
Pursuant to Section 103(a)(1)(C)(iii), the total amount of eligible soft costs cannot exceed 10 percent of the total AHSC Program award. The AHSC soft costs in this budget are:	\$0	\$1,205,586	\$0	N/A
HRI				
Pursuant to Section 103(a)(2)(A)(iv), the AHSC maximum allowable funding per structured parking space cannot exceed this amount per space (RESIDENTIAL PARKING):	#DIV/01	\$0	#DIV/0[#DIV/01
3. Pursuant to Section 103(a)(2)(A)(v), the total amount of eligible environmental remediation costs cannot exceed 50 percent of the total AHSC Program grant funds. The AHSC environmental remediation costs in this budget are:	\$0,3	\$6,027,929	\$0	N/A
4. Pursuant to Section 103(a)(2)(A)(vii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000. The AHSC impact fees in this budget is:	\$0	\$300,000	\$0	, N/A
STI				
5. Pursuant to Section 103(a)(3)(A)(iii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000. The AHSC impact fees in this budget is:	\$0	\$300,000	\$0	N/A
6. Pursuant to Section 103(a)(3)(A)(iv), the total amount of eligible soft costs cannot exceed 30 percent of the total AHSC Program award. The AHSC soft costs in this budget are:	. \$3,000,000	\$3,616,757	\$0:-	NA .
7. Pursuant to Section 103(a)(3)(A)(v), the total amount of Activity Delivery Costs associated with the implementation of the Capital Project cannot exceed 10 percent of the costs associated with the Capital Project. The AHSC soft costs in this budget are:	\$0.	\$1,205,586	\$0	N/A:
TRA				
Pursuant to Section 103(a)(4)(B)(iii), the total amount of eligible impact fees cannot exceed percent of the AHSC Program award up to \$300,000. The AHSC impact fees in this budget is:	\$0)	\$300,000	\$0	F N/A
Pursuant to Section 103(a)(4)(B)(iv), the total amount of eligible soft costs cannot exceed 10 percent of the total AHSC Program award. The AHSC soft costs in this budget are:	\$0	\$1,205,586	\$0	N/A
10. Pursuant to Section 103(a)(4)(B)(v), the total amount of Activity Delivery Costs associated with the implementation of the Capital Project cannot exceed 10 percent of the costs associated with the Capital Project. The AHSC soft costs in this budget are:	\$0	\$1,205,586	\$0	N/A

Total Development Costs

THIS TABLE WILL AUTOPOPULATE		
Eligible Use Category:	Total Development Costs	
Housing (AHD-R + HRI)*	\$0	
Transportation (Total STI Costs.)	\$23,946,606	
Transportation (Total TRA Costs)	\$11,120,419	
Programs (Total PGM Costs)	\$499,900	
TOTAL:	\$35,566,925	

*Notes:

1. AHD-R Projects:

a. To prevent double counting, the Total Development Costs for HRI projects (if AHSC funded) will auto-populate within the AHD-R budget. Therefore, the AHD-R budget will be the one source of Rental Housing Total Development Costs, and will include both AHD-R, HRI, or both, as applicable.

2. AHD-HO Projects:

- a. Because AHD-HO grants are for Down Payment Assistance, the development costs associated with the construction of the Affordable Housing Development for Homeownership purposely will not be included in the calculation of AHSC Total Development Costs above.
- b. Should an Affordable Housing Development for Homeownership request AHSC funds for HRI, those HRI costs will auto-populate within the AHD-R budget, and will be reflected in the AHSC Total Development Costs above.



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End of Section

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APPLICANT SUPERTAB

Applicant Information

Required FAAST Uploads:

AAST Application	Treasure Island Intermodal Transit Hub - Phase 1	
AAST PIN	Any changes or additions to Applicants from Concept Application? Yes	
f Yes, please provid	e updated information below. If no changes, no further information is necessary.	54,03
The initial concept a master developer" TIDA), the local reusland Series 1, LLC	oplication for the project that is the subject of this application (the project) was submitted by Treasure Island Community Development, LLC (TICD). TIC of the Treasure Island and Yerba Buena Island pursuant to a Disposition and Development Agreement (DDA) with the Treasure Island Development Authority for Treasure Island. In accordance with the DDA and with the consent of TIDA, the development of the project is being undertaken by Treasure, a 100% wholly owned, direct subsidiary of TICD. The assignment does not change the development of the project or the development experience of the project of the development involved with the project remain the same.	nority aure
Entity Name	Treasure Island Series 1, LLC	
Entity Type	Developer Developer	
Contact Name	Nellie Fong	
Contact Title	Assistant Project Manager	
Contact Name Contact Title Address	One Sansome St., Suite 3200 San Francisco, CA 94104	
Contact Email	nellie.fong@lennar.com	
- Contract Phone	415.344.8890	
Entity Name		
Entity Type	75 75 2004 W	
Contact Name		
Contact Title		
Contact Title Contact Email		
Contact Email		
Contract Phone		
Entity Name		
Entity Type		
Contact Name		
Contact Title		
Entity Type Contact Name Contact Title Address Contact Email		
S Contact Email		
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Entity Name		
Contact Name		
Contact Name Contact Title		
D. Sometime	N. (1)	
Entity Type Contact Name Contact Title Address Contact Email		
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HCD Version Date: 5/31/2016

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Project Overview

Project Area Type (TOD, ICP, or R		IPA): ICP	Housing Typ	06:
Identify with "Yes" the Eligible Use Categories for which AHSC Funds are being requested		Brief Project Description (limit of 250 ch	aracters)	Project Name
AHD-Rental				·
AHD-Homeowner				
If request		funds for more than one distinct STI Capital Project please	use provided lines for ST	
STI #1		Improvements for pedestrians and bicyclists Include: - 4.0 miles of new sidewalks - 2.5 miles of new Class 2 bike lanes - 1.8 miles of new Class 2 bike lanes - 1.8 miles of new Miceu-se paths - 1.5 new Intersections with crosswalks, traffic controls and traffic calming o 3 signalized intersections o 12 stop-controlled intersections o 5 intersections with speed tables o 13 intersections with speed tables o 13 intersections with sub-extensions (bulb-outs) - 2 new mid-block crosswalks o 1 crosswalk with ped activated signal o 1 crossing with ped activated flashing beacons - Bikesharing pod with approximately 20 bikes Improvements for transit include: - Three new bus stops to serve SFMTA, AC Transit and on-island shuttles - Three new buses for AC Transit service to Oakland		Treasure Island Intermodal Transit Hub - Phase 1 STI
STI #2				
STI #3				
If irequesting	g AHSC	funds for more than one distinct TRA Capital Project please	use provided lines for TR	A#2 and TRA#3 below.
TRA#1		Complete streets improvements include: - LED streetlights of billuminate all new walkways and bikeways - Custom wayfinding for pedestrians and cyclists - Street furniture o Benches and other seating o Waste receptacles - Bike racks Intermodal Transit Hub station area Improvements include: - Public transit plaza and park o 62,000 square foot plaza o Three bus/shuttle shelters o Lighting o Seating o Drought-tolerant landscaping o Stomwater gardens o Bike racks and lockers o Custom wayfinding signage	·	Treasure Island Intermodal Transit Hub - Phase 1 TRA
TRA #2				
TRA#3	HAG SALIO	C funds for more than one distinct PGM/Eligible Use, please		W2 -554-CT1442 Kolon-

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PGM #1	In addition to planned transit access improvements, current and potential low income Treasure Island (TI) residents indicate the need for off-island shared ride or vanpool services now. In partnership with TICD, the Treasure Island Homeless Development Initiative (TIHDI) and the Treasure Island Mobility Management Agency (TIMMA) seek to develop and operate a vanpool service for existing and future residents. TIHDI is organized to provide exits from homelessness and other assistance for economically disadvantaged families and Individuals on TI. TIMMA is the Transportation Management Association charged with implementing and operating the multimodal transportation services planned for the Island. Transportation-focused outreach conducted throughout 2014-15 by TIMMA, and regular input from residents and employees solicited by TIHDI, consistently documents the need for supplemental, targeted, on-off Island shared ride services. As a former naval base, TI currently has limited services. Many residents in the Island's supportive housing program seek access to shared destinations not well served by the existing transit route, including discount shops for staples, medical care and schools. The proposed vanpool program will provide an alternative to single-occupancy vehicle trips to these off-Island destinations for low-income residents, helping to reduce GHG emissions. In addition, the venpool will help reduce out-of-pocket transportation costs. Over time, the vanpool will allow collaboration among stakeholders to maximize trip efficiency and fill gaps of the current and planned transit network. The first stee in developing the vanpool Program will be service business planning. The business planning process.
PGM #2	
PGM #3	

Certification

	Required FAAST Uploads.
FAAST File Name	Description
Certification-XXX	Complete, signed certification forms for each Joint Applicant

A signed certification is required for each Joint Applicant. All Joint Applicants may sign on one form or, if it is preferred, each Joint Applicant may sign an individual certification form.

In addition, a wet signature original of each signed certification must be submitted to HCD in hard copy. The hard copy certifications should be submitted with the full copy of the application workbook as detailed in the NOFA.

A copy of the required certification can be downloaded by clicking here.

Legal Disclosure

	Required FAAST	Uploads:	
FAAST File Name	Description		
Legal Disclosure-XXX	Complete, signed legal disclosure forms for	each Joint Applicant	

A complete signed legal disclosure is required for each Joint Applicant. A copy of the legal disclosure form can be downloaded by clicking here.

Resolution

	Required FAAST Uploads:
FAAST File Name	Description
Resolution-XXX	Original signed resolution(s) or certified copy for each Joint Applicant

A resolution is required of each Joint Applicant - both private and public entities. A sample resolution template is available by clicking here.

Please note the following:

- The resolution template is intended to be a sample. Applicants may use their own format as long as it contains ALL of the authorizations contained in the template.
- The person attesting to the signing of the resolution cannot be the same person authorized to execute the documents in the name of the applicant.
- If more than one authorized signatory is identified in the resolution, specifically state whether both signatories are required (i.e. x and y) or only one signatory (i.e. x or y) is required to submit and execute the AHSC Program documents.
- If the application is being signed by a designee of the authorized signatory, the applicant must also submit a designee letter or other proof of signing authority.

Organizational Documents

IMPORTANT - Organizational Documents are required for all Joint Applicants, except where a Joint Applicant is a governmental entity. Governmental entities are not required to submit organizational documents at the time of full application submittal.

	Required FAAST Uploads:
FAAST File Name	Description
OrgDoc1, OrgDoc2	Copies of Organizational Documents as detailed in the table below.

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Org Doc#	Description of Organizational Document
Org Doc #1	Certificate of Formation
Org Doc #2	Limited Liability Company Agreement
Org Doc #3	Certificate of Good Standing
Org Doc #4	
Org Doc #5	
Org Doc #6	
Org Doc #7	
Org Doc #8	
Org Doc #9	
Org Doc #10	
Org Doc #11	
Org Doc #12	
Org Doc #13	
Org Doc #14	
Org Doc #15	

End of Section



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THRESHOLD SUPERTAB

Development Experience - §106(a)(8)

	Required FAAST Uploads:
FAAST File Name	Description
Past Exp AHD1, Past Exp AHD2	Please upload the Certificates of Occupancy for two recently completed affordable housing developments
Past Exp HRI1, Past Exp HRI2	Please upload either 1) the Certificates of Occupancy for two recently completed affordable housing developments with required infrastructure or 2) a signed letter from a public agency certifying the satisfactory completion of the required infrastructure improvements
Past Exp STI1, Past Exp STI2	Where the party making improvements to be funded through AHSC in not a public entity, a signed letter from a public agency certifying the satisfactory completion of similar infrastructure improvements
Past Exp STI1, Past Exp STI2	Where the party making improvements to be funded through AHSC in not a public entity, a signed letter from a public agency certifying the satisfactory completion of similar improvements

Applicants must be able to demonstrate at least two (2) prior projects, similar in scope and size to the proposed eligible use of funds which have been completed by the Applicant or Joint Applicant during the ten (10) years proceeding the application due date.

	AHD Past Project #1	AHD Past Project #2
Project Name		
Developer*		
Completion Date		
Project Tenure		
# of units		
Units per Acre		
Commercial (Sq. Ft.)		
Project Name Developer* Completion Date Project Tenure # of units Units per Acre Commercial (Sq. Ft.) Brief Description of housing development (e.g. number of units, population served, etc.)		·



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		HRI Past Project #1	HRI Past Project #2
	Project Name		
	1 TOJECT NAME		
4RI)	Development Entity		
ure (F	Completion Date		
truct	# of units		
Infras	Units per Acre		
slated	Commercial (Sq. Ft.)		
Housing-Related Infrastructure (HRI)			
* De	veloper must be an identif	ied Joint Applicant	

	STI Past Project #1	STI Past Project #2
Project Name	Hunters Point Shipyard Phase 1 - Hilltop Streets and Streetscape	Bay Meadows Phase II
Development Entity	HPS Development Co., LP (Lennar Corporation is an investor in both Hunters Point Shipyard Phase 1 and Treasure Island and these project have certain common management personnel)	Bay Meadows Main Track Investors, LLC (Wilson Meany is Development Manager)
Completion Date	3/31/2015	9/1/2015
Brief Description	Hunters Point Shipyard Phase 1 is the first phase of the Shipyard's redevelopment, which is a 500-acre master-planned project located in the southeastern area of San Francisco. Phase 1 will ultimately include up to 1,600 homes and 26 acres of open space, in two distinct development areas: Hillside and Hilltop. The Hilltop Streets and Streetscape project consists of public right-of-way improvements, which are similar to the Sustainable Transportation Infrastructure (STI) capital projects being proposed by Treasure Island Community Development, LLC for the AHSC Program, including sidewalks, crosswalks, traffic controls and traffic calming improvements.	Bay Meadows Phase II is an 83.5 acre site located in San Mateo directly adjacent to the to the existing San Mateo CalTrain station. A new CalTrai station with express service is proposed as the centerpiece of this new neighborhood. These new station improvements will provide enhanced service between San Mateo and major employment centers such as San Francisco and San Jose. The Bay Meadows Specific Plan Amendment, approved on November 7, 2005, granted entitlements for the developmer of a maximum of 1,250 residential units; 1,250,000 square feet of commercial office space; and 150,000 square feet of retail. These entitlements are vested with an 18-year Development Agreement that became effective on December 21, 2005. The design is a unique neighborhood which is a pedestrian-oriented, mixe use environment with outstanding architecture, lush parks and appealing retail. The neighborhood will have an urban feel in a suburban neighborhood and secured City approval of the Site Plan and Architectura Review for the vertical design of all buildings to be constructed on the site as well as the public open space. To date, all of the public infrastructure and public parks have been completed and accepted by the City of San Mateo The Project represents a unique opportunity of regional significance. Properly completed, it will be recognized nationally as an outstanding example of high-density transit oriented infill development and has already received early acclaim. Some of the project highlights include: • Provide high quality new housing opportunities (ranging from single-fami and townhomes to podium apartments and condos) in a supply constraine market
reloper must be an iden		Quality of place, with architecture and open space complementary to the existing character of San Mateo Pedestrian friendly streets throughout the plan including a three-block stretch of a new retail "Social Street" along Delaware Street



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	TRA Past Project #1	TRA Past Project #1
Project Name	Hunters Point Shipyard Phase 1 - Hilltop Streetscape and Innes Court Park	Bay Meadows Phase II
Development Entity		Bay Meadows Main Track Investors, LLC (Wilson Meany is Managing Developer)
Completion Date	3/31/2015	9/1/2015
Brief Description	Hunters Point Shipyard Phase 1 is the first phase of the Shipyard's redevelopment, which is a 500-acre master-planned project located in the southeastern area of San Francisco. Phase 1 will ultimately include up to 1,600 homes and 26 acres of open space, in two distinct development areas: Hillside and Hilltop. The Hilltop Streetscape and innes Court Park projects consist of public improvements, which are similar to the Transportation-Related Amenities (TRA) capital projects being proposed by TICD including streetlights, street trees, bike racks and a public park with seating, lighting and drought-tolerant landscaping.	Bay Meadows Phase II is an 83.5 acre site located in San Mateo directly adjacent to the to the existing San Mateo CalTrain station. A new CalTra station with express service is proposed as the centerpiece of this new neighborhood. These new station improvements will provide enhanced service between San Mateo and major employment centers such as Sar Francisco and San Jose. The Bay Meadows Specific Plan Amendment, approved on November 7, 2005, granted entitlements for the developme of a maximum of 1,250 residential units; 1,250,000 square feet of commercial office space; and 150,000 square feet of retail. These entitlements are vested with an 18-year Development Agreement that became effective on December 21, 2005. The design is a unique neighborhood which is a pedestrian-oriented, mix use environment with outstanding architecture, lush parks and appealing retail. The neighborhood will have an urban feel in a suburban neighborhood setting. The development team has designed the neighborhood and secured City approval of the Site Plan and Architectur Review for the vertical design of all buildings to be constructed on the sit as well as the public open space. To date, all of the public infrastructure and public parks have been completed and accepted by the City of San Mateo The Project represents a unique opportunity of regional significance. Properly completed, it will be recognized nationally as an outstanding example of high-density transit oriented infill development and has alread received early acclaim. Some of the project highlights include: • Provide high quality new housing opportunities (ranging from single-far and townhomes to podium apartments and condos) in a supply constrain market • Quality of place, with architecture and open space complementary to the existing character of San Mateo



If Yes, please

Does the Project trigger State Relocation Assistance Law (CA Gov Code Sec. 7260-7277)?

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No

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Consistency with State Relocation Assistance Law - §106(a)(12)

discussion on the	
number of impacted	
households and	
provided relocation	
assistance including	
what actions have or	
will be taken comply	
with State	
Relocation	
Assistance Law?	
include units, comparable amenities such as bathro	the number of existing affordable units. If the Project involves rehabilitation of existing units, affordable to lower-income households, the funded AHD, must e in size with equal or greater affordability and greater than the number of existing affordable units, except in cases where rehabilitated units provide comes and kitchens not present in existing units in which case, the reduction may not result in more than 25 percent fewer units upon project completion. we this requirement is satisfied in the replacement affordable housing development. If the Project does not involve demolition or rehabilitation of existing indicate "N/A" below.
N/A	

Climate Adaptation- §106(a)(13)

Please describe how the proposed Project integrates measure addressing climate adaptation. See Appendix F (Climate Resiliency) of the Program Guidelines for additional information.

The project design includes the following climate mitigation and adaptation features to reduce greenhouse gas emissions, adapt to climate change, and optimize climate and public benefits:

LAND USE AND LOCATION. The Project implements the first phase of a new network of streets on Treasure Island and Yerba Buena Island, which are designed to create a dense, compact, walkable neighborhood centered around the Intermodal Hub. (DDA, Exhibit O, Page 1) The design of this street network is intended to reduce automobile use and greenhouse gas emissions, and to reduce local and regional vehicle miles traveled by creating more infill, transit-served, jobs-rich housing with direct multi-modal transportation access to downtown San Francisco and Oakland.

If the proposed Project is located within a coastal zone, please describe adaptation measures to be implemented through the Project or local or regional jurisdiction to address related impacts, including the potential impacts of sea level rise.

The Treasure Island/Yerba Buena Island Development project has prepared and is implementing an adaptive management plan (Sea Level Rise Risk Assessment and Adaptation Management Plan, attached) that integrates the following measures into the project:

- 1. Raise grades for all new development to accommodate sea level rise over a 70-year horizon (typical will be +30 to 36 inches over base flood elevation)
- 2. Improve the perimeter protection (through heightened shoreline embankments and other constructed methods) and interior drainage up to mid-century levels at a minimum to prevent obstruction of view corridors and ponding, while providing protection against coastal flooding.
- 3. Develop an Adaptation Strategy for improvements beyond mid-century levels (as described in bullet 2 above) to the shoreline protection system and drainage system in the event that actual sea level rise exceeds certain thresholds.
- 4. Include development setbacks to allow sea level rise projection improvements along the perimeter.
- 5. Identify a stream of funding to construct these improvements as part of the Adaptation Strategy.



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Agricultural Land Preservation - §106(a)(14)

According the Department of Co 1) Prime Farmland, 2) Farmland			rtion of the Project located on sites rtance or 5) Grazing Land?	identified as any of follo	wing
If yes, please identify type of farr	n/grazing land:				
If yes, please enter a description of how the proposed Project otherwise addresses the requirement to preserve agricultural land:					

Threshold Page 5 of 5 HCD Version Date: 5/31/2016



San Francisco Dept. Public Works (DPW)

San Francisco Dept. Public Works (DPW)

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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READINESS

Environmental Clearances - §106(a)

FAAST File Name	Description					
Authority to Use Grant Funds	Submit a copy of HU	JD 7015.16 "A	uthority to Us	e Grant Funds",	if applicable	
					,	
Required Documentation	Capital Proj	jects			Comments	
NEPA	AHD	HRI	STI	TRA	Describe any special circumstances	
Is Federal funding proposed that will trigger			No	No	No Federal Funds are involved in the fi	nancing of
NEPA requirements?					this Capital Project and therefore NEPA	is not
		-			triggered.	
If "yes," enter date of the "Authority to Use Gra	ant					
Funds" for each applicable Eligible Use.			1			
					<u> </u>	
CEQA	AHD	HRI	STI	TRA	Describe any special circumstances	
Is this Project approved "by right?"			Yes	Yes		. *
Is this Project Categorically Exempt?		-	No	No		
Negative Declaration (Date)		1		1		
Final Environmental Impact Report (Date)			4/21/2011	4/21/2011		
am simona impact report (Date)	L		1.72.72011	1		
					•	
have been granted, submitted or to be ap				A STATE OF WALL TO		14,173 0001,5750
Agency / Issuer	Land Use A AHD	pproval Date b HRI	y Eligible Use STI	TRA	Approval Type Comments	
San Francisco Planning Department					General Plan	
			6/1/2011	6/1/2011	Amendment	
San Francisco Planning Department		+	6/1/2011	6/1/2011	Site Plan Aproval	
San Francisco Planning Department		1	6/1/2011	6/1/2011	Zoning Approval	
Treasure Island Development Authority		1			TI Streetscape	
(TIDA)		1	2/10/2015	2/10/2015	Master Plan Approval	
· · · · · · ·						
Treasure Island Development Authority	_	1	1	1	TI Major Phase	
(TIDA)			5/13/2015	5/13/2015	Application Approval	
Treasure Island Development Authority	_	-	1	+	TI Sub-Phase	
(TIDA)			2/22/2016	2/22/2016	Application Approval	
Treasure Island Development Authority		<u> </u>	+		YBI Sub-Phase	
			2/22/2016	2/22/2016		
(TIDA)			+		Application Approval	
Dept. of Building Inspection (DBI)			4/29/2016			
	·			4/29/2016	YBI Abatement &	
San Francisco Dept. Public Works (DPW	<u> </u>			4/29/2016	YBI Abatement & Demo Permit	
	7		3/2/2016		YBI Abatement & Demo Permit YBI Infrastructure	
			3/2/2016	4/29/2016 3/2/2016	YBI Abatement & Demo Permit YBI Infrastructure Permit Submittal	
Dept. of Building Inspection (DBI)	, <u> </u>			3/2/2016	YBI Abatement & Demo Permit YBI Infrastructure Permit Submittal TI Abatement &	
Dept. of Building Inspection (DBI)	7		3/2/2016		YBI Abatement & Demo Permit YBI Infrastructure Permit Submittal	

Additional Comments

4/7/2016

4/16/2016

4/7/2016

4/16/2016

TI Infrastructure

Permit Submittal

Mitigations Permit Submittal

Tl Geotech



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Site Control - §106(a)(7)

	Required FAAST Uploads;
FAAST File Name	Description
Site Control - PTR	For Affordable Housing Developments and Housing-Related Infrastructure Capital Projects, include a Preliminary Title
Site Control - 1 110	Report dated not more than 180 days preceding the application deadline date.
Site Control1, Site Control2, etc.	Upload appropriate documentation to demonstrate the form of site control indicated below for each Capital Project

Enter the most recent document execution date for at least one of the indicated site control acceptable forms for each applicable Eligible Use type (AHD, HRI, STI and/or TRA) and submit a copy of the executed document. Refer to the Guidelines (pgs. A-7 thru A-8) for acceptable forms of site control.

Acceptable Forms of Site Control:

1) Fee Title						
2) Leasehold Interest						
3) Enforc	eable Option to Lease or Purchase					
4) Dispos	sition and Development Agreement					
5) Encro	achment Permit					
6) Exclusive Right to Negotiate / Irrevocable Offer of Dedication						
7) Sales Contract						
8) Other:						
8) Other:						
8) Other:						

Eligible Use Types:									
AHD	HRI	TRA							
			044/0044						
		6/1/2011	6/1/2011						

Comments:

Describe any special circumstances, e.g. if there are multiple STI projects provide site control information for each.

The executed DDA applicable for the STI and TRA Capital Projects are available at this link:

https://iennar.box.com/s/uxcz8lcaju5axcw7mo1llvb0e ci3g1gy

End of Section



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HOUSING SUPERTAB

IMPORTANT NOTE - Completion of all sections of this Housing SuperTAB is required of ALL applications requesting AHSC funds for Affordable Housing Development (AHD), Housing-Related Infrastructure (HRI) or a combination of both. Please scroll through the entire tab and provide all required information

roject Name: roject Address:						
oject Address.						
ojoet i coality.						
	Affordable	Housing De	velopment /	Housing Related Infra	structure Project Description	on
ovide the following inform						
(4) (5)	Area	Unit Co	nunf.	Building Count:	Project Type:	Project Design:
	lculations:			Building Count.	Fibject Type.	Floject Design.
nd Area	acres	#DIV/0! Unit				
sidential Rental	sq. ft.		f Units	# of Buildings		
meownership	sq. ft.		f Units	# of Buildings		
mmercial ner Uses	sq. ft.		f Units/Spaces	# of Buildings # of Buildings		
mmunity Room	sq. it.		f Units/Spaces f Units/Spaces	# of Buildings		
mber of Elevators	104.16	1 177 01	Onks/Opaces	THE OF DURININGS		
	nakanaka nanggara	For so	cattered site pr	ojects, complete the follow	wing section:	desario de la composición del composición de la composición de la composición de la composición del composición de la co
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nt Density Verification In projects to the control of the control	that include an A (e.g., an engine	clude a letter a ndscape archite strength of the control of the co	Requind sealed site lect) confirming	ired FAAST Uploads: map certified by a Califor the net density ent as a Capital Project: chitect) confirming the ne	nia State-licensed professional Include a letter and a sealed sit it density. Upload into FAAST a. IOTE: The following are NOT o Utility Easements Setbacks Private Drives and Walkways Landscaping Common Areas and Facilities Off-street parking Drainage Facilities (exclusive to	te map certified by a California nd label it as "Net Density Map. qualified as deductions:
net Density Verification complete only for projects to ale-licensed professional Net Acreage Verification Net Acreage Verification Net Acreage Verification Section 19	that include an A (e.g., an engine	clude a letter a ndscape architication of the control of the contr	Requind sealed site lect) confirming	ired FAAST Uploads: map certified by a Califor the net density ent as a Capital Project: chitect) confirming the ne	nia State-licensed professional Include a letter and a sealed sit it density. Upload into FAAST a. IOTE: The following are NOT o Utility Easements Setbacks Private Drives and Walkways Landscaping Common Areas and Facilities Off-street parking Drainage Facilities (exclusive to	te map certified by a California nd label it as "Net Density Map. qualified as deductions:
th Density Verification Implete only for projects the ate-licensed professional Net Acreage Verifications of Description of	that include an A (e.g., an engine cation:	clude a letter a ndscape archite for dable Houser, surveyor, o 0 0.00	Reguind sealed site lect) confirming sing Developmor landscape ar	map certified by a Califor the net density ent as a Capital Project: chitect) confirming the net	nia State-licensed professional Include a letter and a sealed sit it density. Upload into FAAST a. IOTE: The following are NOT o Utility Easements Setbacks Private Drives and Walkways Landscaping Common Areas and Facilities Off-street parking Drainage Facilities (exclusive to	te map certified by a California nd label it as "Net Density Map. qualified as deductions:



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Net Density Verification: Net Density: #DIV/0! #DIV/0!
Market Study - §106
Required F.AAST Uploads:
FAAST File Name Description Market Study. For AHD-Rental and AHD-Homeownership Capital Projects, applicants must provide a completed market study prepare
Market Study Within one year of the full application due date
Summarize the Market Study in the form below:
Marketing Study Prepared By (Organization): Market Study Analyst:
Date Prepared:
Project Amenities: .
Target Population and Income Levels Served:
Primary Market Area:
Commercial Usest
Market Strengths:
Market Weaknesses:
Variable Data Construction and the second of
Vacancy Rate of Comparable: Other Subsidized Housing Projects (Existing & Planned):
Studio 1BD 2BD 3BD 4BD Calculated Demand for each unit size:
Is the demand based on rents / incomes proposed in the application?
Does the demand come from the primary market area, not secondary. Were income groups double counted when determining demand? Penetration Rate:
Absorption:
Are there substantial differences in the capture rates between units of different number of bedrooms?
Article 3/ Authority
Article 34 Authority
Required FAAST Uploads; FAAST File Name Description
Article 34 Attorney Opinion Documentation to demonstrate legal requirements of Article 34 and relevant Project facts have been considered. Article 34 Authority documentation Copy of document providing Authority
Does the locality have sufficient Article 34 Authority to accommodate the project? If yes, attach a copy of the document providing Authority.
Article 34 opinion letters submitted to HCD must demonstrate that the applicant has considered both the legal requirements of Article 34 and the relevant facts of the project (e.g., the state public body lenders, the number of low income restricted units, and the general content of any regulatory restrictions). Any conclusion
that a project is exempt from Article 34 must be supported by specific facts and a specific legal theory for exemption that itself is supported by the Constitution, statute, and/or case law.
If a project is subject to Article 34, the letter must demonstrate that there is Article 34 authority for the project. This may be done by providing information from an
appropriate local government official either that a referendum for the specific project has been passed by the voters, or that a blanket referendum has been passed and that the locality has allocated sufficient Article 34 authority to the project.



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Prior to the execution of the Department's Standard Agreement, the Sponsor or Borrower must deliver to the Department satisfactory evidence that the requirements of Article 34 of the California Constitution have been satisfied or are inapplicable.

If this project does not have Article 34 authority, AHSC may be limited to restricting no more than 49% of the total units.



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Required FAAST File Name Description	FAAST Uploads: tax credit reservation, upload documentation to FAAST.
Name of Investor: Is interested in purchase	ion Document Project Name:
The estimated proceeds are equivalent to for each \$1.00 for each \$1.00 of state credits and earned by the investor will be included in the	0 of federal credits and eproject's eligible basis.
Enter the number of Federal and State credits, and the proceeds for the Feder Amount of Federal Credits: Amount of State Credits:	Proceeds for Federal Credits Proceeds for State Credits Proceeds for State Credits Estimated Gross Proceeds \$0
This project does not require the use of taxable bond proceeds and it understood that Tax-Exempt Bond proceeds may be used to fund the project. Estimated net syndication proceeds may be calculated by subtracting typical syndication	This project requires the use of Taxable Bond proceeds.
Investor Expenses: Investor fees (acquisition, advisory, etc.) Organizational and offering expenses Acquisition expenses Reserves or working capital Other (explain) Total Investor Expenses \$0	Partnership Expenses: Legal Expenses Accounting Expenses Other (explain) Other (explain) Total Partnership Expenses \$0
Total Expenses: \$0 Net Proceeds: \$0 Total Expenses/Gross Proceeds: #DIV/01	
If there are questions regarding these estimates please contact: Investor or Preparer Name Investor or Preparer Phone Number Investor or Preparer Email	Type of Tax Credits: TCAC Application Round: TCAC Application Year: Applying for State Tax Credits?
Cost Rea	sonableness
Development and Operating costs will be reviewed on both a per-unit and a pe- based on the type of proposed rehabilitation or new construction, and the geog	r-square-foot basis. The Department will evaluate the reasonableness of the costs graphic area in which the development is located.
If project budgets are deemed unusually high, HCD staff may request additional justification for the costs. Projects with unjustified development costs may not be	al information. Projects with above-average or below-average costs must provide be approved/awarded funding.
AHD total development cost (TDC) Per Unit AHD total development cost (TDC) per square foot	
Provide a description of unusual or extraordinary circumstances that have resulthese costs are reasonable.	ulted in higher than expected project costs and provide a justification as to why



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Parking - §103(2)(A)(iv)

The minimum residential per unit parking spaces in parking structures as required for the Project by a Locality based on the following:

Project Specific Per Unit Parking Requirements*	Maximum Allowable
(inclusive of guest parking)	AHSC funds per space
Up to 2 spaces per unit	\$10,000/space
0.5 to 1 space per unit	\$20,000/space
<0.5 spaces per unit	\$30,000/space

	Number of structured parking spaces per residential unit <i>required by local planning/zoning</i> authority
0.	Number of residential units
0.0	Number of AHSC-funded Structured Parking Spaces proposed in this project
#DIV/01	Number of Structured Parking Spaces per Residential Unit
	Enter the maximum allowable AHSC funds per structured parking space (see table above)
#DIV/01	Applicant requested funds per space
#DIV/0!	Does the amount requested per space exceed eligible amount per space?
If Cell B2	15 indicates "Yes," Applicant must reallocate costs to within allowable funding range
	Number of car share spaces*
	Number of electric vehicle charging spaces*
	Number of uncovered guest parking spaces*

*these spaces are not calculated in the allowable structured parking spaces

IMPORTANT NOTE: Spaces in uncovered surface parking lots may not be funded under this Program.

Bicycle Parking - §103 (a)(A)(v)

Provide a detailed description of Secure Overnight Bicycle Parking, including a description of how bicycles are secured (i.e., bike locker, bike building, etc.)

0	Number of proposed residential units
	Number of proposed Secure Overnight Bicycle Parking spaces
#DIV/0!	Number of Secure Overnight Bicycle Parking spaces per residential unit

Housing



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Loan Limit Calculation (AHD - Rental)

Pursuant to Section 104(e)(2), the maximum loan amount shall be calculated pursuant to 25 CCR 7307 based on the number of Restricted Units in the Affordable Housing Development, affordability, unit sizes, location, and on the base amount for loan calculation as specified in the AHSC Program NOFA. For Affordable Housing Developments receiving 4% low-income housing tax credits, \$60,000 per Restricted Unit may be added to the base amount for loan limit calculation purposes. Click on this cell for the reference. Be sure that the unit mix information entered is consistent throughout this workbook.

Step 1: Identify Unit Mix		
Provide the number of units for each combination of Unit Size and Income-Level in the UNIT MIX table	e belov	
Manager's Unit(s)		
# of Unrestricted Manager's Unit(s):	0	Identify the AMI Level(s) for
# of Restricted Manager's Unit(s) (included under the associated unit size/AMI level below):		the Restricted Manager
Total # of Manager's Unit(s):	0	Unit(s):

Income Level	Efficiency	1 BD	2 BD	3 BD	4 BD	TOTAL
Unrestricted						•
Market Rate						0.50
Unrestricted Manager's Unit(s)						0
Total Unrestricted	0	Colored Of the Phila	27033 (0.000)	表示10位的	\$5-13 O 0 5 o De-	0 0
Restricted Units* (including any Restricted Mgrs. Unit(s))						
60% AMI						0.0
55% AMI						0.
50% AMI						0
45% AMJ						State 0
40% AMI						0
35% AMI						0
30% AMI						0.5
25% AMI						4, 5,0
20% AMI						0.0
15% AMI						0.47
Total Restricted	0.4	0.	0.55	£ 0	0	110000
GRAND TOTAL	Story in Olerande	18.58 CO 18.5015	P657 0 384 %	Region October 1981	140/350	0.55

*Per the AHSC Guidelines, "Restricted Units" are residential units restricted by an enforceable covenant or agreement with the Department or other public agency to occupancy by low- or very low-income households, with affordable rents pursuant to 25 CCR 7312 of the MHP regulations or affordable housing costs pursuant to the BEGIN Program for at least 55 years. Restricted Units must be substantially equivalent in size and number of bedrooms to the balance of units in the Housing Development. Restricted Units may consist of units designated for any housing tenure, rental or owner-occupied, within the Housing Development.

Step 2: Identify Loan Limits

Indicate the county in which the Affordable Housing Development resides. Provide the loan limits in the table below for the appropriate county, and for each combination of Unit Size and Income-Level, for the MHP General Units (not for Supportive Housing), which can be found within the link below:

2015 Non-HERA Per Unit Loan Limits (beginning on page 31)

	Required FAAST Uploads:
FAAST File Name	Description
Non-HERA Per Unit Loan Limits	Please provide the page associated with the county in which the project is located, to demonstrate compliance with the
	appropriate loan limits:

County:					
Income Level	Efficiency	1 BD	2 BD	3 BD	4 BD
Unrestricted					
Unrestricted Manager's Unit(s)	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Restricted Units* (including any Restricted Mgrs. Unit(s))	NAMES OF STREET OF STREET	AND PROPERTY SECURITY	Complete House States and Alexander	THE RESERVE OF THE PARTY OF THE PARTY.	
60% AMI					
55% AMI					
50% AMI					
45% AMI					
40% AMI					
35% AMI					
30% AMI					
25% AMI					
20% AMI					
15% AMI					



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*Per the AHSC Guidelines, "Restricted Units" are residential units restricted by an enforceable covenant or agreement with the Department or other public agency to occupancy by low- or very low-income households, with affordable rents pursuant to 25 CCR 7312 of the MHP regulations or affordable housing costs pursuant to the BEGIN Program for at least 55 years. Restricted Units must be substantially equivalent in size and number of bedrooms to the balance of units in the Housing Development. Restricted Units may consist of units designated for any housing tenure, rental or owner-occupied, within the Housing Development.

Step 3: Calculate Maximum Allowable Loan

The CALCULATOR below will generate the maximum allowable loan. The bottom table indicates the maximum allowable limit depending on the use of the 4% tax credit boost.

Income Level	Efficiency	1 BD	2 BD	3 BD	4 BD	TOTAL
Unrestricted						
Unrestricted Manager's Unit(s)	\$0	\$0	\$0	\$0	\$0	\$0
Restricted Units* (including any Restricted Mg	rs. Unit(s))	September 15 to 15 Temperature			Extraction of Contractor	A STABLE STATE OF STA
60% AMI	\$0:	3 - \$ 0	\$0	\$0	\$0	\$0
55% AMI	\$0	\$0 - 5	\$0	\$0	\$0	\$0
50% AMI	- \$0	\$0	- \$0	\$0	\$0	\$0
45% AMI	\$0	\$0	\$0	\$0	\$0	\$0
40% AMI	\$0	\$0	\$0.	\$0	\$0	\$0
35% AMI	\$0	\$0	\$0	\$0	\$0	\$0
30% AMI	\$0	\$0	\$0	\$0	\$0	\$0
25% AMI	\$0	\$0	\$0	\$0	\$0	\$0
20% AMI	\$0	\$0	\$0	\$0	\$0	\$0
15% AMI	. \$0	\$0	\$0	\$0	\$0	\$0
GRAND TOTAL	\$0	\$0	\$0	\$0	\$0	\$0

AHD-R LOAN LIMITS	rtvi ilolofilolofi.
Applying for 4% Tax Credits?:	
Base Amount for Loan Limit Calculations:	\$0
Loan Boost for 4% Tax Credit Projects (\$60K/Restricted Unit):	\$0
Maximum Allowable AHD Loan Limit:	\$0

Step 4: Submit Financial Feasibility Data

In addition to the information provided above, the following worksheets must also be completed as part of the application. You may navigate to each required worksheet tab by clicking on the link provided. Please be sure to provide consistent Unit Mix information throughout this application. Upon completion, indicate tabs have been reviewed for consistency by selecting YES in each box below.

 The state of the s
Unit Mix
Operating Budget
15-Year Pro Forma



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Grant Limit Calculation (AHD-Homeownership)

Step 1: Identify Eligible Costs based on the BEGIN Program

Pursuant to Section 104(f)(4) of the AHSC Program Guidelines:

For homeownership Affordable Housing Developments, AHSC Program assistance will be provided in the form of a grant from the Department to a Locality or Developer, to be used to provide a loan from the Locality or a Developer to a qualified first-time homeowner in an identified homeownership Affordable Housing Development, in accordance with the provisions of the BEGIN Program as set forth in the BEGIN Guidelines issued by the Department, as amended April 21, 2009, except for the requirements for regulatory relief, set forth in Section 106 of those guidelines, and the application selection criteria set forth in Section 119.

According to the BEGIN Program Guidelines:

The BEGIN Program is a homeownership program designed to make grants that provide incentives or reduce/remove regulatory barriers for housing developments. These grants shall be used for down payment assistance in the form of loans to qualifying first-time homebuyers with low- and moderate-incomes purchasing newly-constructed homes in a BEGIN Program project.

The assistance to the homebuyer will be in the form of a deferred payment loan with a 30-year term and 1 - 3% deferred simple interest. The maximum amount of the loan is 20% of the purchase price.

A homeownership development project must be new construction on a site, including subdivisions, or scattered sites, that is under common ownership, development financing and construction.

Eligible and Ineligible Uses of Funds:

- (a) Mortgage assistance for permanent financing of:
- (1) A new homeownership dwelling unit ready for occupancy, or;
- (2) A unit constructed using the self-help method. In the case of self-help housing mortgage assistance, the BEGIN Program permanent financing may be disbursed at time of lot purchase when the self-help housing is being financed under the U.S. Department of Agriculture, Rural Housing Service 502 program; (b) Non-recurring loan closing costs;
- (c) Any use not expressly listed as eligible is considered an ineligible use of BEGIN Program funds.

New Construction:	Site: Site is "Other," describe:	
% Affordable Units:	If "Scattered Site," is project under common ownership, development financing and construction?:	
Min. Net Density Met:	# of Secure Overnight Bicycle Parking:	

Step 2: Calculate Maximum Allowable Grant for Down Payment Assistance						
Number of Bedrooms	Total Number of Units	_Total Number of Restricted Units	Total Number of Unrestricted Units	Projected Sales Price	% of County AMI	Max. Allowable Grant for Homeownership Loans
-						::::::::::::::::::::::::::::::::::::::
						\$0
						\$0 Section 1
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						50
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
TOTAL	0	0	0		X/////////	\$0 - 3 (4 4 5 7 5 0 - 3 1 5 1 5 7 7 7 1 5 7 7 7 1 5 7 7 7 7 7 7



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Enter the Amount of the AHD-Homeownership Grant Requested:



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Grant Limit Calculation (HRI)

FAAST File Name	Required FAAST Uploads:
HRI Condition of Approval	Provide documentation to demonstrate the HRI activities to be funded in full or in part through AHSC funds are a condition of approval for an associated Affordable Housing Development - please highlight applicable portions of the document. Examples of documentation include a signed development agreement or resolution.
Parking Requirements	If requesting AHSC HRI funds for parking, provide either 1) documentation highlighting residential parking requirements under existing zoning or 2) project specific parking requirements if different than required by existing zoning.

If requesting funds for Housing-Related Infrastructure, please provide the number of units for each combination of Unit Size and Income-Level in the UNIT MIX tables above, according to whether the project is Rental or Homeownership, and provide the summary information for the Total Unrestricted vs. Restricted Units below, ensuring consistency between all Unit Mix tables:

Unit Type	Per Unit Grant Amount Numl	ber of Units Maximum Grant Amount
Unrestricted	\$35,000	\$0
Restricted	\$50,000	\$0
TOTAL		0 \$0

Affordable Housing Underwriting Checklist

1.	Are there any variable rate or balloon loans associated with this project?
2.	Does or will the senior debt and loan agreement comply with the Department's Multifamily Housing (MHP) Program financing as set forth in 25 CCR 7308, including the priority order of payments from cash flow?
3.	Does or will the junior debt and loan agreement comply with the Department's Multifamily Housing (MHP) Program financing as set forth in 25 CCR 7308, including the priority order of payments from cash flow?
4.	Is the site a leasehold estate? If so, please answer the following:
	a. Is rent based on restricted value of land?
	b. How is the rental rate of return calculated?
	c. Has the applicant correctly indicated the acquisition cost as zero (\$0) in the Development Budget?
	d. Is a prepaid lease loan used? If so, please answer the following:
	is the loan amount based on the Present Value of lease payments?
	ii. Is the lender requesting residual receipts, which is not permissible?
	III. Has the loan amount been entered as a finance cost?
5	Are there any cost sharing agreements?
6.	What covenants or regulatory agreements are already on title?
7.	What covenants or regulatory agreements are anticipated?
8.	Did any construction, including demolition, commence prior to the Notice of Funding Availability (NOFA)?
9.	Was a Relocation Plan required?
10.	If so, was it completed?
11.	Are the premises, common space, open space or parking going to be shared with another party?
12.	If there is commercial space that is not eligible to be funded by AHSC funds, is cost allocation based on total development cost?
13.	What is the ultimate form of site control?
14.	What is the estimated construction start date?
15.	What is the estimated construction completion date?

End of Section



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TRANSPORTATION SUPERTAB

Project Summary Data

IMPORTANT NOTE - Completion of all sections of this Transportation SuperTAB is required of ALL applications requesting Sustainable Transportation Infrastructure (STI), Transporation-Related Amenities (TRA) or a combination of both. Please be sure to scroll through the entire tab and provide all required information

Sustainable Transportation Infrastructure/Transportation Related Amenities Project Data

Provide the following data regarding your STI/TRA (if applicable):

Amount Funded:		
Bike Facilities	2.50	Linear Miles
Pedestrian Paths	########	Linear Feet
Improved Crossings	64.00	each
New Transit Vehicles	3.00	each
Bus Shelters	3.00	each
Bus Stop Benches	3.00	each
Bike Parking at	111.00	each

Туре:
Class I
Sidewalk
Crosswalks
Bus
Serving SFMTA, AC Transit and new
on-island shuttles
Bike Lockers: 48
Bike Racks: 40

Numb	er of Transit Routes Improved: 2.00
Improv	vement Type (reply "Yes" to all that apply):
Yes	Added or Improved Transit Service
Yes	Station Area or Transit Access Improvements
Yes	Added ITS Technology or Transit Mobility Improvements
Yes	Other (please describe below)
	1.8 miles of Class 2 bike lanes; .7 miles new mixed use paths; new on-island shuttle service

Cost Reasonableness

Capital and Operating costs for transportation projects and programs will be reviewed for cost reasonableness as compared to similar types of project.

If project budgets are deemed unusually high, HCD staff may request additional information. Projects with above average costs or below average costs must provide justification for the costs. Projects with unjustified development costs may not be approved/awarded funding.

Provide a description of unusual or extraordinary circumstances that have resulted in higher than expected project costs and provide a justification as to why these costs are reasonable.

Treasure Island is a man-made island built by creating a rock dyke that was filled with sandy soils over the natural bay mud bed of the San Francisco Bay. The bay mud is susceptible to static settlement, and the island has sunk several feet since the island was built in the 1930s. The Project areas must be raised several feet to compensate for the lost elevation and to account for future sea level rise. The additional weight of the fill material and proposed improvements will induce further settlement. Surcharging will be employed to mitigate this static settlement. Additional geotechnical mitigations are required for the sandy fill material, which is subject to liquefaction during seismic events. Vibrocompaction will be used to mitigate the liquefaction risk for the fill material. Finally, deep soil mixing and stone columns will be used to strengthen the perimeter of the island (including the Intermodal Hub transit plaza area) in order to contain the island soils and prevent lateral spreading. These extensive geotechnical improvements account for the extraordinary cost under "Soil Stabilization" (row 24 in budgets).

Ineligible Transportation Costs

Parking not required as a condition of approval as part of a housing development, as well as any auto-related capacity expansion of roadways are not eligible for funding under the AHSC program. Please certify the following:

I certify that the proposed eligible costs under STI and TRA do not include automotive capacity increasing components or SOV parking. Yes

End of Section.

COMMUNITY JURISHOPH COLLING RULE

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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SCORING RUBRIC and SELF SCORE

Active Transportation Improvements	- 107(b)	
	up to 3 points	Up to 1.5 points for a Project which demonstrates a clear purpose and need that addresses a network ga closure or removal of barrier in order to increase access to destinations or increase safety. 0.5 points for Project identified or supported by the community it plans to serve. 1 point for a Project that identifies, considers and addresses both bicycle and pedestrian needs along the route.
Purpose and Need (4 points max)	0.5 points	Documentation of at least one active transportation safety issue or access barrier currently on the Project route or in the program area (e.g., high number of crashes involving auto/bike interactions on the route, high traffic speeds, high volume of vehicles, noncompliance with local traffic laws, inadequate traffic contidevices for safe cycling, or a lack of low-stress bicycle facility present).
	up to 0.5 points	Discussion of current user types (.25 points) (e.g. students, seniors, commuters, recreational, etc.), including estimated current user volumes (.25 points).
Project Solution and Implementation	Up to 3 points	Project demonstrates that the proposed ASHC funded active transportation component will achieve at least one (1 point) or more than one (2 points) intended outcomes from the following: reduce vehicular speed of volume near non-motorized users, improve sight distance and visibility, eliminate potential conflict points improve compliance with traffic laws, or address any other barriers that may have existed on the route. 1 point for a Project that provides a solution that addresses both bicycle and pedestrian needs along the
(6 points mx)	Up to 1 point	Project utilizes innovative solutions to address the identified needs (e.g., protected bikeways, rapid flashi beacons at crosswalks with pedestrian refuge islands, etc.).
	1 point	Projects that can demonstrate a projected increase in future users
Notes Engage and Occasion (1977)	1 point	Projects that demonstrate an increase in network connectivity to key destinations and amenities.
Vater, Energy and Greening - 107(c) Urban Greening	2 points	2 points for applications that incorporate Urban Greening features along an active transportation route, transit corridor, open space or park with at least two years of initial maintenance.
(3 points max)	1 point	1 point will be provide for applications that incorporate low-impact design green infrastructure which mee or exceed California's Model Water Efficient Landscape Ordinance.
Site Development and Energy Efficiency Standards		4 points will be given to applications which include Capital Projects that which exceed 2013 California Building Code Standards (Title 24), or Building Energy Efficiency Standards (Title 24, Part 6).
(4 points max)	4 points	
Zero Net Energy/ On-Site Renewable Energy Generation (3 points max)		Up to 3 points will be given to projects that incorporate multiple strategies into their project in an attempt reach zero-net energy design standards and clearly describe how those elements will help the project we towards zero net energy goals. Partial credit will be given for projects that incorporate one strategy. Full credit (3 points) will be given to projects which do not require or consume energy.
Pepth and Level of Housing Affordabi	ility - 107(d)	
Level and depth of affordability of AHD ar affordable developme (10 Points max)		For Owner-Occupied Units: 0.13 points for each percent of total units not exceeding the moderate income limit. 0.25 points for each percent of total units not exceeding the moderate income limit at affordable housing costs for not less than 55 years. 0.30 points for each percent of total units not exceeding the lower income limit at affordable housing cost for not less than 55 years.
Note: Total resulting points based on the int will be multiplied by 0.333 to determine fina to exceed 10 points maxi	al applicable score (not	For rental units: 0.13 points for each percent of total Restricted Units for households with incomes less than or equal to 5 percent of State Median Income 0.7 points for each percent of Restricted Units for households with incomes less than or equal to 40 percent of State Median Income 0.9 points for each percent of Restricted Units for households with incomes less than or equal to 35 percent of State Median Income 1.3 points for each percent of total units that are Restricted Units for households with incomes not exceeding 20 percent of State Median Income for the first 10 percent of total Restricted Units; then 1 point for each subsequent percent of total Restricted Units. For rental Affordable Housing Developments utilizing 9% low income housing tax credits, applicants may elect to have their rental units scored in accordance with the scoring system used for this purpose by TCAC.
Housing and Transportation Collabor	ation - 107(e)	1
Joint Applicants (4 points)	4 points	For applications submitted as a joint application between a housing developer and a public agency that hauthority over public transit or transportation infrastructure.
Coordinated Investment (3 points)	3 points	applications submitted with a coordinated investment of at least \$500,000 for AHD/HRI and \$500,000 for STI investments.
GGRF Funding (1 point max)	1. point	One point for Projects which have received funding from at least one other GGRF fund which directly benefit or contribute to the development of the proposed project.
High Speed Rail (1 point)	1 point	For Projects located within an environmentally cleared High speed Rail Station Planning Area.



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Elf-ORIG		
N	0.5 points	Description of the planning process between housing and transportation capital components.
Narrative (1 point max)	0.5 points	Discussion of the collaborative process involving Joint Applicants in the development of the proposed Project.
Community Benefit and Engagement-	107(f)	
	0.5 points	For applications which provided a clear description of all of the public and governmental stakeholders involved.
Overview of Community Engagement (1.5 points max)	0.5 points	For applications which provided clear examples and meaningful context for the level of community engagement.
	0.5 points	For applications which successfully uploaded at least 3 letters of recommendation that describe how the Project successfully meets an identified community need.
Stakeholder engagement (1.5 points max)	Up to 1.5 points	For maximum points, applications must respond to each Identified question in the prompt with responses which demonstrate that the applicant went above and beyond in making the event as accessible as possible.
Additional Community Benefits (5 points max)	Up to 5 points	Up to 5 points will be provided to applications as follows: 1 point for each identified meaningful communit benefit (up to 3 identified benefits) and 2 points for clearly articulated descriptions of the anticipated benefits.
ocation Efficiency and Access to De	stinations- 107(g)	
	3 points	Walk Score of 90-100
Location Efficiency: Walk Score (3 points max)	2 points	Walk Score of 70-89
(o points max)	1 point	Walk Score of 50-69
	3 points	Bike Score of 90-100
Location Efficiency: Bike Score	2 points	Bike Score of 70-89
(3 points max)	1 point	Bike Score of 50-69
	0.5 points	Project Area includes Grocery store or supermarket of at least 25,000 gross interior feet
Access to Destinations	0.5 points	Project Area includes Medical clinic that accepts Medi-Cal payments
(2 points max)		Project Area includes Public elementary, middle, or high school
,	0.5 points	Project Area includes Licensed child care facility
unds Leveraged- 107(h)	0.5 points	
and Estoraged To. (II)	Fuelsta	verified EFCs >150% of requested AHSC Program funds
Demonstrated EFC to leverage AHSC	5 points	verified EFCs 100% to 150% of requested AHSC Program funds
funded eligible uses for Capital Projects	4 points	verified EFCs 75% to 100% of requested AHSC Program funds
and Program activities	3 points	<u> </u>
(5 points max)	2 points	verified EFCs 50% to 74.9% of requested AHSC Program funds
	1 point	verified EFCs 25% to 49.9% of requested AHSC Program funds
Anti-Displacement and Workforce Tra	ining Strategies - 10	
Physical Business Anti-Displacement Strategles (1 Point max)	Up to 1 point	full description of strategies to address displacement of business owned by or which employ lower-income workers. Full description must include identification of the strategy, who is responsible for implementing strategy and how it will a chieve anti-displacement objectives. 0.33 points per strategy (up to 3 strategies) with full description.
Economic Anti-Displacement and Workforce Training/Employment Strategies (3 points max)	Up to 3 points	full description of strategies to address displacement of business owned by or which employ lower-income workers or strategies to support workforce training of those within the identified Project Area. Full description must include identification of the strategy, who is responsible for implementing strategy and how it will a chieve anti-displacement objectives. 0.75 points per strategy (up to 4 strategies) with full description.
Program Need and Readiness - 107(j)		
Need and Benefit of Program Activities (2 points max)	Up to 2 points	Up to 2 points for applications which clearly demonstrate all of the following (0.25 points each): 1) who are the targeted users for the program, 2) what issue or need will the program address, 3) how the program waddress the identified need or issue and 4) why AHSC funding is needed.
Program Readiness and Sustainability (1 point max)	Up to 1 point	Up to 1 point for applications which clearly demonstrate all of the following (0.5 points each): 1) prior experience in operating similar successful programs and 2) how the program will sustained beyond the three year term for which funding is provided.
mplementation of Planning Efforts -	107(k)	
Transit Priority Areas (1 point max)	1 point	1 point for Projects which are identified in a regional Transit Priority Areas document and reflect prioritization as a Transit Priority Area or equivalent. Documentation uploaded as verification.
Climate Adaptation (0.50 points)	Up to 0.50 points	0.25 points for each of the following: 1) How the project implements climate adaptation and mitigation efforts, and integrates multiple sectors to optimize climate and public benefits and 2) Identification of a planning-level document which supports the above identified strategy(les).
Long Range Local Plans (0.25 points max	0.25 points	0.25 points for Projects which directly implement a policy of an identified long range local plan. Documentation uploaded as verification.
Project-Specific Plans (0.25 points max)	0.25 points	0.25 points for Projects which directly implement a project-specific plan. Documentation was uploaded verification.

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Self Score

Total Maximum Applicable Points (provided by HCD) | Physical Site without AHD/HRI - 90 Points

		Physical site with AHD/HRI	Physical Site without AHD/HRI	No Physical Site	Max Points	My Self Score
GH	G Quantification Methodology					and the second
а	GHG Quantification Methodology Note: Resutling GHG Emissions Reductions points will be determined upon submittal of application. No Self Score applicable.	x	×	×	30	N/A
Sup	plemental Strategies					
	Active Transportation	х	X		10	10.00
	Water, Energy and Greening	х	х		10	10.00
Poli	cy Objectives	1, 11, 11		ota-cilia.		
	Depth and Level of Housing Affordability	х			10	
	Housing and Transportation Collaboration	х	х	х	10	4.00
	Community Benefit and Engagement	х	×	х	8	8.00
	Location Efficiency and Access to Destinations	x	x		8	2.50
	Funds Leveraged	х	х	х	5	5.00
	Anti-Displacement and Workforce Training Strategies	х	х	7.1	4	4.00
	Program Need and Readiness	х	х	х	3	3.00
	Implementation of Prior Planning Efforts	х	×	х	2	2.00
	Total Possible Points	100	90	58		1

My Self-Score	48.50

End of Section



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SCORING ELEMENTS - GHG

GHG Quantification Methodology - 30 Points

and the second second	Required FAAST Uploads:
FAAST File Name	Description
CalEEMod Input/Output files	Documentation must be provided to demonstrate all included CalEEMod Measures, except where noted below. Applicants are requested to name the input and output files using the following format: "[Pin#]_[ProjectName]_input/output" not to exceed 20 characters. For example, if the application pin number is "12345," the project name is "San Diego Bay Housing," and the file is the input file, the file name may be "12345_SDBay_input." Project names may be abbreviated.
TAC_MeasureXX	Documentation must be provided to demonstrate all included TAC Measures, except where noted below

Total Project Reductions

	Cost Efficiency of Reductions
Total Project GHG Reductions (Enter value from GHG Summary Tab in Calculator) : 144204.15
Total AHSC funds requested (autopopulated from Funds Request)	\$12,055,858
Total Project GHG Reductions/A	NHSC \$ Request: 0.011961334

CALEEMOD Inputs

Required CalEEMod Inputs

Verified Project Setting	
First Year of Operation	
Residential Land Use Subtype	
CalEEMod Input/Output Files Uploaded into FAAST? (see required naming convention above)	

Optional CalEEMod Inputs (Measures)

Measure	included?
LUT-1 Increase Density	
LUT-3 Increase Diversity	
LUT-9 Improve Walkability Design	
LUT-4 Improve Destination Accessibility	
LUT-5 Increase Transit Accessibility	
LUT-6 Integrate Below Market Rate Housing	
SDT-1 Improve Pedestrian Network	
SDT-2 Provide Traffic Calming Measures	
PDT-1 Limit Parking Supply	
PDT-2 Unbundle Parking Costs	
PDT-3 On-Street Market Pricing	
TST-1 Provide BRT System	
TST-3 Expand Transit Network	
TST-4 Increase Transit Frequency	
TRT1&2 Implement Trip Reduction Program	
TRT-4 Transit Subsidy	
TRT-15 Implement Employee Parking Cash-Out	

Documentation Provided	Upload Complete?
Provided in Housing Tab	
Provided in Housing Tab	
To be uploaded in FAAST	
To be uploaded in FAAST	
To be uploaded in FAAST	
Provided in Housing Tab	
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TRT-14 Workplace Parking Charge	То
TRT-6 Encourage Telecommuting/Ait Work Schedules	То
TRT-7 Market Commute Trip Reduction	To
TRT-3 Provide Ride Sharing Program	To

To be uploaded in FAAST	
To be uploaded in FAAST	
To be uploaded in FAAST	
To be uploaded in FAAST	

TAC Inputs

Type of Service:	Bus / Vanpo	Bus / Vanpool / Shuttle		
Additional Type of Service (if applicable):		Bike		
Additional Type of Service	(if applicable):	Pedestrian		

Based on selection of service type above, the applicant must provide documentation for each of the applicable components identified below:

	Bus Vanpool Shuttle	Train	Ferry	Bike	Pedestrian
Year 1	Х	Х	Х	Х	Х
Year F	. X	х	х		************
Days of operation per year of new service (D)	Х	х	Х		
Daily ridership of new service (R)	Х	Х	х		
Adjustment factor to account for transit dependency (A)	*************************************	Х	Х		******
Length of average auto trip reduced (L)		Х	Х		*****
Adjustment factor to account for auto trips used to access new service (AA)		х	Х	*************************************	************
Length of average trip for auto access to transit (LL)	- XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	Х	Х		*************************************
Average Daily Traffic (ADT)		***************************************	***************************************	X	***********
Bicycle Paths/Lanes ADT Adjustment Factor (A)		*************	***************************************	X	***********
Bicycle Paths/Lanes Activity Center Credit (C)		*************	**********	X	*************************************
Pedestrian Weekly Auto Trips Eliminated		***************************************	***********	***************************************	Х
Fuel Type of New Service	X	X	X	XXXXXXXXX	***************************************
Engine Model Year of New Service	X	***************************************	***************************************		
Annual VMT/ Units of Fuel	Х	X	X	***********	

End of Section



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SCORING ELEMENTS - SUPPLEMENTAL STRATEGIES

Active Transportation Improvements - 10 points

Note: This criteria does not apply to Projects without a physical site. Please refer to page 33 of the Program Guidelines for additional information.

	Sequined FAAST Uploads
FAAST File Name	Description
AT Safety Issue	Documentation of at least one active transportation safety issue of access barrier along Project corridor
AT User Volumes	Documentation of current active transportation user volumes along the Project corridor

(1)

Project Purpose and Need

Please provide a narrative below to demonstrate the need for the active transportation component of the proposed Project and steps that occurred to have the project

If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.

Providing a continuous, low traffic stress, safe biking and walking network on Treasure Island and Yerba Buena Island is of critical regional significance to

the San Francisco Bay Area. The existing transportation network on Treasure Island and Yerba Buena Island is not conducive to safe and low traffic-stress bicycling and walking. Roadways are wide, the sidewalk network is incomplete, dedicated bike lanes are not typically provided, and the roadway design encourages high vehicle speeds. The lack of protected bicycle facilities forces bicyclists to share the road with fast moving vehicles, such as along Treasure Island Road, Macalla Road, and and California Avenue, and creates a high traffic stress environment for biking. These conditions are prohibitive for bicyclists who do not feel comfortable sharing the road with vehicles such as families, new cyclists, less experience bicyclists, and/or older bicyclists. The proposed projects will provide protected bicycle lanes (Class IV separated bikeways or "cycle tracks"), which are comfortable and safe for novice bicyclists and parents with children, including special signals for bicyclists at intersections to provide separate signal phases for bikes. The lack of a continuous pedestrian network, long block sizes, and limited crossing opportunities also create a high barrier to walking. The project proposes more frequenct crossings with strong traffic control, such as full signals and flashing beacons, in addition to reduce crossing distances and continuous sidewalk/path networks connecting all destinations on the islands. With the large amount of development proposed, the residential, employment, and visitor populations are expected to increase substantially. This project will not only serve future resident and employees, but it will also serve the disadvantaged communities living on Treasure Island today as well as pedestrians and bicyclists using the new Bay Bridge East Span Bicycle & Pedestrian Path (I-80), a significant investment from Caltrans with expected completion this year (2016). The proposed bicycle and pedestrian improvement projects will enhance the quality of San Francisco Bay Trail and connect the East Span Path with the existing portions of the Bay Trail along Avenue of the Palms and Avenue N. In order to ensure safety and comfort and to build on significant regional investments, such as the Bay Trail and Bay Bridge East Span Path, it is critical that connected, protected, low traffic stress, and safe biking and and walking network be build, as is proposed with this project.

The need for active transportation improvements have been identified since planning for the redevelopment of the island bgan in 1994. Since that time, countless steps have been take towards the implementation of the proposed active transportation improvements proposed as part of the Project.

Highlights include:

Has documentation of at least one active transportation safety issue of access barrier along Project corridor been provided in FAAST (e.g., high number of crashes involving auto/bike interactions on the route, high traffic speeds, high volume of vehicles, noncompliance with local traffic laws, inadequate traffic control devices for safe cycling, or a lack of low-stress bicycle facility present)?

Yes

Please describe current user types (e.g. students, seniors, commuters, recreational) and provide estimated user volumes.

If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.

Current users of the Treasure Island transportation network include residents, tourists, students employees, and recreational users. Many of the residents of the island are low-income or formerly homeless. Students are of various ages, inclusing those from on-island high schools and the federal Job Corps vocational traning program. Today, those users must arrive to the island either by private automobile or bus service. In the future, the proposed project will allow for better on-island circulation and will allow for walking and biking to occur between Treasure Island, Oakland, and Emeryville. The proposed project will need to accommodate significant future increases in people who walk and bike and will likely serve a wider range of trip types. Redevelopment on the islands will include the addition of a range of residential units, commercial and retail space, office space, hotel rooms and parks and open space. With this new development, there will be the addition of residents of varying income levels and demographics in addition to an increased number of employees, tourists and recreational users. The recent construction of the Bay Bridge East Span Path which is anticipated to connect to Yerba Buena Island by end of Summer 2016, will also draw cyclists from the East Bay. Together with the opening of the East Span Path, the low-stress facilities proposed on the islands will create a 5 mile-long low-stress bicycle facility between development and tourism hub of Treasure Island to destinations in Oakland and Emeryville.

There are currently approximately 2,000 reisdents on Treasure Island. Based on mode splits from a 2015 TIMMA survey, about 220 residents bike (11% of residents bike when extrapolated to existing population) and 480 residents walk (24% walk when extrapolated to existing population). There are about 320 current employees on the island, of which 32 bike (10% when extrapolate to existing employment population) and 57 walk on the island (18% when extrapolated to existing employment population).

Forecasted new employment on the islands from Stage 1 development of the project is 3,431 employees. In Stage 1 of the redevelopment project, there is an estimated 1,664 number of new housing units proposed. Based on the island's average of 2.26 people per household, this is 3,760 new residents for a total of 5,760 residents after Stage 1. Assuming a similar mode split to the TIMMA survey, this means 626 new residents biking and 1,377 new residents.



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Has documentation of current user volumes along the Project corridor been uploaded in FAAST?

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(2)

Project Solution and Implementation

Identify the intended outcome of the proposed active transportation component of the Project. Please identify all of the following that apply.

If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.

Yes	Reduced vehicular speed or volume near non-motorized
Yes	Improved sight distance and visibility
Yes	Elimination of potential conflict points
Yes	Improved compliance with traffic laws
Yes	Other barriers that may have existed on the route

If other, please describe: Reduced level of traffic stress for bicyclists and improve comfort in order to increase biking trips, increased connectivity

Describe how the intended outcomes will be achieved.

If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.

The intended outcome of this proposed project will be achieved with the addition of a number of new Class IV separated bikeways, comfortable pedestrian and shared-use paths, and crosswalk and intersection improvements, which, taken together, complete the active transportation network in the southwest corner of Treasure Island and the northern half of Yerba Buena Island, including a connection to the Bay Bridge (the southern half of YBI is Coarst Gaurd property). By completing the active transportation network, people biking and walking have more options to reach their destinations and do not have to endure out of direction or high traffic stress travel. As proposed with the project, the active transportation network build out includes:

- 4.0 miles of new sidewalks to create a continuous pedestrian network with comfortable sidewalk widths and attractive streetscapes, including landscaping and street trees
- 2.5 miles of new Class IV separated bikeway (also known as "protected bike lanes" or "cycle tracks"). These are low traffic stress, highly protected bicycle lanes that are suitable for cyclists of all ages and abilities, including families and those who may be new to cycling
- 1.8 miles of new Class II bike lanes that are considerd "low traffic stress" based on roadway speed, number of travel lanes, and bicycle lane design (per the Mekuria, Furth, and Nixon 2012 methodology: http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf)
- 0.7 miles of new mixed-use paths, including some segments with separated bicycle and pedestrian paths to minimize bicycle/pedestrian conflicts and provide additional comfort
- 15 redesigned intersections with crosswalks, traffic control, and traffic calming enhancements benefiting active mode users:
- 3 signalized intersections, all of which include separate signal phasing for bicyclists to remove conflicts between turning autos and through bicyclists in addition to support for turning bicyclists, including "protected intersections" where bikes can safely queue protected by median refuges from auto traffic as well as green two-stage turn boxes and bike boxes.
 - 12 stop-controlled intersections, slow vehicles and creating clear expectations between pedestrians and autos at crosswalks
 - 5 intersections with speed tables to extend the pedestrian environment and reduce auto spaces
- 13 intersections with curb-extensions (bulb-outs) to reduce crossing distances for pedestrians, increase visibility of pedestrians, and reduce their exposures to auto traffic
- 2 new mid-block crosswalks
 - 1 crosswalk with a full traffic signal to support pedestrian crossings
 - 1 high-visibility crosswalk with flashing beacons to alert drivers
- Bikesharing pod with approximately 20 bikes

New roadways are designed for lower vehicle speeds, typically 25 MPH, which promotes walking and biking safety. This is done through narrowing curb-to-curb dimensions of the roadways, narrowing travel lanes, and installing traffic calming devices such as tables and reduced curb radii.

These new facilities in combination create a connected low-stress bicycle network and a continuous, accessible pedestrian network. The project fully builds



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What innovative solution does the Proposed Project utilize to address the identified need?

If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded. Refer to FAAST Upload AT Exhibits for figures referenced in this section.

The proposed Projects applies innovative solutions to address the needs of people biking and walking. An example of a proposed innovative facility is a one-way contraflow cycle track on Macalla Road on in the uphill direction, while downhill cyclists also have a protected bicycle lane (cycle track). This design approach accomodates the speed discrepany between bikes and vehicles on roadways with steep grades.

The Intersection of Avenue C and California Avenue provides pedestrian refuge areas between the crossings of bike lanes and vehicular lanes to allow for phased crossings. Refuge areas are also provided for turning bikes to allow for two-stage turns (See Fig. 1).

The intersection of California Avenue and Avenue of the Palms includes parallel separated bicycle and pedestrian crossings to avoid conflicts between those modes. The bike crossing includes a "jug handle" that allows bicyclists traveling in the northbound Class II bike lane to pull out of the lane and into a refuge area before making the crossing movement. The crossing also includes yield markings and flashing beacons to alert drivers to the crossing (See Fig. 2).

The primary mid-block crosswalk in front of the Intermodal Hub is very wide with a full dedicated traffic signal to support high volumes pedestrian crossings (See Fig. 3).

The design of the intersection at Avenue of the Palms and Clipper Cove Avenue makes left turns for bicyclists easier by allowing the turn to be made in two stages by providing a designated area for bicyclists to wait before completing the movement. This intersection also provides a seperated designated space for bicyclists to cross from pedestrians (See Fig. 4).

The intersection of Macalla Rd and Treasure Island Rd. includes separate bike and pedestrian crossings, refuges for bicyclists entering and exiting cycletracks, and pedestrian refuges for phased street crossings (See Fig. 5).

The design of the intersection of Macalla Road and Yerba Buena Road provides turning bicyclists with a refuge while they wait for a gap in traffic (See Fig. 6).

How will the proposed Project increase future use by pedestrians and cyclists along the corridor/project area?

If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.

The addition of a bike share pod will allow those who don't own a bike or who don't want to bring their bike from surrounding areas to still access destinations on the island by bicycle. The addition of bike share overcomes the barrier to bicycling that is convenient access to a bicycle.

The creation of a low-stress bicycle network increases the number of people biking by broadening the types of users who feel comfortable biking on the available facilities. Families, children, seniors and new bicyclists are more likely to bike given the protected network proposed in this project. Residents and visitors are also more likely to walk given the presence of designated pedestrian facilities. The midblock crossings provide pedestrians with a sense of safety by increasing the yielding of motorists.

How will the proposed Project increase network connectivity to key destinations and amenities?

If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.

The proposed project increases access to key destinations on Treasure Island including proposed dense multi-family housing, grocery stores, schools, open space, and the Intermodal Hub. Treasure Island Job Corps Center is a major destination on the Island; the proposed projects will provide safe access and connectivity for students and employees of this location. Improved bike and pedestrian access to the Intermodal Hub will allow for easier access to transit which will connect to regional destinations in San Francisco and Oakland. The bicycle and pedestrian improvements on Yerba Buena Island will not only improve connection to destinations on that island, including open space and housing, but will also provide a connection to the Bay Trail on the east span of the Bay Bridge. This connection will allow bicyclists and pedestrians to access an extensive network of bike and pedestrian paths connecting numerous destinations in the East Bay.



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SCORING ELEMENTS - SUPPLEMENTAL STRATEGIES

Water, Energy and Greening - 10 Points

Note: This criteria does not apply to Projects without a physical site. Please refer to page 33 of the Program Guidelines for additional information.

	Required FAAST Uploads:
FAAST File Name	Description
WEG_UG Maintenance	Copy of the planting maintenance agreement documenting 2 year agreement to establish urban greening features
WEG CalGreenCompliance	Documentation to demonstrate the Project exceeds minimum mandatory CalGreen measures or local ordinance, as
WEG_daloreencompliance	appropriate.

(1)

Urban Greening (3 points)

(A) Please identify Urban Greening elements which have been incorporated along an active transportation route, transit corridor, open space or park. Indicate Yes or No for each of the following items below:

	Yes .	Native California vegetation	
[Yes .	Drought Tolerant Plants	
ľ	Yes .	Trees or tree canopy	
	Yes	Bioswales	
ſ	Yes .	Other (please describe)	Bio-retention treatment areas are the primary stormwater treatment BMP's used in lieu of bioswales.

Describe how the Project incorporates these Urban Greening features into the Project design:

100% of the planting in the Treasure Island/Yerba Buena Island Streetscapes and Waterfront Plaza are native California plants, drought tolerant species, or plants selected specifically for their phytoremediation capabilities in the stormwater bio-retention gardens. Not only have the plants been selected for their adaptability of California landscapes, but they have been specified by local horticulture and biology experts for unique characteristics that will enable them to succeed in the harsh, unique microclimates of Treasure Island and Yerba Buena Island. Street trees typically line both sides of the roads on Treasure Island to provide shade and comfort for pedestrians, provide habitat for local fauna such as birds and butterflies, and sequester carbon in the atmosphere. On Yerba Buena Island, the roads are designed to be as narrow as possible, with the surrounding reforestation areas directly adjacent, to not only provide shade on the roads which reduces Urban Heat Island Effect, but also support the ambitious goals of the Yerba Buena Island Habitat Management Plan of restoring the original Oak Woodland and Coastal Sage Scrub plant communities. There is no turf used within the streetscape planters or waterfront plaza gardens to minimize the use of water on the landscapes.

han a markan ka	
Its there at least an initial 2-year agreement in place for maintenance to establish the urban greening features?	20
its there at reast an initial 2-year agreement in place for maintenance to establish the gipan greening realties:	,,,



(2)

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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(B) Describe how the Project incorporates low-impact design green infrastructure elements which meet or exceed California's "Model Water Efficient Landscape Ordinance" including increased water efficiency standards and limitation on portions of landscapes covered in turf.

The project incorporates the following low-impact design green infrastructure elements into the site:

1. STORMWATER MANAGEMENT BEST MANAGEMENT PRACTICES: 100% of the total volume of runoff calculated for an 90th percentile storm event is captured and treated within the stormwater best management practices (BMP's) which include the following: a. Centralized Treatment Areas, b. Bioretention Areas and C. Flow-through Planters. Runoff from the streetscapes is captured and sent to a centralized treatment facility that will consist of a "treatment train" strategy in an urban park setting. The treatment train will consist of a swirl separator, a forebay, a vegetated swale, extended detention, and dispersed biotreatment areas. Plant species have been selected for stormwater treatment, biological habitat benefits and aesthetics, while providing screening of the structural elements (primarily, the pump discharge location and the bioretention outlet structure). Bioretention refers to the use of stormwater facilities that rely on vegetation and either native or engineered soils to capture, infiltrate, transpire, and remove pollutants from runoff, thereby reducing stormwater volume, attenuating peak flow, and improving stormwater quality. Bioretention BMPs feature vegetation that can tolerate periodic inundation and contain engineered soils with high organic content. If designed properly, they can be an aesthetic and habitat amenity as well as a stormwater treatment facility. Bioretention systems can be designed as infiltration-based systems if the native soils beneath the facility are sufficiently permeable and there are no other constraints to infiltration such as soil or groundwater contamination. If infiltration is not feasible, they can be designed as flow-through systems that are contained within an impermeable liner and use an underdrain to direct treated runoff to the collection system. A note on terminology: bioretention facilities that are installed directly in the ground in a depressed area of the landscape where runoff collects are typically called "rain gardens"; those that are contained within a curb or hard-w

2. STATE-OF-THE-ART, HIGHLY EFFICIENT IRRIGATION SYSTEM DESIGN: The irrigation system is designed using a state-of-the-art smart automatic solid state irrigation controller with multiple programs and water budgeting. The controller shall receive weather data and automatically adjust schedule based on this data. A rain shut-off device shall be installed to automatically shut down the controller in the event of rain. Spray heads and rotary heads have flow stop technology to prevent flow through the head when the nozzle is broken or removed. Spray heads have in-riser pressure regulators providing a constant flow regardless of mainline pressure. Spray heads and rotary heads also have check valves to prevent low head drainage and run-off. All these features are water conserving. Drip irrigation is used in shrub and groundcover areas. Drip irrigation applies water slowly and directly to the roots of the plant, therefore saving 30-50% of water compared to an overhead spray system. Run-off and evaporation are virtually eliminated. Remote control valves have pressure regulation for additional water savings. Flow sensors and master valves are used to prevent large water loss due to pipeline breaks and valves that are stuck on. The system is designed so that zones with different exposures, plant types, and irrigation types are on separate valves. Top of slopes are valved separately from bottom of slopes. Designing the irrigation system using the above components will provide highly efficient and water conserving irrigation to the plant material while maintaining a healthy, green environment.

Site Development and Energy Efficiency Standards (4 points)



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(3)

On-Site Renewable Energy Generation (3 points)

Please describe the element which have been incorporated to allow the Project to work towards zero-net energy (as referenced in Title 24, Part 6) and is addressing residential and non-residential Reach Standards. To demonstrate incorporation of on-site renewable elements, Title 24 compliance documentation must demonstrate that the Project substantially exeeds minimum standards using on-site renewable energy at time of building permit. Projects must indicates that there is intent and funding budgeted to support such elements.

The Project is governed by the Treasure Island/Yerba Buena Development and Disposition Agreement (DDA). Consistent with Exhibit O from the DDA, TICD will construct on-site renewable energy infrastructure. The project's energy infrastructure will provide a minimum 5% of peak demand delivered from on-site renewable energy, primarily through photo-voltaic panels (solar). Wind turbines or alternate clean energy generators are encouraged and may also be incorporated. Providing a minimum of 5% of peak demand from renewables is legally required by the Development and Disposition Agreement (DDA) and Design for Development (D4D), both documents which have been formally adopted by the City of San Francisco.

No My project is solely comprised of components which will not require or consume energy (e.g. bicycle paths, sidewalks)



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SCORING ELEMENTS - POLICY OBJECTIVES

Depth and Level of Housing Affordability - 10 Points

Note: This criteria does NOT apply to Projects without a physical site.

This criterion applies ONLY to applications with Affordable Housing Development (AHD) or Housing-Related Infrastructure (HRI) Capital Projects.

Please refer to pages 33, 39 and 40 of the Program Guidelines for additional information.

	Required FAAST Uploads:
FAAST File Name	Description
Affordability TCAC	Documentation evidencing the garnering of the 9% TCAC affordability points, if applicable

Pursuant to Section 107(d), applications will be scored based on the percentage of units in the Affordable Housing Development limited to various income levels, in accordance with the following schedule.

NOTES:

- Project must remain consistent with unit standards submitted in the Funds Request and Unit Mix worksheets, and in UMR Section 8304.
- 2. All point calculations will be rounded to the nearest one tenth point.
- 3. Units may be counted in only one category of income restriction.

	Click on hyperlink below to go to the appropriate table:	Points
	For Owner Occupied Units (Pursuant to Guidelines Section 107(d)(1)-(3))	0
Select the applicable methodology:	For Rental Units (Pursuant to Section 107(d)(4)-(7))	0
	For Rental Units using 9% Tax Credits (Pursuant to Section 107(d)(8))	

		Owner Occupied	Units		
Α	В	C	D	E	redries F eedited
Total number of Restricted units in the Project (excluding Unrestricted Manager's Unit(s))	Restricted Units Designated for Households with Incomes of:	Number of Restricted Units in This Income Category	Percent of Restricted Units in This Category (C divided by A)	Points for each % of Total Restricted Units in This Category (per Guidelines)	Points Earned (D x E x scaling factor) [Scaling factor of 0.333 is used to adjust score from a 30-point to a 10-point scale]
	Owner-occupied and restricted to initial occupancy by households with incomes not exceeding the moderate income level		0.0%	0.13	0.0
	Owner-occupied and restricted to occupancy by households with incomes not exceeding the moderate income level for not less than 55 years		0.0%	0.25	0.0
	Owner-occupied and restricted to occupancy by households with incomes not exceeding the lower income level for not less than 55 years		0.0%	0.30	0.0
		Section	107(d)(1)-(3) total score (10 points maximum):	0



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Rental Units (not using TCAC Affordability score)

Α	В	C	D	E	F
Total number of Restricted units in the Project (excluding Unrestricted Manager's Unit(s))	Restricted Units Designated for Households with Incomes of	Number of Restricted Units in This Income Category	Percent of Restricted Units in This Category (C divided by A)	Points for each % of Total Restricted Units in This Category (per Guidelines)	Points Earned (D x E x scaling factor) [Scaling factor of 0.333 is used to adjust score from a 30-point to a 10-point scale]
	Units at ≤ 50% SMI expressed as AMI in Unit Mix Worksheet		0.0%	0.13	0.0
	Units at ≤ 40% SMI expressed as AMI in Unit Mix Worksheet		0.0%	0.70	0.0
	Units at ≤ 35% SMI expressed as AMI in Unit Mix Worksheet		0.0%	0.90	0.0
	Units at ≤ 20% SMI expressed as AMI in Unit Mix Worksheet for the first 10% of total Restricted Units; then 1 point for each subsequent percent of total Restricted Units		0.0%	1.3 points for the first 10% of total restricted units, and 1 point for each subsequent percent of total restricted units	0.0
	·	Section	107(d)(4)-(7) total score (10 points maximum):	0

Rental Units (using TCAC Affordability score)

and the state of t		and a received by the back of the
В	С	D
	0.192	0
Section 107(d)(4)-(7) total sco	ore (10 points maximum):	0
	В	B C 0.192 Section 107(d)(4)-(7) total score (10 points maximum):

Please note that the Guidelines reference to Section 107(d)(8) on pg. 40 is subject to the following change:

For rental Affordable Housing Developments utilizing 9% low income housing tax credits, applicants may elect to have their rental units scored in accordance with the scoring system used for this purpose by TCAC, under the lowest income point category. Applicants making this election shall be awarded 0.192 points (vs. 0.577 points) for every 1 point they would be eligible to receive using TCAC's system (so that applications eligible for the maximum possible 52 points using the 9% scale receive 10 points (vs. 30 points) in this category for the Program).



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SCORING ELEMENTS - POLICY OBJECTIVES

(1)	Is the application submitted as a joint application between a housing developer and a public agency that has authority over public transit. Yes or transportation infrastructure? (4 points)
	If yes, please enter the name of each eligible Joint Applicant below:
	Housing Developer. Treasure Island Community Development (TICD) Public Agency Treasure Island Development Authority (TIDA) Additional Applicant
	Please describe the role each party to the joint application plays in the direct implementation of the Project and if, and how, the joint application was successful in creating necessary collaboration for project design and implementation
	Treasure Island Community Development is a joint venture between Lennar Urban (a division of Lennar Corp.) and KSWM. Members of KSWM include: Stockbridge Capital Group; Wilson Meany Sullivan LLC; and Kenwood Investments, LLC. Collectively, the development team has been responsible for many of California's most innovative urban infill developments including, new residential construction, large master planned communities and historic renovations. The members of TICD are currently developing hundreds of homes throughout California. Treasure Island Community Development (TICD) is the master developer for the Project, and is responsible for the managing the design, entitlement, permitting, financing and construction of the proposed improvments. Although the proposed Project for the AHSC program does not include a housing component, TICD and/or its affiliates will develop housing on parcels adjacent to the proposed STI and TRA components of the proposed Project. The Treasure Island Development Authority (TIDA) is a non-profit public benefit agency dedicated to the economic development of former Naval Station Treasure Island. TIDA has authority over public transit and transportation in two important ways: 1) TIDA provides entitlement approvals for infrastructure
	improvements, including the TRA and STI projects proposed as part of this grant application; 2) TIDA will be the long-term owner the streets and parks on Treasure Island and will be responsible for maintaining certain transit and transportation improvements within those areas. TICD and TIDA has been collaborating on the design and implementation of the project for more than 10 years, from master planning to detailed design. For the purpose this joint application, TICD and TIDA have collaborated with each other and with the Treasure Island Mobility Management Agency (TIMMA) and the Treasure Island Homeless Development Initiative (TIHDI) to develop the vanpool program that is included in this application proposal. The need for a vanpool to serve low-inclome residents of the island has long been identified, however the AHSC Program provided the impetus for the parties to collaborate on its planning. If awarded AHSC program funds, TICD, TIDA, TIMMA and TIHDI will further collaborate on the planning and implementation of the vanpool program.
(2)	improvements, including the TRA and STI projects proposed as part of this grant application; 2) TIDA will be the long-term owner the streets and parks on Treasure Island and will be responsible for maintaining certain transit and transportation improvements within those areas. TICD and TIDA has been collaborating on the design and implementation of the project for more than 10 years, from master planning to detailed design. For the purpose this joint application, TICD and TIDA have collaborated with each other and with the Treasure Island Mobility Management Agency (TIMMA) and the Treasure Island Homeless Development Initiative (TIHDI) to develop the vanpool program that is included in this application proposal. The need for a vanpool to serve low-inclome residents of the island has long been identified, however the AHSC Program provided the impetus for the parties to collaborate on its planning. If awarded AHSC program funds, TICD, TIDA, TIMMA and TIHDI will further collaborate on the planning and
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	improvements, including the TRA and STI projects proposed as part of this grant application; 2) TIDA will be the long-term owner the streets and parks on Treasure Island and will be responsible for maintaining certain transit and transportation improvements within those areas. TICD and TIDA has been collaborating on the design and implementation of the project for more than 10 years, from master planning to detailed design. For the purpose this joint application, TICD and TIDA have collaborated with each other and with the Treasure Island Mobility Management Agency (TIMMA) and the Treasure Island Homeless Development Initiative (TIHDI) to develop the vanpool program that is included in this application proposal. The need for a vanpool to serve low-inclome residents of the Island has long been identified, however the AHSC Program provided the impetus for the parties to collaborate on its planning. If awarded AHSC program funds, TICD, TIDA, TIMMA and TIHDI will further collaborate on the planning and implementation of the vanpool program. Does the application represent a coordinated housing and transportation investment of at least \$500,000 for an AHD and HRI and at least No \$500,000 for STI eligible uses? (3 points) If yes, please enter the total amount requested for each Eligible Use category below: AHD HRI STI
	improvements, including the TRA and STI projects proposed as part of this grant application, 2) TIDA will be the long-term owner the streets and parks on Treasure Island and will be responsible for maintaining certain transit and transportation improvements within those areas. TICD and TIDA has been collaborating on the design and implementation of the project for more than 10 years, from master planning to detailed design. For the purpose this joint application, TICD and TIDA have collaborated with each other and with the Treasure Island Mobility Management Agency (TIMMA) and the Treasure Island Homeless Development Initiative (TIHDI) to develop the vanpool program that is included in this application proposal. The need for a vanpool to serve low-inclome residents of the island has long been identified, however the AHSC Program provided the impetus for the parties to collaborate on its planning. If awarded AHSC program funds, TICD, TIDA, TIMMA and TIHDI will further collaborate on the planning and implementation of the vanpool program. Does the application represent a coordinated housing and transportation investment of at least \$500,000 for an AHD and HRI and at least No \$500,000 for STI eligible uses? (3 points) If yes, please enter the total amount requested for each Eligible Use category below: AHD HRI STI STI STI STI STI STI STI STI STI ST
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	improvements, including the TRA and STI projects proposed as part of this grant application, 2) TIDA will be the long-term owner the streets and parks on Treasure Island and will be responsible for maintaining certain transit and transportation improvements within those areas. TICD and TIDA has been collaborating on the design and implementation of the project for more than 10 years, from master planning to detailed design. For the purpose this joint application, TICD and TIDA have collaborated with each other and with the Treasure Island Mobility Management Agency (TIMMA) and the Treasure Island Homeless Development Initiative (TIHDI) to develop the vanpool program that is included in this application proposal. The need for a vanpool to serve low-inclome residents of the island has long been identified, however the AHSC Program provided the impetus for the parties to collaborate on its planning. If awarded AHSC program funds, TICD, TIDA, TIMMA and TIHDI will further collaborate on the planning and implementation of the vanpool program. Does the application represent a coordinated housing and transportation investment of at least \$500,000 for an AHD and HRI and at least No \$500,000 for STI eligible uses? (3 points) If yes, please enter the total amount requested for each Eligible Use category below: AHD HRI STI

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	Has the Project received funding from more than the one additional GGRF program identified above?	No
	If yes, provide a description of the source, amount of funds received, date awarded and a description of how the awarded GGRF benefit or contribute to the proposed AHSC-funded Project:	program funds will directly
1		
4)	Is the proposed Project located within an environmentally cleared High Speed Rail Station Planning Area? (1 Point)	No
	If yes, please identify the applicable High Speed Rail Planning Area:	
	Date of environmental clearance:	
	· · · · · · · · · · · · · · · · · · ·	•
	Provide a narrative explanation of how the proposed Project demonstrates the thoughtful integration of housing and transportation investments. The description should include a discussion of both the planning process between the housing and transportation C and the Joint Applicant collaborative process. (1 Point)	n infrastructure Capital Project component
	·	
	\cdot	



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SCORING ELEMENTS - POLICY OBJECTIVES

Community Benefit and Engagement - 8 Points

Required FAAST Uploads:	
FAAST File Name Description	, design
RecommendationXX Applicants may provide up to 5 letters of recommendation from key public and governmental stakeholders that described how the Project meets an identified community need.	ibe

(1)

Overview of Community Engagement (1.5 points)

Please describe who was engaged in the identification and development of this Project. Please include any public (i.e. community leaders, advocacy organizations, residents) and governmental stakeholders involved (i.e. other departments, agencies, jurisdictions).

Island Residents and General Community

San Francisco Board of Supervisors and Committees

Pedestrian Safety Advisory Committee

Treasure Island Development Authority Board

Treasure Island/Yerba Buena Island Citizens Advisory Board

Planning Commission

San Francisco Department of Public Works (DPW)

San Francisco Public Utilities Commission (PUC)

San Francisco Planning Department

San Francisco Fire Department (SFFD)

San Francisco Mayor's Office of Disability/Disability Council (MOD)

San Francisco Municipal Transportation Agency (SFMTA)

San Francisco Department of the Environment

San Francisco Department of Technology

San Francisco County Transportation Authority (SFCTA)

Urban Forestry Council

Interagency Biodiversity Council

Treasure Island Mobility Management Agency (TIMMA)

San Francisco Arts Commission (SFAC)

San Francisco Bay Conservation and Development Commission (BCDC)

Association of Bay Area Governments (ABAG)

Metropolitan Transit Commission (MTC)

Regional Water Quality Control Board (RWQCB)

California Department of Substances Control (DTSC)

Alameda-Contra Costa Transit (AC Transit)

SF Water Emergency Transportation Authority (WETA)

US Department of the Navy

US Coast Guard

US Department of Labor

National Park Service

Please provide additional context describing the relative level of community engagement. For example, how many people were engaged relative to the population of the city or neighborhood? Were those impacted by the Project (e.g. current or future residents, businesses, cyclists, etc.) active participants in these discussions? Applicants may provide up to 5 letters of recommendation from key public and governmental stakeholders that describe how the Project meets an identified community need.

Applicants may provide up to 5 letters of recommendation from key public and governmental stakeholders that describe how the Project meets an identified community need.

The City and County of San Francisco began its community review of the reuse of Treasure Island and Yerba Buena Island beginning in 1994 with a Citizens Reuse Committee. Following selection of TICD as the exclusive developer in 2003, several iterations of proposed development programs were reviewed by the city with extensive public participation. This public participation included the TI/YBI Citizens Advisory Board, the Treasure Island Development Authority, the Board of Supervisors (BOS) and the various city departments, eg, DPW, PUC, MTA, Planning. It also included meetings with neighborhood groups including those on the island, the North Beach Residents (a neighborhood across the Bay with views to the island), and citywide open house sessions, as well as other stakeholders such as the US Coast Guard, the Department of Labor, state agencies such as RWQCB, DTSC and federal agencies such as Army Corps of Engineers, National Marine Fisheries Service, etc. The project undertook an extensive environmental review per CEQA with the publication of draft and final Environmental Impact Reports.

There was considerable participation by those impacted by the project, including

- Current TI and YBI residents and businesses, made easier by holding meetings on-island
- · San Francisco Bicycle Coalition
- East Bay Bicycle Coalition
- · City-wide community project presentations
- · Bay Conservation and Development Commission
- State Lands Commission
- Department of Toxic Substances Control
- US Dept of Labor which has a Job Corps school in TI
- US Coast Guard which maintains a base on the southern portion of YBI
- Caltrans



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(2)

Stakeholder engagement (1.5 points)

Please describe how the stakeholders were engaged. For consideration of full points all of the following must be addressed:

- What types of meetings or events and how many were held to engage stakeholders?
- · How were meetings or events noticed?
- Where did meetings or events take place?
- Were meetings or events accessible by public transportation?
- · Were translation services provided at meetings or events? If so, in what language?
- What time of day were meetings or events held?
- Was childcare provided during the meetings or events?
- · Were stakeholders part of a decision-making body that identified this project/plan? If so, what body?

Stakeholders have been engaged in the planning and design of the project through hundreds of meetings and events over a twenty-one year period. Over that period stakeholders have comprised numerous decision-making bodies including the Citizens Reuse Committee, Board of Supervisors, Planning Commission, Treasure Island Development Authority (TiDA) and the TI/YBI Citizens Advisory Board (CAB). Meetings with stakeholders have taken many forms including workshops, design charettes, presentations, informational open houses, and board meetings. The public is currently engaged multiple times a month through regular meetings of the TiDA Board, TiDA Board Housing Committee, TiDA Board Infrastructure and Transportation Committee and the TI/YBI Citizens Advisory Board, where design updates are routinely presented and discussed. The project team periodically reaches out directly to stakeholder groups such as the San Francisco Bicycle Coalition or Lighthouse for the Blind to solicit feedback on project plans. Additionally, the project team routinely presents project updates to special committees such as the Urban Forestry Council and the Pedestrian Safety Advisory Committee. Meetings are regularly held with accessibility stakeholders including the Mayors office on Disability and Accessibility Coordinatirs from the SFMTA and SFDPW.

Public meetings have been held on Treasure Island at the main Administration Building, in the TIDA-operated Casa de la Vista event venue or at the Ship Shape Center, which is a community center and food pantry operated by the Treasure Island Homeless Development Initiative. Public meetings have also been held at San Francisco City Hall. All of the public meeting venues are accessible by public transit. Public meeting notices are posted on the City and County of San Francisco website and outreach is periodically done door-to-door on the island. Meetings are generally held at the published standing meeting times of each agency, which ranges from mornings to evenings. Meetings are generally held in accessible venues and American Sign Language interpreters and multiple-language translators are are made available at some meetings.

(3) Additional Community Benefits (5 points)

In the spaces provided below, please identify up to 3 additional community benefits beyond the provision of affordable housing and improved transportation

Additional Community Benefit #1

Please describe the additional community benefit, who will benefit, the engagement of various stakeholders, and how the community needs were identified. Yerba Buena Island Habitat Restoration

Portions of the Project will be built on Yerba Buena Island (YBI), much of which will be preserved and protected as natural habitat. The widening and realignment of the public street network on YBI to accommodate safer vehicle circulation and the addition of sidewalks and bike lanes will impact parts of the habitat areas on the Island. In order to mitigate the construction impacts on the YBI habitat areas, TICD has worked closely with TIDA and the San Francisco Department of Environment (SFE) to develop habitat revegetation and stewardship plans beyond those typically required of projects of this nature. The Project team has engaged with leading individuals and organizations in numerous environmental science and conservation disciplines, including Golden Gate Audubon Society, Presidio Trust, Nature in the City, National Park Service, and California Academy of Sciences in an effort to implement best practices in the management of the YBI habitat. A unique partnership has formed with Literacy for Environmental Justice (LEJ), a local non-profit that promotes ecological health, environmental stewardship, and community development through urban greening, eco-literacy, community stewardship and workforce development programs. LEJ has been selected to gather seeds and plant materials from native species prior to construction, which will be propagated for replanting in open space areas adjacent to the new YBI streets and stormwater treatment areas. This innovative partnership will employ disadvantaged youths and adults and contribute to the rehabilitation and revegetation of the natural habitat on YBI.

Please describe how the Project was designed to meet these community needs.

The landscape planting plans for the portion of the Project on YBI include all native species that will be propogated through the partnership with Literacy for Environmental Justice. The native plant species list has been developed through collaborations among the San Francisco Department of Environment and local ecological groups and individuals including Mike Woods and Ruth Gravanis who are experts on YBI history and ecology.

Additional Community Benefit #2

Please describe the additional community benefit, who will benefit, the engagement of various stakeholders, and how the community needs were identified.

Treasure Island is a man-made island, created to house the Golden Gate International Exposition (GGIE) in 1939 and 1940, and planned to serve as the site for the San Francisco International Airport. The island was instead converted to a navy base, Naval Station Treasure Island, after the GGIE ended in the midst of World War II. The volunteer-based Treasure Island Museum Association (TIMA) has celebrated the history of the island since 1976. TIMA currently operates a small exhibition space in the Treasure Island Administration Building and offers a periodic lecture series. TICD and TIDA have been working with TIMA on a number of fronts to expand their program and integrate interpretive facilities into the Project. TICD has developed a Signage Master Plan for the island that identifies locations and conceptual designs for interpretive signage throughout the island. Recently TICD and TIMA have collaborated on the design of the first three interpretive signs that will be installed as part of the program. TICD and TIMA also collaborated on the naming of the new streets to be built as part of the proposed Project. The streets are named either after the artists and architects that contributed to the design of the GGIE or after points of interest at the GGIE. Finally, as an obligation of their development agreement, TICD and TIDA will provide TIMA additional improved space to operate an expanded museum facility. These programs represent a fruitful collaboration between TICD, TIDA and TIMA, and will result in the integration of historic interpretive moments into the Project, which will educate and delight residents and visitors.

Please describe how the Project was designed to meet these community needs.

The Project was designed to include interpretive signage consistent with the TI/YBI Signage Master Plan. TICD will continue to collaborate with TIMA on the historical content and detailed design of the interpretive signs. The design of the Project will also include street signs with the new street names, which are based



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on the GGIE history of the site.



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Additional Community Benefit #3
Please describe the additional community benefit, who will benefit, the engagement of various stakeholders, and how the community needs were identified. Associated Transportation Subsidies and Programs

In addition to building transit infrastructure for the proposed Project, TICD will also subsidize transit operations in two significant ways. First, TICD will provide office space for the Treasure Island Mobility Management Agency's (TIMMA) administrative offices, which are expected to be located in the Treasure Island Administration Building (Building 1). Building 1 is located adjacent to the TI Intermodal Hub, and will serve as a key amenity for transit riders with restrooms, retail and public services. The TIMMA administrative offices are anticipated to serve as a customer-facing transportation services center where residents and visitors can learn about transportation options, purchase transit passes, and participate in TDM programs. Surveys of island residents conducted by TIMMA have revealed that residents desire more transit options serving more destinations. Residents have also indicated that there are obsicles to obtaining Clipper Card transit passes. TIMMA's charter is to plan for sustainable mobility on Treasure Island, coordinating new ferry, regional bus service, on-island shuttle, blke share, and car share opportunities. TIMMA's office in Building 1 will play an important role in the efficient integration of these transportation services and improving access to transit for all residents and visitors.

TICD will also provide TIMMA an operating subsidy of up to \$4 million annually, with a total subsidy cap of \$30 million. This subsidy is intended to augment TIMMA's other revenue sources, which are primarily congestion management tolls for vehicles entering and exiting the island and parking fees for all nonresidential parking on the island. These dedicated funding sources will enable the expansion of sustainable transportation options on Treasure Island from one bus to three buses, ferry, three on-island shuttle routes, as well as bike and car share services. The subsidy will also augment the budget for a Travel Coordinator who will be employed by TIMMA as part of the project Transportation Implementation Plan. The Travel Coordinator will play a key role in providing residents, employers, employees, and visitors with all the information they need to make the best use of the opportunities available for travel by alternative modes other than the automobile.

Please describe how the Project was designed to meet these community needs.

The plans for Building 1 will include a publicly accessible TIMMA office and transportation service center. The Project, as part of the larger Treasure Island redevelopment project, includes a number of other related TDM programs that will be operated from the TIMMA office and have been incorporated into the project based on feedback from residents and transportation experts. These TDM programs include:

- Designation of an on-Island travel coordinator to staff programs encouraging the use of transit, walking, and bicycling for residents, visitors, and employees, including a "guaranteed ride home" program, a bicycling library and bicycle storage facilities, and a free on-Island shuttle, among others.
- Establishment of a comprehensive transit voucher built into the housing costs of residents and hotel room rates for hotel patrons that reduces "out-of-pocket" costs for transit use.



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SCORING ELEMENTS - POLICY OBJECTIVES

Location Efficiency and Access to Destinations - 8 points

Note: This criteria does not apply to Projects without a physical site. Please refer to page 33 of the Program Guidelines for additional information.

	Required FAAST Uploads;
FAAST File Name	Description
Walkscore	Print out from Walkscore.com showing the address used and resulting
Bikescore	Print out from Walkscore.com showing the address used and resulting
Access to Destinations Map	Map identifying and labeling the location of each identified service for which points are requested

(1) Location Efficiency (6 Points)

Using Walkscore.com, enter the address of the Project (or the center most point of project for projects without a specific address) to determine the Walk Score of your project and enter score here:

Using Walkscore.com, enter the address of the Project (or the center most point of project for projects without a specific address) to determine the **Bike Score** of your project and enter score here:

(2) Access to Destinations (2 Points)

Please identify which of the following existing and operational services are located within the identified Project Area (0.50 Points each) and identify the approximate distance to the Destination from the Project.

	Located Within?
Grocery store or supermarket of at least 25,000 gross interior feet	No
Medical clinic that accepts Medi-Cal payments	Yes
Public elementary, middle or high school	Yes
Licensed child care facility	Yes

Distance
4.2 miles
0.7 miles
0.4 miles
0.6 miles



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Scoring Elements - Policy Objectives

Funds Leveraged - 5 Points

	Required FAAST Uploads:
FAAST File Name	Description
IEFG-XXX	For newly identified EFCs identified in tables 2, 3 and 4 below, please upload documentation to substantiate the funds
	have been committed

Eligible Use -	(A) Committed Non-AHSC Funding	(B) AHSC Funds Requested	Funds Leveraged
AHD / HRI	\$0	\$0.70	(A / B)
STI/TRA	\$0	\$11,555,958	
PGM	\$0	\$499,900	
TOTAL:	\$0	\$12,055,858	0.0%

AFFORDABLE HOUSING DEVELOPMENT - AHD and HRI only

Table 1 Construction Period - Enforceable Funding Commitments (AHD/HRI)

For AHD and HRI Capital Projects, please list the construction period enforceable funding commitments in the table below. As this information is collected by HCD for financial feasibility reviews and underwriting purposes, no further documentation to substantiate identified construction period EFCs is required to be uploaded for these funding sources. Please note, however, the total construction period commitments must equal the total period funding commitments so applicants should be sure to include deferred costs as needed.

AHD/HRI	Name of Funding Source	Source Type	Lien - Position	Committed by Full App Deadline?	Commitment Date (Actual or Anticipated)	Amount	Term (# of mos.)	Interest Rate	Rate Type (Fixed vs. Variable. vs. Residual Receipts)	Balloon ?
HRI	AHSC Program (HRI Grant funds requested)	State-HCD:		Yes	N/A	\$0	N/A	N/A	N/A	N/A
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Table 2

Permanent Period - Enforceable Funding Commitments (AHD/HRI)

For AHD and HRI Capital Projects, please list the permanent enforceable funding commitments in the table below. Documentation to substantiate identified EFCs are only required for commitments that are new or which have changed since the concept application submittal. Please note, however, the total construction period commitments must equal the total permanent funding commitments so applicants should be sure to include deferred costs as needed.

AHD/HRI	Name of Funding Source	Source Type	Lien Position	Committed by Full App Deadline?	Commitment Date (Actual or Anticipated)	Amount	Term (# of mos.)	Interest Rate	Rate Type (Fixed vs. Variable. vs. Residual Receipts)	Balloon ?
AHD.	AHSC Program- (AHD-R Loan funds requested)	State-HCD		Yes	N/A	\$0	660	3.00%	residual receipts	Υ'
HRI	AHSC Program = (HRI Grant funds requested)	State-HCD		Yes	N/A	\$0	N/A	N/A	N/A	N/A

Affordable Housing Development Total Committed Non-AHSC Funds: \$0

Permanent Enforceable Funding Commitments - STI and TRA only

Table 3

Permanent Period - Enforceable Funding Commitments (STI/TRA)

For STI and TRA Capital Projects, please list the permanent enforceable funding commitments in the table below. Documentation to substantiate identified EFCs are only required for commitments that are new or which have changed since the concept application submittal.

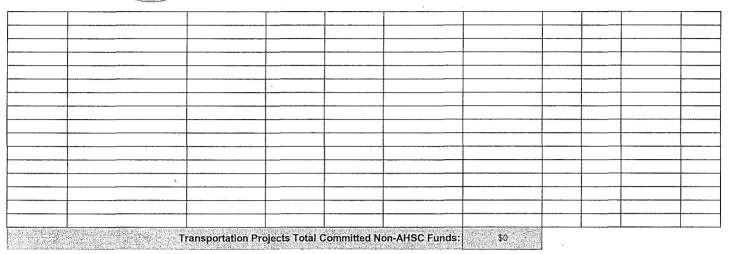
STI/TRA	Name of Funding Source	Source Type	Lien Position	Committed by Full App Deadline?	Commitment Date (Actual or Anticipated)	Amount	Term (# of mos.)	Interest Rate	Rate Type (Fixed vs. Variable. vs. Residual Receipts)	Balloon ?
	AHSC Program - (STI Grant funds requested)	State-HCD	N/A	Yes	N/A	0	N/A	N/A	N/A	N/A
TRA	AHSC Program= (TRA Grant funds requested)	State-HCD	N/A	Yes	N/A	- 0	- N/A	- N/A	N/A	:-N/A



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Permanent Enforceable Funding Commitments - PGM Only

Table 4 Permanent Period - Enforceable Funding Commitments (PGM)

For each Program Eligible Use (Active Transportation, Transit Ridership and Criteria Air Pollutant Reduction), please list the permanent enforceable funding commitments in the table below. Only upload documentation for enforceable funding commitments that are new or changed since the concept application submittal.

PGM	Name of Funding Source	Source Type	Lien Position	Committed by Full App Deadline?	Commitment Date (Actual or Anticipated)	Amount	Term (# of mos.)	Interest Rate	Rate Type (Fixed vs. Variable. vs. Residual Receipts)	Balloon ?
NĀ	AHSC Program - (PGM Grant funds requested)	State-HCD	N/A .	Yes	N/A	\$0	N/A	N/A	N/A	N/A
	(FOW GIAIR IUIOS HOUGSIOU)		Set Substitute (1987)				NO TOO IN SE	200		Va. 5.3007.2 pr
										
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	1	Prog	ı ırams Total (Committed N	on-AHSC Funds:	\$0		L	1)



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SCORING ELEMENTS - POLICY OBJECTIVES

Anti-Displacement and Workforce Training Strategies - 4 Points

Note: This criteria does not apply to Projects without a physical site. Please refer to page 33 of the Program Guidelines for additional information.

(1) Please provide a description of strategies, policies or programs designed to avoid the physical displacement of businesses owned-by or employing lower-income households. (1 point)

Examples of anti-displacement strategies can be found on page 45 of the Program Guidelines

To receive maximum available points, descriptions must include 1) identification of the strategy, 2) who is responsible for implementing strategy and 3) how it will achieve anti-displacement objectives

Strategy #1

The Treasure Island Development Authority (TIDA) is currently the sole commercial landlord on Treasure Island. Over the past 18 months, TIDA has implemented it's relocation process that provides a relocation opportunity to all existing commercial tenants in good standing that are directly affected by development of the Project. As part of this process, TIDA staff met with each tenant to identify their specific needs. For those tenants who chose to relocate on-island, TIDA worked with each to identify a new location. Once a new location was identified, TIDA staff worked with tenant to prepare the location for occupancy, often providing early entry and some other assistance with tenant improvements. All commercial tenants, regardless of the income status of their employees, have had the opportunity to relocate to some other suitable location on Treasure Island.

Strategy #2

Both the City's First Source Hiring Program and the project's own Jobs and Equal Opportiny Program (JEOP) sets a hiring goal of 25% of work hours to be performed by economically disadvantaged San Franciscans at businesses on the island. The 25% hiring goal is already a requirement in the subleases with the Treasure Island Development Authority for current employers on Treasure Island. The JEOP will require employers to sign a First Source Agreement with the SF Office of Economic and Workforce Department (OEWD) indicating how it will meet its 25% hiring goal. The Treasure Island Homeless Development Initiative (TIHDI), recruits and trains economically disadvantaged people to access these jobs through its established Job Broker Program that works with a network of 15 community based employment programs. Any businesses moved to other locations by TIDA will still be required to abide by these hiring goals. Far from causing job displacement, the island's development will increase job opportunites for economically disadvantaged San Francsicans dramatically over the course of its implementation as these hiring goals are also the same for construction employers.

Strategy #3

The project's Jobs and Equal Opportunity Program also provides business opportunities for members of the Treasure Island Homeless Development Initiative (TIHDI) which is comprised of community based organizations who operate social enterprises or who collaborate with other businesses that provide extensive training and employment opportunities for economically disadvantaged people and people with barriers to employment. This includes services contracts that provide janitorial, property management and landscape maintenance training programs as well as businesses such as a café, restaurant, special event venue, catering, urban farm and retail shop. These businesses will provide many more job training and employment opportunities for lower income households than currently exist today. These programs are governed by an agreement between TIDA and TIHDI ("the Amended and Restated Base Closure Homeless Assistance Agreement") and will be implemented by TICD, TIDA and TIHDI. Similar to Strategy #2, this program will actually increase the number of employment opportunities on the island for low income individuals as a result of the project.

- OR -

The Department recognizes not all Projects may have a need to evaluate physical displacement of businesses owned by or employing lower-income residents. Applicants who can demonstrate the proposed AHSC-funded project will NOT result in any physical displacement will receive 1 point.

Please indicate "Yes" if the Project WILL NOT result in the physical displacement of businesses owned by or employing lo		
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residents:() 전문의 기계에서 나는 나는 다른 사람들이 가져왔다면 함께 하는 것이 되는 것이 되는 것이 되었습니다. 그는 사람들은 그를 모르는 것이 되었습니다.	음악 아름다면는 살길이 다느니다.	å

Please enter a narrative to demonstrate no displacement risk. Applicants should provide a detailed description and provide documentation, as appropriate.



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(2) For Projects with policies or programs to prevent economic displacement of lower-income households and promote the recruitment, training and/or hiring of disadvantaged populations with barriers to employment. (3 points)

Examples of economic displacement and workforce training programs and policies can be found on pages 45-46 of the Program Guidelines.

To receive maximum available points, descriptions must include 1) identification of the strategy, 2) who is responsible for implementing strategy and 3) how it will achieve anti-displacement objectives

W

The development project for Treasure Island has a Jobs and Equal Opportunity Program (JEOP) as an attachment to the Disposition and Development Agreement (DDA) with Treasure Island Community Development (TICD). It has very specific goals and objectives that will greatly expand the amount of employment opportunities on Treasure Island for economically disadvantaged San Franciscans and those with barriers to employment. In addition the Housing Plan, also an attachment to the DDA, greatly expands the number of affordable units that will be available on Treasure Island. Lastly, the Treasure Island Homeless Development Initiative (TIHDI) also has a legal agreement with the City that reinforces these employment and housing obligations and opportunities.

The JEOP sets a hiring goal of 25% of work hours to be performed by economically disadvantage San Franciscans. Each contractor and permanent employer on Treasure Island must sign a First Source Agreement with the SF Office of Economic and Workforce Department (OEWD) indicating how it will meet its 25% hiring goal. The Treasure Island Homeless Development Initiative (TIHDI), working with OEWD's Citybuild program, recruits and trains economically disadvantaged people to access these jobs through is established Job Broker Program. Far from being displaced, the amount of job training and job placement that the project will generate significantly expands the opportunities for economically disadvantaged San Franciscans and those living on Treasure Island. The JEOP calls for a \$3.8million subsidy from TICD for the jobs program over the 10 year build out of the project to assist in the training and barrier removal efforts and to ensure that economically disadvantaged San Franciscans benefit from the island's development.

The JEOP also has goals to support small, locally-owned and disadvantaged businesses and contractors. The following participation goal is set for contracting for Construction Work:

(a) For construction contracts, 41% of the total dollar value of the Horizontal Development Work (including the improvements proposed for the AHSC Program) shall be performed by subcontractors that are qualified Small Business Enterprises (SBEs) located in San Francisco or elsewhere, provided that First Consideration shall be given to SBEs located in San Francisco.

Strategy #2

Strategy #1

(b) For professional services contracts, 38% of the total dollar value of the professional service contracts shall be performed by qualified SBEs located in San Francisco or elsewhere, provided that first consideration shall be given to SBEs located in San Francisco. TICD has surpassed this goal to-date, acheiving a cummulative 52% SBE paricipation for professional services.

To support the implementation of this goal, TICD is supporting a SBE Mentorship Program. This Program will provide direct support for emerging SBE firms to assist them in building their capacity to increase their access to range of work for which they can successfully compete.

Strategy #3

The JEOP provides business opportunities for TIHDI members (comprised of community based organizations) who operate social enterprises or who collaborate with other businesses that provide extensive training and employment opportunities for economically disadvantaged people and people with barriers to employment. This includes janitorial, property management and landscape maintenance training programs as well as other businesses such as a café, restaurant, special event venue, catering, urban farm and retail shop.

Low-income units that are currently operated by TIHDI housing providers will be replaced before they are taken down. No one will be displaced through the island's development as the number of new affordable units (2,176) far exceeds the number that currently exists (250). At least 27.2% of the new 8,000 units in the plan will be affordable units. The Housing Plan calls for a housing subsidy from TICD of approximately \$105million to support the production of the affordable housing. Most of the affordable housing development will be done by affordable housing developers, with 5% of the 27.2% to be inclusionary units built in market rate developments.

Strategy #4

In summation, the amount of opportunities on Treasure Island will expand greatly and will not only provide employment and housing opportunities for those currently living and working on the island but will increase these opportunities tremendously. Through specific hiring and SBE participation goals, opportunities for social enterprises and affordable housing, Treasure Island is poised to be a model for a successful and vibrant mixed income community.



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SCORING ELEMENTS - POLICY OBJECTIVES

Program Need and Readiness - 3 Points

(1)

Need and Benefit of Program Activities (2 Points)

Please briefly describe the proposed Program(s) Activity

The Treasure Island Transportation Implementation Plan calls for a suite of Travel Demand Management (TDM) components to reduce single-occupancy auto trips on and offthe Island. One of these components is the launch of a shared vanpool service to provide affordable on-off Island transportation for low income residents. The vanpool will provide direct transportation from Treasure Island into San Francisco so that formerly homeless and low-income people living in supportive housing can more easily reach health, education, recreation and nutritional services and amenities.

The proposed funding request will support the program's design, launch, and first two years of operation. In the design phase, TIMMA and TIHDI will develop a vanpool business plan and operating policies, including governance agreements that define the roles and responsibilities of each agency. In the launch phase, the lead agency for the vanpool program will procure a vanpool program manager to oversee scheduling and contract with a third party vanpool vendor to provide the vehicle(s), driver(s), and insurance. The operations phase of the program funded by this proposal will encompass two years.

Who are the targeted users for the Program(s)?

The vanpool will provide transportation to formerly homeless and low income families and individuals living in supportive housing that is operated by Treasure Island Homeless Development Initiative's (TIHDI) member organizations: Catholic Charities; Community Housing Partnership; HealthRIGHT 360; and Swords to Plowshares. These organizations provide housing, childcare and children's programming, and/or employment programs for low income and/or formerly homeless San Francisco families and invidivduals. It will also be available for other low income Treasure Island residents who access their housing through rental subsidy programs.

The vanpool service will be a shared service that is coordinated among these five community-based organizations. TIHDI is formed for the purpose of collaborating the work of member organizations, and in partnership with TIMMA, will lead the vanpool's business model development and service coordination.

What is the issue or need that the Program(s) is attempting to address, and how will it successfully address this issue or need?

The vanpool will expand the range of off-Island programming opportunities and expand the ability of families and individuals to participate in off-Island programming, as well as offer direct and convenient transportation to serve everyday needs that are not available on-Island. Treasure Island is currently served by one bus route with a destination at San Francisco's temporary Transbay Terminal. Access to healthcare, schools, and affordable shopping for groceries and household staples requires multiple bus transfers and long travel times. The shared vanpool service will be designed to provide direct, reliable transportation for off-Island programs and common destinations that are not readily accessible by today's transit services.

The "sharing" aspect to the vanpool program will maximize cost-effectiveness and the efficient use of resources. Today, TiHDI member agencies arrange transportation independently and/or have little budget available for supplemental transportation services. A shared vanpool service coordinated by TiHDI will extend the reach of member organizations' transportation resources and lower the overall costs of providing direct off-Island transportation.

Describe additional design challenges and development costs incurred to meet the the requirements of the Program.

The proposed funding request anticipates the design and development costs of the program, and includes approaches to maximize the likelihood of a successful launch and permanent sustainability. These approaches are: a) Development of a vanpool business plan and operating policies at the outset of the program; b) Establishment of Memoranda of Agreement (MOAs) between the lead agency and participating organizations before launch to clarify roles and responsibilities; and c) Ongoing relationships with successful operators of a similar successful program in San Francisco, the Bayview Moves shared vanpool, to share lessons learned and best practices.

One of the keys to reducing risks and ensuring a timely launch of a program such as this is an institutional governance and operating structure that clarifies the roles and responsibilities of each participating agency or organization. The business model development phase of the program will include establishing Memoranda of Agreement (MOAs) between the lead agency and each participating organization.



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(2)

Program Readiness and Sustainability (1 Point)

Please briefly describe the prior experience of the Program Operator with operating similar successful programs.

The Treasure Island Mobility Management Agency (TIMMA), in its role as the San Francisco County Transportation Authority (SFCTA), has successfully launched a similar shared vanpool program - Bayview Moves. The Bayview Moves shared vanpool service is designed to increase programming opportunities and participation in programming for community-based organizations in San Francisco's Bayview neighborhood, and doing so in a way that reduces the overall cost and increases the efficiency of resources spent on transportation. TIMMA, as SFCTA, provided technical support to the Bayview Hunters Point MAGIC (BMAGIC) program to design, develop, and fund a community-based shared vanpool service such as the one proposed here. Led by BMAGIC, the Bayview Moves shared vanpool began service in January 2016.

TIHDI has been developing and coordinating resident programming since 1998 —including youth, recreation and community services. One of TIHDI's key members is Catholic Charities CYO. CYO has been providing bus services for over 35 years and will be an integral part of planning and possibly implementing this program. Their mission is to fully meet the transportation needs of their customers and to get their passengers to their destination safely and on time.

Please briefly describe how the Program Operator will sustain the Program beyond the term of the AHSC standard agreement and funds.

The Treasure Island Transportation Implementation Plan calls for a comprehensive, multimodal new transportation system for Treasure Island, including new bus and ferry transit on-off Island; a circulator shuttle on-Island; and a suite of Travel Demand Management (TDM) components to reduce single-occupancy auto trips, such as the proposed shared vanpool. These new services will be funded in perpetuity by user fee revenues raised on-Island, including transit pass purchases, parking fees, and new bridge toll revenues. In the early years of the program, however, as new development is in its first phases, revenues from these sources will be insufficient to fund the needed services. Additional subsidies in the early years of the program are needed, in addition to early-year subsidy commitments from TICD, TIDA, and TIMMA. These early year subsidies will ensure that new residents moving on to the Island will have access to robust driving alternatives from Day 1, and that current residents who drive will have early access to alternatives to aid in their shift in mode from driving to transit or other non-driving alternatives. After the term of the AHSC agreement and funds, the transit pass, parking, and toll revenues will fund the vanpool, TDM, and other transit services.



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SCORING ELEMENTS - POLICY OBJECTIVES

Implementation of Planning Efforts - 2 Points

	Required FAAST Uploads:
FAAST File Name	Description
Implementation-TPA	
Implementation-Climate Adaptation	For each type of Plan below (i.e. Transit Priority Areas, Climate Adaptation, Long Range and Project Specific), please
Implementation-Long Range	provide evidence of implementation. Examples of evidence are provided on page 48 of the Program Guidelines.
Implementation-Project Specific	

(1)

Transit Priority Areas (1 point)

		VEC
Is your project reflected in a regional plan as a Transit Prio	ority Area, or the equivalent area pursuant to SB 375.	
us vour project reflected in a regional plan as a Transit Prio		

(2)

Climate Adaptation (0.50 points)

How does your project implement climate adaptation and mitigation efforts that integrate multiple sectors to optimize climate and public benefits?

The Treasure Island/Yerba Buena Island Development project has prepared and is implementing an adaptive management plan (Sea Level Rise Risk Assessment and Adaptation Management Plan, attached) that integrates the following measures into the project:

- 1. Raise grades for all new development to accommodate sea level rise over a 70-year horizon (typical will be +30 to 36 inches over base flood elevation)
- 2. Improve the perimeter protection (through heightened shoreline embankments and other constructed methods) and interior drainage up to mid-century levels at a minimum to prevent obstruction of view corridors and ponding, while providing protection against coastal flooding.
- 3. Develop an Adaptation Strategy for improvements beyond mid-century levels (as described in bullet 2 above) to the shoreline protection system and drainage system in the event that actual sea level rise exceeds certain thresholds.
- 4. Include development setbacks to allow sea level rise projection improvements along the perimeter.
- 5. Identify a stream of funding to construct these improvements as part of the Adaptation Strategy.

In addition to items identified in the adaptive management plan, the project design includes the following climate mitigation and adaptation features to reduce greenhouse gas emissions, adapt to climate change, and optimize climate and public benefits:

LAND USE AND LOCATION. The Project implements the first phase of a new network of streets on Treasure Island and Yerba Buena Island, which are designed to create a dense, compact, walkable neighborhood centered around the Intermodal Hub. (DDA, Exhibit O, Page 1) The design of this street network is intended to reduce automobile use and greenhouse gas emissions, and to reduce local and regional vehicle miles traveled by creating more infill, transit-served, jobs-rich housing with direct multi-modal transportation access to downtown San Francisco and Oakland.

TRANSPORTATION. The Project reduces automobile use and greenhouse gas emissions by implementation of the Treasure Island Transportation Implementation Plan (TITIP). Improvements and capital investments that comprise the proposed Project will support the creation of an integrated multimodal transportation system within the project and link directly to the San Francisco and East Bay multi-modal transportation system, including:

- New bus infrastructure for integrated service to both the East Bay (AC Transit) and San Francisco (Muni)
- On-island, high-frequency, free shuttle service
- An extensive and connected island-wide bicycle network, including bike share.
- Highly walkable public realm and building design, including extensive design standards for pedestrian-friendly building façades, entries, and accessible facilities
- Provision of extensive new street trees on every new and existing street, providing shade on extreme heat days, and increasing the comfort of walking

ENERGY. The Treasure Island redevelopment project includes aggressive efficiency and renewable energy production strategies to reduce energy

What current regional or local planning document supports the narrative provided above? Please cite plan name, strategy and page.

Treasure Island Sustainability Plan - pp 27; 76-87:

Page 27 of the Sustainability Plan requires LEED for Neighborhood Development Gold Certification for the Treasure Island project and is the basis for the climate mitigation and adaptation strategies described above unless otherwise noted. The project plan has been certified as LEED-ND Platinum, exceeding its minimum requirement to achieve LEED-ND Gold.

Treasure Island Sea Level Rise Risk Assessment and Adaptation Management Plan - pg 14:

- 1. Raise grades for the new development to accommodate sea level rise over a 70-year horizon.
- 2. Improve the perimeter protection and interior drainage up to mid-century levels at a minimum to prevent obstruction of view corridors and ponding, while providing protection against coastal flooding.
- 3. Develop an Adaptation Strategy for improvements beyond mid-century levels (as described in bullet 2 above) to the shoreline protection system and drainage system in the event that actual sea level rise exceeds certain thresholds.
- 4. Include development setbacks to allow sea level rise projection improvements along the perimeter.
- 5. Identify a stream of funding to construct these improvements as part of the Adaptation Strategy.

(3)

Local Long Range Plans (0.25 Points)

Does your project directly implement a policy in a long range plan? Please cite plan name, strategy and page. See page 47 of the Program Guidelines for examples of acceptable long range plans.

Yes, the proposed Project directly implements policies set forth in the redevelopment plan for Treasure Island and Yerba Buena Island, which is codified in long range plans including the San Francisco General Plan and the Treasure Island/Yerba Buena Island Special Use District. Per the Special Use District code, "The purpose of this Special Use District is to facilitate the City's long-term goal of implementing the creation of a new City neighborhood on Treasure Island and Yerba Buena Island, which will provide benefits to the City such as significant amounts of new affordable housing, increased public access and open space, transportation improvements, extensive infrastructure improvements, and recreational and entertainment opportunities, while creating jobs and a vibrant, sustainable community." (pg.1) The proposed Project for the AHSC program will directly implement the specific goals of increasing access and open space; providing transportation and infrastructure improvements, and creating jobs and a vibrant sustainable community.

(4)

Project Specific Plans (0.25 Points)

Which of the following proje	ct-specific plans does the proposed Project implement? Other Related Plan
	The Treasure Island Transportation Implementation Plan (TITIP) was adopted by the Treasure Island Development Authority TIDA) and the San Francisco Board of Supervisors in 2011. The TITIP calls for a comprehensive, multimodal program of new
If other, please describe:	and expanded transit; pedestrian and bicycling networks; TDM; and disincentives for single occupant vehicles. The proposed
	Project directly fulfills these goals. Refer to Section 2 of the TITIP for program goals and Sections 3, 4, 5 and 7 for mplementation strategies.



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16 PIN 35554

					Ι .	AFFORDAB	LE HOUSING	DEVELOPM	ENT (AHD-R)	BUDGET [Re	ntal Housing] - FUNDING	SOURCES (A	HD-R LOAN)	
			costs		l	-				AHD-R			······································		
					State-HCD	Туре	Туре	Туре	Турв	Туре	Туре	Туре	Туре	Туре	Туре
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program AHD-R Loan	Name	Name	Name	Nama	Name	Name	Name	Name	Name	Name
ACQUISITION	l								l		,				
Lesser of Land Cost or Value	SC			\$0			(1			
Demolition				\$0						 					
Legel & Closing Costs	sc.			\$0											
Verifiable Carrying Costs	sc			\$0											
Subtotal		SO.	\$0			50	\$ 0	\$0	- \$0	SO.	\$0	\$0	\$0	\$0	so
Existing Improvements Cost			, ,,,,	\$0				45	1	1	1		1		
Other: (specify)	- 75	L		50											
Total Acquisition	-	50	\$0		\$0	\$0	. \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REHABILITATION												<u> </u>			
Off-Site Improvements	- F1 (c.)			- p. 65 - v. 1 - p. 1. \$0						1					
Environmental Remediation	ER			\$0											
Sile Work	188			\$0											
Structures	0.544			50											
General Requirements				\$0											ļ
Contractor Overhead	1 1111			- 50						ļ		ļ	1		
Contractor Profit				\$0									1		
General Liability Insurance				\$0 \$0						 			 	~	
Other: (specify)	-40 - 1					701	7. M						1000 de la mai de	No. 1 / en	1 - V - 1 - 1 - 1 - 50
Total Rehabilitation Costs RELOCATION	1.11	\$0	\$0	Salarya Salari	- 50	4 4 9 7 7 1 7 4 40	30	- 30	- 40 to 10 to 10 to 30	, , , , , , , , , , , , , , , , , , ,	40.00	30	y		(2 , page , - , - , - 30
Temporary Relocation	1940			\$0									· · · · · · · · · · · · · · · · · · ·		
Permanent Relocation				\$0 \$0							 	ļ			
Total Relocation	10,151	\$0	\$0			02	\$0	\$0	\$0	\$0	SO.	50	\$0	\$0	10000000000
NEW CONSTRUCTION	-1.5						7.1			7-					
Off-Site Improvements				\$0									1		
Environmental Remediation	ER			\$0									1		
Site Work (hard costs)	1.2			\$0											
Structures (hard costs)	13/13			\$0											
General Requirements				\$0									ļ		
Contractor Overhead	1,1271			\$0						 		ļ			├
Contractor Profit	- 1			\$0 \$0					ļ	 			 	-	
General Liability Insurance Other: (specify)	997			\$0 \$0											
Total New Construction	1.0	\$0	\$0			en en	\$0	¢n.	a.w. 5 5. \$0	so so	SO SO	sn	02	50	166 aut. 31 her - \$0
ARCHITECTURAL		- 10		ąu.			100 mm		40	70	1	,			44
Design	7.1			\$0				-							
Supervision	1			\$0											
Total Architectural Costs	sc	\$0	\$0	77 A 74 A		\$0	\$0	\$0	\$0	\$0	1) - 1 - 50	- † \$ 0	\$0	\$0	\$0
SURVEY & ENGINEERING															
Engineering	1/2			. \$0									1		
ALTA Land Survey	1.00			\$0									I		
Total Survey & Engineering	SC	\$0	\$0			\$0	\$0	\$0	\$0	\$0	. \$0	\$0	\$0	\$0	\$0
CONTINGENCY COSTS Hard Cost Contingency				\$0											
Triate Coat Continuedity			t				1	L	L	L	J			·	

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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL: APPLICATION Fiscal Year 2015-16 PIN 35554

-						AFFORDAB	LE HOUSING	DEVELOPM	ENT (AHD-R)	BUDGET [Re	ntal Housing] - FUNDING	SOURCES (A	HD-R LOAN)	
	1		COSTS							AHD-R					
					State-HCD	Туре	Туре	Туре	Туре	Туре	Туре	Туре	Туре	Туре	Туре
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program AHD-R Loan	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name
Soft Cost Contingency				\$0											



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16 PIN 35554

1	1					AFFORDAB	LE HOUSING	DEVELOPM	ENT (AHD-R)	BUDGET [Re	ntal Housing] - FUNDING	SOURCES (A	HD-R LOAN)	
	ĺ		COSTS							AHD-R					
	ĺ				State-HCD	Туре	Туре	Туре	Туре	Туре	Type	Туре	Туре	Туре	Туре
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program AHD-R Loan	Name -	Name	Name	Name	Name	Name	Name	Name	Name	Name
CONSTRUCTION PERIOD EXPENSES															
Construction Loan Interest				\$0							_		1		
Origination Fee				\$0											
Credit Enhancement & App. Fee				\$0											
Owner Pald Bonds/Insurance				\$0											
Lender Inspection Fees	SC			\$0											
Taxes During Construction				\$0											
Prevalling Wage Monitor	SC			\$0											
Insurance During Construction				\$0											
Title and Recording Fees				\$0.											
Construction Mgmt. & Testing	SC			\$0											
Predevelopment Interest Exp.				\$0											
Other: (specify)				\$0											
Other: (specify)				\$0											
Total Construction Expenses		\$0	\$0	\$0	50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PERMANENT FINANCING EXPENSES															
Loan Origination Fee(s)				\$0 \$0											
Credit Enhancement & App. Fee				\$0											
Title and Recording				\$0											
Property Taxes				\$0											
Insurance				\$0											
Other: (specify)				\$0											
Other: (specify)				\$0											
Total Permanent Financing		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LEGAL FEES															
Construction Lender Legal Expenses				\$0											
Permanent Lender Legal Fees				\$0											
Sponsor Legal Fees				\$0											
Organizational Legal Fees				\$0											
Syndication Legal Fees	<u></u>			\$0											
Other: (specify)				\$0											
Total Legal Fees	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAPITALIZED RESERVES															ز کارسیات
Operating Reserve				\$0						ļI		ļ			
Replacement Reserve				\$0						ļ					
Rent-Up Reserve				\$0											
Transition Reserve				\$0 \$0						ļi					
Other: (specify) Other: (specify)			~~							[
Other: (specify) Total Capitalized Reserves		\$0	\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REPORTS & STUDIES		30	\$0	\$0	30	\$0	30	\$0	\$0	\$0	\$0	30	\$0	\$0	\$0
Appraisal(s)	-			\$0											
Market Study				\$0 \$0											
Physical Needs Assessment				\$0 \$0						 					
Environmental Studies	\rightarrow			\$0						 					
Other: (specify)													 		
Other: (specify)				\$0 \$0						 					
Omer, Japoury)		1		\$0]	L				L	L	L	L	l	L	



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16

PIN 35554

						AFFORDAB	LE HOUSING	DEVELOPM	ENT (AHD-R)	BUDGET (Re	ntal Housing	- FUNDING	SOURCES (A	HD-R LOAN)	
	l		COSTS		L				· · · · · · · · · · · · · · · · · · ·	AHD-R			· · · · · · · · · · · · · · · · · · ·		
					State-HCD	Туре	Туре	Type	Туре	Type	Туре	Туре	Туре	Туре	Туре
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program AHD-R Loan	Name	Name	Name	Name	Name	· Name	Name	Name	Name	Name
Other: (specify)				\$0											
Other: (specify)	1			\$0											
Total Reports & Studies	SC	\$0	\$0	\$0	\$0	\$0	. \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER															
TCAC App./Alloc./Monitor Fees				\$0											
CDLAC Fees				\$0											
Local Permit Fees				\$0											
AHSC Eligible Impact Fees:			***	-											
Drainage	IF			\$0											
Parks & Recreation	1F			\$0											
Streets/Signals	1F			\$0							-				
Traffic Fees	IF			\$0											
Waste Water	IF			\$0											
Water Facility	IF			\$0											
Other Impact Fees (Non-AHSC Eligible)				\$0											
Other Costs of Bond Issuance				\$0											
Syndicator / Investor Fees & Expenses	1			\$0											
Furnishings				\$0 \$0											
Final Cost Audit Expense	SC														
Marketing				\$0											
Financial Consulting	SC			\$0											
Other: (specify)				\$0											
Other: (specify)				\$0											
Other: (specify)				\$0											
Other: (specify)				\$0											
Total Other Costs		\$0	\$0		\$0		\$0					\$0			
SUBTOTAL		\$0			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HOUSING-RELATED INFRASTRUCTURE									£.,						
Site Acquisition (HRIs only)				\$0							10年11年2月1日	ARCHOST CHEER	经在股份的	Market Control	
Site Preparation (HRIs only)	25 J.E.		sin flatings.			Glassinski i		310p. 2325*			erganizada ilandaza			Section 18.00	town of the
Utilities		MACHEUR A	WARREST CONTRACTOR	5 4 20 50		3400 26 346		FREE BEE	A CONTRACT OF		files, the		25.000	January (Control of Control of Co	科斯斯斯斯
Surface Improvements	March e.	40.00000		5.57.24.54.54.50			Allen en en en en en en en	All Land, or Long.	24-0 M 5-22-01-01-01-01-01-01-01-01-01-01-01-01-01-	and the state of		5176 916 5142	Series Little	100000000000000000000000000000000000000	41203 (P. 1522)
Landscape and Amenities				110 0 TO 150 SO	434,543	erant receiv	是可用进行的	2222	1965 7 10 14 6 (B)	CARLES AND	17.0277/19.0	2012/07/2014 2012/07/2014	200	2 CAN SO 25 8	4,600,600,000
Environ, Mitigation/Remediation	€ER	22. Park (* 14)	tyridi.Jediler	\$10.50			State and		的智慧性的	的的数据形式系统	De Marine de la composition della composition de	2524 FXX			Mary Sept.
Replacement Transit Parking	3000	24. 3	13 m 14 m 14 m	\$0	CHARLES		CAPACITY CALLS		240000000	100		经外进程程 位	24.52.00	SECTION FLORE	Salar - Ant to the
Residential Parking	120.20		Substant	L\$0			Trade Minels		16 60 15 15 11 11 11	Aure July				302 00 (42.0) 4 W	Salar Bandaria
Transit	MAG.	ağığağıjı.	AND LONG THE	50		300年2月1日	West Control		CONTRACTOR OF		DOWN .	TO SHOW THE	**************************************	2002.1714	
Impact Fees (unique to HRI)	F.F.	CAST MARKETON	开始的 在中	6.4代表形成 5.54 50		Light Follows	of the constant of	HARMING THEFT	ALCOHOLDS:	21 5 000 200		STATE OF STATE		过程为为 的人	**************************************
Soft Costs of Eligible HRI Costs	SC	的特别和特殊	the Entertainth	\$0		notive at the	AREL OF SAME	Kerring of a	222 Fig. 1915	Green person	集。全国政府	MOLES 198	in the interest		BE SERVER .
Other Capital Asset Costs	7.86		SHALL SE			\$		\$45466EP	SPECIME SELL	35,000,000,000			ica life la.	201000000000000000000000000000000000000	THE RESIDENCE
Total HRI Costs	1210869	\$0	N. Jan 1944 - 1 \$ 0	\$ 1.50	\$0	1.7 (1) 1 Km	\$0	\$1.55 particul\$0	\$0	\$0	\$0		out the page 1 \$0	162 CR - 50	\$0
SUBTOTAL	1.4	\$0	\$0	\$0	5 A 10 S 10 S 10	C 2 4 4 4 3 \$0	\$0	\$0	\$0	\$ \$0	\$0	**************************************	\$0	1454 (2014) 2050	ally and some \$0
DEVELOPER COSTS						A		10.00 20 00.00	dia and areas						
Developer Fee/Overhead/Profit				\$0											
Consultant/Processing Agent	SC			\$0											
Project Administration	SC			\$0											
Syndicator Consultant Fees	SC			\$0					1						



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16 PIN 35554

	1					AFFORDAE	LE HOUSING	DEVELOPM	ENT (AHD-R)	BUDGET [Rer	ntal Housing] - FUNDING	SOURCES (A	ID-R LOAN)	
			COSTS							AHD-R					
	L.,				State-HCD	Туре	Type	Туре	Type	Type	Туре	Туре	Туре	Турв	Туре
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program AHD-R Loan	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name
Guarantee Fees				\$0			 					 	· · · · · · · · · · · · · · · · · · ·		
Broker Fees Pald to Related Party	1			\$0											
Construction Oversight & Mgmt.	SC			\$0		*						1			1
Other: (specify)				\$0		·									<u> </u>
Other: (specify)				\$0										·····	
Total Developer Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$(\$0	\$0	\$0	1
TOTAL DEVELOPMENT COST	7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$(\$0	\$0	\$0	
New Construction cost per sf	1	#DIV/01			<u> </u>										
Total Development cost per sf		#DIV/01													
Total Square Footage for All New			1												
Construction															
Total Square Footage for Total			l												
Development	i	1.	l												

COST CAPS	
1. Pursuant to Section 103(a)(1)(C)(iii), the total amount of eligible soft costs for an Affordable Housing Development Capital Project cannot exceed 10 percent of the total AHSC Program award. The AHSC soft costs for AHO-R in this budget are:	\$0
 Pursuant to Section 103(a)(2)(A)(v), the total amount of eligible environmental remediation costs for a Housing-Related Infrastructure Capital Project cannot exceed 50 percent of the total AHSC Program grant funds. The AHSC environmental remediation costs for HRI in this budget are: 	\$0
 Pursuant to Section 103(a)(2(A)(vii), the total amount of eligible impact fees for a Housing-Related Infrastructure Capital Project cannot exceed percent of the AHSC Program award up to \$300,000. The AHSC impact fees for HRI in this budget are: 	\$0



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16

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!						AFFORDA	BLE HOUS	ING DEVEL	OPMENT (AH	o-R) BUDGET	[Rental Housi	ng] - FUNDIN	S SOURCES	(HRI GRANT	Γ)		
			COSTS			***************************************			HRI (autopo	pulated from	"Budget - HRI"	tab)					,
1					State-HCD	Type	TV		Tune	TV00	Type	Type	E ZOTVO	Y SWIFTEN	EQUIPMENT THE COL		
	 		I		STORY IN THE STORY		3 11 12 12 12			en sandan	Take Inches	ST STATE OF	A TOTAL STATE	A STANCE	DE CENTRAL PROPERTY		
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program HRI Grant	Name Name	Name	Name	i Name	Name		Name	Name	Name	Name c	SOURCES TOTAL	Comments
ACQUISITION										Audio Aliga Met A	an Liberton						
Lesser of Land Cost or Value	. SC														AT DESCRIPTION	\$0	
Demolition	10.0														III MARKEL	\$0	
Legal & Closing Costs	sc			\$0				程 网络维生								\$0	
Verifiable Carrying Costs	SC				2000年10月			or warre	me direct						OR CONTRACTOR	\$0 \$0	
Subtotal		\$0	\$0	\$0	\$0.00 PM 100 PM	INDEED NOTES	0 地名西西亚纳	150 1275	1930 Francisco	SO MANAGEMENT	\$0 100 100	50 MENUSELS \$	0 经低级银行	50 21 1	\$0 140000 1334\$0	\$0	
Existing Improvements Cost										ar Sagrad		K Name and A	E BETTER	a enganta	MARKATAN MARKATAN	\$0	
Other: (specify)				\$0			(ILEXALIA)		tal Shirthe						u dunangsat	\$0 \$0	
Total Acquisition	14.57	\$0	\$0] to as a five acting to \$0	CO \$ 50	(C)	I Maria Maria	320 1800 110	9720 ST 799	Z20 23230	E\$0 (#1600)	20 824	O SEE SEE SEE	SO SERVICE SON	[\$0 \\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	\$0	1
REHABILITATION Off-Site improvements	4,44			er	(EEE TREMPERSONS IN THE	STATE WED WOLKEN	A CONTROPOSICAL	MAN THEORYGONESIA	nerway benkerencense	Region of the state of the stat	HAVE SEEDINGS OF THE PARTY OF	na singia urupatan	RAI CHEATHCANNAICH ROS	STATE OF THE PROPERTY OF THE		***	The second se
Environmental Remediation	ER				210210255											\$0 \$0	
Site Work																\$0	
Structures	110														er and resident	\$0	
General Requirements	15.			\$0	AND THE PERSON NAMED IN	ENDTO SEE	914834900	De Salation	COLUMN TO SERVICE		ACT TAKENSTAND	A STATE OF THE STA	B STANDARD	C TESTOWNS		\$0 \$0	
Contractor Overhead				\$0	PERSONAL PROPERTY.	CONTRACT	ECTAMENT S	res Transfia	545 1830 CH	THE RESERVE			S AMSTROLLI	P CHILDRE	en Ellestari	\$0	4
Contractor Profit	1			\$0	AND PROPERTY OF THE PARTY OF TH	I SUPPLIED TO	THE PERSON NAMED IN	DE CONTRACT	THE CHARGE		CH SHELL CHES	M COLOR MAN	S CANADA SERVICE	DESCRIPTION OF THE PARTY OF THE		\$0	
General Liability Insurance				\$0					NO. PRINTER	Her Electrical		THE PERSON NAMED IN	E PERSONAL PROPERTY OF THE PERSON NAMED IN COLUMN 1	C THE PROPERTY OF	TO THE COMMEN	\$0	
Other: (specify)	75. 93			\$0			TELEVISION TO BE		ene kanada						er derrickber	\$0	
Total Rehabilitation Costs RELOCATION	100	\$0	\$0	7	是海外部的社会经验(CONTRACTOR S	1 医克里曼化大学的	ESO SERVICE	(240) (2000) (2000) (2000) (2000) (2000) (2000) (2000) (2000) (2000) (2000) (2000) (2000) (2000) (2000) (2000)	对20 国际现代的	520 图托萨克拉克托斯	\$0 PERMITTAN	O STATE OF THE PARTY OF THE PAR	20 新西部語	\$50 \$11.76 \$0	\$0	
Temporary Relocation	1 44			\$0	CONTROL CONTROL CONTROL	Alberta managero	M CERCURATION OF THE PARTY OF T	CONTRACTOR	CALLED CONTROL OF COLUMN	BOOD TERROTOWN SHOW	HOME PROPERTY STATES OF THE STATE OF THE STA	ZI HERMININE	C W.Phyles addubers	RISE INFOSTORNATORISE	AN MARKAGAMAN	\$0	256,836,53
Permanent Relocation				\$0	CARL CARLETTAIN	SALAR METONS AND	ACCOMPANY	DA TRESSIA	STE SHIELDES	data programma	SEA CLEANER NO	O MEGANACE	e overstance			\$0	
Total Relocation	200	\$0	\$0												so Establish	\$0	
NEW CONSTRUCTION														11 1110			
Off-Site Improvements	2.5			\$0	William Company	Augus 19	I SENERICAL DE		and application	ER GERMAN	AND THE RESERVE	A PARTY AND THE				\$0	
Environmental Remediation	ER			\$0	MARKAGETT !	化的过去式和		enz Livacijaka	over the server	BU REPLECT		n Phateren	S RECEIVABLE	u sumerius	io suchimicis	\$0	
Site Work (hard costs)																\$0	
Structures (hard costs)																\$0 \$0	
General Requirements Contractor Overhead	70. 24.															\$0	
Contractor Profit	1 3														en skartenist	\$0	
General Liability Insurance																\$0	
Other: (specify)	7.			.\$0	Charles and the last		DESCRIPTION OF	Car Delatar		ALL SURVEY NO.		T SHEET WAS A		E 280 (400 MIC)		\$0	
Total New Construction	7.7.7	\$0	\$0	\$0	2006 A 25 2 50	of the Name S	in market	\$0 2 3 3	\$0 41 34 600	\$0 2.00 10 15.00	150 200 200 200 200 200 200 200 200 200 2	O THE CALL SHEET S	0 450 20 600	O PART STATE	so 12 2 2 2 2 3 0	\$0	
ARCHITECTURAL .																· ·	
Design	1.			\$0	建林河南海	NAME OF TAXABLE PARTY.	经验的	en ancese	SOM SILVERY	IN THE STREET	DO ENSOUNDS	企 经运动金融大型银	e remember	di maran da	8個 能达拉到现在原	\$0	
Supervision				\$0	ALMERICA S	STATE WAY	MOUNTA	Mil This area	era avallera	an eviden		THE PERSON		11 40921274	SE TRANSPORTS	\$0	
Total Architectural Costs	sc	\$0	. \$0	\$0	5.50	234 July 5		\$0	(\$0	()	50	9 24 2	o talent	0	\$0	\$0	
SURVEY & ENGINEERING																	
Engineering															No see the second	\$0	
ALTA Land Survey	- 00															\$0 \$0 \$0	
Total Survey & Engineering	SC	\$0	\$0	\$0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	705 W. 1212 S	HERMAN	\$0 20 m	250 2344 AV	图\$0 被源战程特型数据	250 25 Williams	80 经国际公司	o realizable	0 10000000000000000000000000000000000	150 4513 150	\$0	
GONTINGENCY COSTS Hard Cost Contingency				\$0	CLEMENT OF THE		Water State of St	La Maria de la		en stateman	Die Albert Land	产 中国市政府日	a de describi	il wegine	HE DESCRIPTION	\$0	



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16 PIN 35554

					1	AFFORD	ABLE HOU	SING DEVEL	OPMENT ((AHD-R) I	BUDGET ĮR	ental Housin	g] - FUNDIN	SOURCES	(HRI GRANT)			
	i		COSTS						HRI (aut	topopulat	ed from "B	udget - HRI"	tab)					<u>-</u> .
					State-HCD	-Type	Type	Тур	i i	уре	Тура	Typo	Type	Ūype v	Туре	Тура		
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSO Program HRIGram	Name:	Name	Nam			C ame	Name	Name	Name	Name	:Reme	TOTAL	Comments
oft Cost Contingency				\$			un marketikan	MANAGEMENT STATES	海域 医斑点		THE WALLES	The second secon	A STATE OF THE SAME		C Warranger	Z CONCENTRATION	\$0	
otal Contingency Costs		50	\$0	\$	影響观察	阿勒爾斯斯	\$0 (200)	221\$0	20 SECTION 1	453 X 50 X	MENTAL STREET, S.C.	SECTION SECTION S	0 性學學學學學	0 非法的经验的	0 医髓型静脉系数	O STANDARD SO	\$0	



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16 PIN 35554

	1	· 			ACCORDANCE MODISING DEVELOPMENT (AND DI RUDGET (Doyled Mouning). ELINDING SOURCES (ADLIGHANT)												
		costs ·				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (HRI GRANT) HRI (autopopulated from "Budget - HRI" tab)											
	1					Тура	Type					tab)	Carrier S	G ZECHEN	Type		T
	<u> </u>				State-HCD is	TAXABLE PROPERTY.	ype s	Lype	T Programme	Les Type	i ype	a and yper	A STATE OF THE STA	ypen ypen	The Type was		
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program HallGran	Name	(Vame	Name	Name	Name	Name	Name	Name	Name	Name	SOURCES TOTAL	Comments
CONSTRUCTION PERIOD EXPENSES															× 1 200 00 00 00 00		
Construction Loan Interest	1															\$0	
Origination Fee																\$0 \$0	
Credit Enhancement & App. Fee																\$0 \$0	
Owner Paid Bonds/Insurance Lender Inspection Fees	sc															- \$0 - \$0	
Taxes During Construction	1-10															\$0	
Prevalling Wage Monitor	sc															50	
Insurance During Construction	100											THE PERSON NAMED IN				50	
Title and Recording Fees	t														STATE STATE OF THE	\$0	
Construction Mgmt. & Testing	SC								o direction			THE PERSON				\$0	
Predevelopment Interest Exp.															A SOUTH BASINE	\$0	
Other: (specify)				\$1	MANUAL PROPERTY.	THE PARTY OF THE	THE RESERVE THE PARTY.	THE PERSON NAMED IN	a Duragania	SPECIAL PROPERTY.	S SEE SECTION	E SHOW THE WAY	Market William	o remediations	CONTRACTOR OF THE	\$0	
Other: (specify)				\$1		MOST SERVICE	THE PERSON NAMED IN	THE STREET	T AMOUNT OF	COLUMN TO SERVICE	THE RESIDENCE OF THE PARTY OF T		The second second	B BLOCK THAT	THE REPORT OF THE PARTY OF THE	\$0	
Total Construction Expenses		\$0	\$0	\$1	MALES THE STREET	STATE OF THE LOCAL STATE OF THE	O METAL SECTION OF	O HARMANAS	0 2.450 442645	MANAGEMENT STATES	O STREET, STRE	O TOWNS OF SCI	STATE OF THE STATE S	O ASSESSMENT S	0 22 20 20 20	\$0	
PERMANENT FINANCING EXPENSES																	
Loan Origination Fee(s)				\$1	司を記録を	THE RESIDENCE OF THE PARTY OF T	I HARMANIA		S STATES OF THE SECOND RES	建设出路域 的	of State (State State St		CONTRACT	阿尔斯斯斯斯斯斯	S MICHELLE STEWARD		
'redit Enhancement & App. Fee																\$0	
.itle and Recording																\$0	
Property Taxes															建筑的图形型	\$0	
Insurance	1														TAXABLE MANAGEMENT		
Other: (specify)				\$6			A MARKAGANA		e decimale.			C THE THE STREET	研制的高級地		S INTERNATION	\$0	
Other: (specify)	-											a anglik Alikan				\$0	
Total Permanent Financing	1	\$0	\$0	\$1	\$200 Sept 50	######################################	0 25035		0 運動的企業組織出	西部原政治	0 極極影響	0 国际政治的政治	SET DESIGNATION S	0 非国际通过的意义	0 2002 200 30	\$100 C. \$0	
LEGAL FEES					Wash divined by a count	with him most of array	e management	en	Cal College of the co	d variables of the second	and the complete way the state of	ie manerius artificialistas	Tarement of the second	or a group of the first of	D company was to a series and a		
Construction Lender Legal Expenses	1																
Permanent Lender Legal Fees	1															\$0	
Sponsor Legal Fees	1															\$0 \$0	
Organizational Legal Fees	1															\$0 \$0	
Syndication Legal Fees Other: (specify)	1															\$0	
Total Legal Fees	sc	\$0	\$0												0 302 300 300 50	\$0	<u> </u>
CAPITALIZED RESERVES	30		30	31	Management and 15 and	STATES OF THE PARTY OF THE PART	こ。自分が発送を記るので	A MARCHANISM AND A	× or the management of	anacourage re- 25.4	A 电色色电池 (2.78) 1984 点	F BROWN SECTION AND ADDRESS OF THE PARTY OF	STATE OF THE PARTY	A CHARLES MANAGEMENT A	= Land Fallet Months 90	198 P. P. P. L. S. L. 40	
Operating Reserve					CHETCH COMPANY	MESK HER DETERM	a service consequence	AND AND DESCRIPTION	ed estructions some	PERMITTING THE REAL	D REPRESENTATION	III THE BEGINNERS OF THE	Madi da Richardo	at 2 management	E MISSELLEN ENGLE	\$0	
Replacement Reserve	1														i de la Savet	\$0 \$0	
Rent-Up Reserve	 														C PERSONNEL	\$0	
Transition Reserve	 															\$0	
Other: (specify)	1														a mentanen	\$0	
Other: (specify)	1														CARPONICA	\$0	
Total Capitalized Reserves	 	\$0	\$0												0 6 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	\$0	
REPORTS & STUDIES		40	40		THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAM	The state of the s	C. C. STREET, STREET, STREET,	- I - Company of the last	- The second service of		- Ivinita months and Miles	- Contract C	10-10-1		- markanes - Mark		
Appraisal(s)				\$1	网络电影的海流 影响	PERSONAL PROPERTY.	H RESERVED TANKS	M MARKAGIME	6 HOLDEN STREET	-	H MANAGEMENT	i watermarke	TO THE TENNER OF THE PARTY OF T	a drogwanzem	CARAGONIAN CONTROL	SO SO	
Market Study	1																
Physical Needs Assessment	 														1 1004 (1004 (1541)	\$0	
Environmental Studies	+														CARL LONG		
Other: (specify)	1														I DESCRIPTION OF		
Other: (specify)	+				GR. A.T.											\$0	



·						AFFORDA	ABLE HOUS	ING DEVELO	MENT (AHD	R) BUDGET [I	Rental Housir	ng] - FUNDING	SOURCES	(HRI GRANT)			
			COSTS						IRI (autopop	ılated from "I	3udget - HRI"	tab)					
					State-HCD	Typo	Туре	Type	Tiypo	Туро	Турэ	Trypa	Type	Type	Type		
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSO Program HRIGant	Namo	Nama	(Name)	Name	Name	Name	Name	Nama	Name	Name	SOURCES TOTAL	Comments
Other: (specify)					o <u>entre de como de</u>					ic designation			i isiistii kati			\$0	
Other: (specify)					O MANAGEMENT OF THE PARTY OF TH											\$0	
Total Reports & Studies OTHER	SC	\$0	\$0	\$	0 3 3 3 3 3 3 3 3	0 大型工程 经工程 1	0 200	\$20 mm machine	50 2000	O SERVICE OF	O ELECTRON	0 10 10 10 10 10 10 10 10 10 10 10 10 10	D NEWSTERN STREET	50 (3) 33 33 33 33 33 33 53 33 33 33 33 33 33 33 33 33 33 33 33	O SERVICE SERVICE SC	\$0	21
TCAC App./Alloc./Monitor Fees	_				o www.	n i manusantana ana	gal grantistanananana		Gios Montenina established		mi menteninate/Prepa	on become an experience	O CONTRACTOR OF THE PROPERTY OF	LOES DECOMESSION WAS DARREST	nt l povo nationalno moderno atempo	SC.	
CDLAC Fees	-											THE RESERVE AND ADDRESS.	S CHARLES CHARLES		A SECTION OF THE PROPERTY OF T	\$0	
Locat Permit Fees		·-··-			O DESCRIPTION		3144099033						of Industry	And I will be seen to the seen			
AHSC Eligible Impact Fees:					MINISTRATE CONTROL												
Drainage	lF				0 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2						5 444 A 4 5 5 6 6					\$0	
Parks & Recreation	İF			\$	0 999	I TOTAL PROPERTY.		ST EXPERIENCE	is non-subject	a Branchic	NEWSCHOOL SERVICE		6040422H			\$0	
Streets/Signals	lF					TO THE STREET	i merupak		RE SENSEMBLE	D DEFENDER		e service de					
Traffic Fees	1F									n regressi			The state of the s		NATIONAL PROPERTY OF	\$0	
Waste Water	1F				O ENERGY E					A CLASSIC DES				姓 财政协会的		\$0	
Water Facility	IF							THE PERSON NAMED IN COLUMN 1					i menganan			sc.	
Other Impact Fees (Non-AHSC Eligible)										e hermance			a lear parameters	A PRINCIPAL OF THE PRINCIPAL OF T		\$0	
Other Costs of Bond Issuance Syndicator / Investor Fees & Expenses					O REPORT APPROPRIES											7.	
urnishings	-											A 10170000000000		en alektronomiski e			
-inal Cost Audit Expense	SC			Si					THE RESERVE OF THE CASE							\$0	
Marketing					0 1007/04/04/04									an embración de maio		50	
inancial Consulting	SC			\$1		SOUTH NEED							S LOCAL DOCUMENT	m summorm	B SHEET WALL TO S	\$0	
ther: (specify)				\$1	0 14 10 14 13 14	A STREET, STREET,	H ITTO YOUR	an accordance	e deservation		H PERMIT	S VOCALISATION	PARTITION	CH ASSESSED FOR THE PARTY OF TH	PROPERTY OF	1 3528 7 let a \$0	
Other: (specify)					O THE PROPERTY										N DESCRIPTION OF		
Other: (specify)												a same expense			i intimization		
Other: (specify)																	
otal Other Costs		\$0	\$0									O DESCRIPTION S		\$0 See See See See			
UBTOTAL	20000	\$0			o HERMAN	THE PLANE TO A STATE OF THE PARTY OF THE PAR	U ASSESSMENT OF THE PARTY OF TH	\$0 200	20 SERVICE STREET	N TO SERVICE OF THE PARTY OF TH	0 通行建筑器的	O DECEMBER S	有限的特殊的	\$0 Carry 1937 \$	○	\$0	
OUSING-RELATED INFRASTRUCTURE					a the support Advisor XAS	C act security accounts	a Lorente de mora de la marca	cara managementaria	and contains memorial	A TOTAL TOTAL TOTAL TOTAL TO	a transmission	A Commission and State of the Commission of the	- Tomas and a second	and the second contraction of the second con	a decembración en	Letter superconstruction	4
Site Acquisition (HRIs only)	SC	Specification of the second se	Superior de la company	ere services (* 1945). Marie and S				\$0				0 \$		\$0 (4) (5) (5) \$0 (4) (4) (5) (5)			
Utilities (HRIS Only)	報告を	2011 ALAS		Maria Maria		0		5 0		o Bustalles lands				\$0 @ (#3 + \$		M9 7 7 5 50	
Surface improvements	20.00		1444 N. 1444	areces effected is		0 3500745424				0 10 10 10 10 10 10				\$0 50 FS			
Landscape and Amenities	3,723	ALL AND LO	Salarowya.	and the s	- Maria and a second		0 28 June 1			0 14 2000					0	662770G / S S O	
Environ. Mitigation/Remediation	ER.	PERSONAL MER	4.4.44	1000 D 1000 S			0	50				0	0 256-32-22	\$0 621 200 5		g 4 5 5 50	
Replacement Transit Parking	9.646		AND FRANCISCO	() () () () () () () ()		0 364 74 37.5						0 - \$0		\$0 47 14 15 \$		\$0	
- Residential Parking	6546	Let's report to	SULTERN ON	12.20 149 17 \$						0 1	O MARKET WARREN	0	0 / 1 / 1 / 1 / 1 / 1		0 14-50		
Transit	COLUMN TO		the second	≘d, nj \$		0 17:00/17:54:6						0 \$1		\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$			
Impact Fees (unique to HRI) Soft Costs of Eligible HRI Costs	SC	State of the state		And the Part Is			0		\$0 \$0					50			
Other Capital Asset Costs	30	110000000000000000000000000000000000000		5.75	- In the property of the second		0 (14 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4 (4							\$0 (1)			
otal HRI Costs	O.C.	\$0	50											\$0 (A)6 ALAUS			
UBTOTAL	186	\$0			0 766 0 200 \$	0 147 742.976	0 50 340 20	\$0 60000	\$0 7724	0 325 224	0 /2 % (-2) (-2)	0 1 7 2 3 3 7 50		\$0	0 (45 4 5 5 4 5 5	22,333,000,50	
EVELOPER COSTS	_				- I bow the sent street them	a lossess augus destant to	21 of the national designation	mental states on homeon war.	one last our birth and were	out for any motors and the last	as I am are a service as a	au I sende raum manamanan	of Subdravious Page Day 23/2	ACT OF SERVICE PARTY AND ADDRESS OF THE	to instructional audition arror		
eveloper Fee/Overhead/Profit														W CHARLED A		\$0	
ionsultant/Processing Agent	SC													a declaración A Talendación			
Project Administration Syndicator Consultant Fees	SC				O KIN THANKS AND A												



				.,		AFFORD	ABLE HOUSIN	G DEVELOPA	ENT (AHD-R) BUDGET [R	tental Housir	ıg] - FUNDIN	G SOURCES	(HRI GRANT)		
			COSTS					H	≀ (autopopu	ated from "B	udget - HRI"	tab)		,	- <u>-</u>		
					State-HCD)	Type	Туро	Type	Туре	СТурен	Туро	Ūχρο	Type	Туре	rTyper		
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs			Name (SOURCES TOTAL	Comments
Jarantee Fees				\$0	PERMIT		TE MANAGEMENT	PERMITSIAN AND A	AND PROPERTY.	REPORT OF THE PARTY OF THE PART	A STATE OF THE PARTY OF THE PAR	i dermanen		n Karajana		\$0	
oker Fees Paid to Related Party																	
nstruction Oversight & Mgmt.	SC														60 100 000 1000		
her: (spacify)				\$0	HARRING TO SERVICE STATE OF THE SERVICE STATE OF TH		a brahmana	I SHAPE AND SERVICE	DESCRIPTION OF THE PARTY OF THE	Tarita Sanda	电影的现在分词	S STATEMENT S	图 學院的問題	经过度的证据		1 50	
her: (specify)				\$0	100000000000000000000000000000000000000	列的图形图的	THE PROPERTY OF	THE PERSON NAMED IN		DIMENTAL CARE	HEUTEN HAND				e description	\$0	
otal Developer Costs		\$0	\$0	\$0	AMES 2015	0 经基本资本的	SO DECEMBER S	0 3333000000000000000000000000000000000	ENDINEEDS	#245002451\$C	O HEMENANCE S	O TOTAL CONTRACTOR	\$0 3000000000000	O CONTRACTOR	(\$0 ASSELECTION SEESO		
TAL DEVELOPMENT COST		\$0	\$0	\$(本英国国际5	0 翻述题形式重	\$0 10000000000	0 5 5 5 5 5	5	100 B		0	\$0	\$0 (F) X (F) X (F)	\$0 \$0	- \$0	
ew Construction cost per sf		#DIV/01															
tal Development cost per sf		#D(V/0)															
otal Square Footage for All New																	
onstruction																	
otal Square Footage for Total	1	1	ľ														
evelopment		<u> </u>	l														



Fiscal Year 2015-16 PIN 35554

									FUNDING SOL	JRCES					
	,	COSTS	State-HCD	Туре	Type	Type	Type	Type	Type	Туре	Туре	Туре	Type		
	COST CAPS	TOTAL AMOUNT	AHSC Program- HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
SITE ACQUISITION (Not related to Parking)							1. 1. 1/62113					1		
Site acquisition of the Capital Improvement Project, Including easements and right of ways	sc		-											\$0	
Other:	- 50													\$0	
Total Site Acquisition Costs (Not related		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	3333300	
SITE PREPARATION Clearing and Grubbing	458,417			•					er. 1					\$0	- 35 ·
Demolition	7 met 19													\$0	
Excavation	1,4000													\$0	
Grading (excluding grading for housing and mixed use structural improvements)														\$0	
Soll Stabilization (Lime, etc.)	fill M													\$0	
Erosion/Weed Control	1576,3142													\$0	
Dewatering	W. 1.3													- \$0	
Other:	- 1													\$ - \$0	
Other:	4.45													\$0	
Total Site Preparation Costs	5.22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	sn.	\$0	\$0	\$0	so.	\$0	•
UTILITIES		,	2.5 40		ų.	Ψ			40						1111
Sanitary Sewer	1-31													\$0	
Potable Water	1.401													\$0	
Non-Potable Water	15,77													\$0	
Storm Drain	1.5%				·									\$0	
Detention Basin/Culverts	1 1 2													\$D	
Joint Trench:	1,1919									ļ				\$0	
Other:														\$0	
Total Site Utilitles Costs	1	\$0	\$0	50	sn.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION

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								,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	FUNDING SOL	IRCES		***************************************			
	(COSTS	State-HCD	Туре	Туре	Туре	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST	TOTAL AMOUNT	AHSC Program- HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
SURFACE IMPROVEMENTS															
Aggregate Base														\$0	
Asphalt Pavement														\$0	
Curb, Gutter, Sidewalk														\$0	
Street Lights														\$0	
Striping/Signage/Barricades														\$0	
Traffic Mitigation														\$0	
Other:		·								-				\$0	
Total Surface Improvements Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
LANDSCAPE AND AMENITIES		42		40		Ψ0		40	-	40	Ψυ	ψĐ	ΨŪ	401	
Parks:															A PARTY NAMED IN COLUMN TO THE OWNER, THE OW
Irrigation														\$0	
Concrete Work														\$0	
Landscaping	i													\$0	***************************************
Tot Lot														\$0	
Playground Facilities														\$0	
Walking/Bike Path		-												\$0	
Drinking Fountains	-													\$0	
Structures	 													\$0	
Lighting														\$0	
Open Space											*** ***			\$0	
Other:														\$0	
Total Landscape/Amenities Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	. \$0	\$0	\$0	
ENVIRONMENTAL		401	ψυ	φ0		401	40	Ψ0,	φυ	φ0	φυ	40	401	φ0]	
MITIGATION/REMEDIATION															
					38 27 1						F.,				
Wetland Mitigation														\$0	
Endangered Species														\$0	
Tree Mitigation														\$0	
Environmental Remediation														\$0	
Other:														\$0	
Total Mitigation/Remediation Costs	ER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION

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	<u> </u>								FUNDING SOL	JRCES		· · · · · · · · · · · · · · · · · · ·			
	٥	COSTS	State-HCD	Туре	Туре	Type	Type	Type	Туре	Type	Туре	Type	Туре		
	COST CAPS	TOTAL AMOUNT	AHSC Program- HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
REPLACEMENT TRANSIT PARKING				<u>,</u>				2 6	- 1						
Residential Parking Structures														\$0	
Grading														\$0	
Foundation Work				> .										\$0	
Site Work								,						\$0	
Other:														\$0	
Other:														\$0	
Total Replacement Parking Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Enter the Total Number Replacement															
Parking Spaces															
RESIDENTIAL PARKING															
Residential Parking Structures													·	\$0	
Grading														\$0	
Foundation Work														\$0	
Site Work														\$0	
Other:														\$0	
Other:														\$0	
Total Residential Parking Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Enter the Number of AHSC-funded Structured Parking Spaces proposed in this project					ana mana amin'ny fivondronana ao ao amin'ny faritr'i Austra, ao ao amin'ny faritr'i Austra, ao ao amin'ny fari										
Pursuant to Guldelines section 103(a)(2)(A)(iv), AHSC Funding Per Parking Space cannot to exceed: \$10K for up to 2 reqd spaces/unit, \$20K for 0.5 to 1 reqd space/unit, \$30 for less than 0.5 reqd spaces/unit	#DIV/0!	,													
TRANSIT									5 Table 15						HALL SHARE
Transit Facilities:															
Access Plazas		1			1									\$0	
Pathways														\$0	
Bus Shelters														\$0	*******
Transit Shelters								-						\$0	
Pedestrian Facilities					· · · · · · · · · · · · · · · · · · ·									\$0	
Blcycle Facilities										-				\$0	
Other														40	



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM **FULL APPLICATION**

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									FUNDING SOU	RCES					
	'	COSTS	State-HCD	Type	Туре	Туре	Туре	Туре	Туре	Typé	Туре	Туре	Туре		
	COST CAPS	TOTAL AMOUNT	AHSC Program- HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION

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		*****							FUNDING SOU	RCES					
		COSTS	State-HCD	Type	Туре	Туре	Туре	Туре	· Type	Туре	Туре	Type	Туре		
MPACTEES	COST CAPS	TOTAL AMOUNT	AHSC Program- HRI Grant	Name	Name	Name	Name	Name _.	Name	Name	Name	Name	Name	Sources Total	Comments
IMPACT FEES Impact fees are eligible for AHSC funding if used for identified Capital Assets eligible for funding and required by local ordinance (Not to exceed 15% of the award amount OR \$300,000)													<u> </u>		er i gri
Drainage	IF		l		1		·						T	\$0	
Parks & Recreation	IF													\$0	
Streets/Signals	IF													\$0	
Traffic Fees	IF													\$0	
Waste Water	IF													\$0	
Water Facility	IF					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,								\$0	
Other Impact Fees (non-AHSC Eligible)														. \$0	
Other:														\$0	
Total Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	. \$0	
SOFT COSTS RELATED TO ELIGIBLE COS	TS								11.						1.43
Engineering														\$0	
Design														\$0	
Overhead														\$0	
Contractor Fee														\$0	
Other:														\$0	
Total Soft Costs	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

35554

PIN

\$0

\$0

Rev. 05/03/16

35554



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION

Fiscal Year 2015-16

PIN 35554

HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET

COSTS State-HCD Type T										FUNDING SOU	RCES					
THER CAPITAL ASSET COSTS ther: ther: \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$		(50818	State-HCD	Туре	Туре	Туре	Type	Туре	Type	Туре	Туре	Туре	Туре		
THER CAPITAL ASSET COSTS ther:		COST		Program-	Name	Name	Name	Name	Name	Name	Name	Name				Comment
ther: Solid Solid	THER CAPITAL ASSET COSTS								1,8-1,5-1	 						
tal Other Asset Costs \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0															· · · · · · · · · · · · · · · · · · ·	
DTAL HOUSING RELATED FRASTRUCTURE PROJECT COSTS \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0		·														
OTAL HOUSING RELATED SO \$0 <td>Ital Other Asset Costs</td> <td></td> <td>\$0</td> <td>\$0</td> <td>\$0 </td> <td>\$0</td> <td>\$0</td> <td>- \$0</td> <td></td> <td></td> <td>. \$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td>	Ital Other Asset Costs		\$0	\$0	\$0	\$0	\$0	- \$0			. \$0	\$0	\$0	\$0	\$0	
ST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS.																
数价数数据表示,我们们可以是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个																
		OW TO E							100		· · · · · · · · · · · · · · · · · · ·			\$0 805 72 (702)	\$0	
		OW TO E							100		· · · · · · · · · · · · · · · · · · ·			\$0	\$0	
		OW TO E							100		· · · · · · · · · · · · · · · · · · ·			\$0	\$0	
		OW TO E	XPLAIN ANY E						100		· · · · · · · · · · · · · · · · · · ·			\$0,	\$0	

2. Pursuant to Section 103(a)(2)(A)(v), the total amount of eligible environmental remediation costs for a Housing-Related Infrastructure Capital Project cannot exceed 50 percent of the total AHSC Program grant funds. The AHSC environmental remediation costs for HRI in this budget are:

. Pursuant to Section 103(a)(2(A)(vii), the total amount of eligible impact fees for a Housing-Related Infrastructure Capital Project cannot exceed 15 percent of the AHSC Program award up to \$300,000. The AHSC Impact fees for HRI in this budget are:



PIN 35554

			SUSTAINAB	LE TRANSF	PORTATIO	N INFRAST	RUCTURE	(STI) BUD	GET				
	С	OSTS		····			Al	LL FUNDING SO	URCES				
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Type		
	COST	TOTAL AMOUNT	AHSC Program- STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
	37.14	S	USTAINABL	E TRANSPO	DRIATION	INFRASTR	UCTURE ((STI) BUDG	ET#1				
PRELIMINARY ENGINEERING													
PA&ED (Environmental)	12.00	\$0	\$0	\$0								\$0	
PS&E (Plan Specification and Estimates)	100,415,610	\$5,735,000	\$3,000,000	\$2,735,000								\$5,735,000	
Other:	15,475,731	\$0	\$0	\$0								\$5,735,000	
Total Preliminary Engineering	sc	\$5,735,000	\$3,000,000	\$2,735,000	\$0	\$0	\$0	\$0	\$0	\$0	\$(\$11,470,000	
RIGHT OF WAY COSTS Right of way support costs	21. October	. \$0	\$0	\$0	:		: <u></u>					\$0	0.4 <u>01198638</u>
Site or right of way acquisition for the Capital Improvement Project		\$0	\$0	\$0								\$0	
Other:	HEROTE A	\$0	\$0	\$0								\$0	
Total Right of Way costs (not related to parking)	sc	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$(\$0	
SITE PREPARATION													
Clearing and Grubbing	NAMES OF THE	\$0		\$0								\$0	
Demolition	0.584	\$0										\$0	
Grading	100000000000000000000000000000000000000	\$1,211,670		\$0				ļ	<u> </u>			\$1,211,670	
Soil Stabilization (Lime, etc.)	10000	\$6,228,288		\$0				-				\$6,228,288	
Erosion/Weed Control	100-110-110	\$70,500		\$70,500								\$70,500	
Dewatering	Who Mindeling	\$0		\$0				 			-	\$0	
Other: Total Site Preparation Costs	10 10 20 00 00 00 00 00 00 00 00 00 00 00 00	\$0 \$7,510,458	\$0 \$7,439,958		\$0	\$0	\$0	\$0	\$0	\$ 0	S(\$0 \$7,510,458	

			SUSTAINAB	LE TRANSF	ORTATIO	N INFRAST	RUCTURE	(STI) BUD	GET				
	C	osts					AL	L FUNDING SC	URCES				
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Type	Туре		
·	COST CAPS	TOTAL AMOUNT	AHSC Program- STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
UTILITIES						2.00		- 4					
Sanitary Sewer	169000000	\$0		\$0								\$0	
Irrigation	Floriday	\$0		\$0			- / . /					\$0	
Storm Drain	8341 3 G.E.E.E	\$0		\$0								\$0	-
Detention Basin/Culverts	10.00	\$0	\$0	\$0								\$0	
Other:	1501255588	\$0	\$0	\$0					L			\$0	
Total Site Utilities Costs	3550as512	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION: COMPLETE STREETS IMPROVEMENTS													
Aggregate Base	same Catela	\$1,701,900	\$0	\$1,701,900		-						\$1,701,900	
Asphalt Pavement	District Co.	\$447,348	\$0	\$447,348								\$447,348	
Sidewalk, Curb, and Gutter	raskáleálásá	\$3,168,000	\$0	\$3,168,000								\$3,168,000	
Street Lights	F = 1 1 (1) (1) (1)	\$0	\$0	\$0								\$0	
Striping/Barracades (Bicycle Facilites)	Vehiclistic	\$210,000	\$0	\$210,000								\$210,000	
Signage	250 4 250	\$10,500	\$0	\$10,500								\$10,500	
Crossing and Traffic Signals	\$12000	\$900,000	\$0	\$900,000								\$900,000	
Roundabouts, median islands, curb extensions, or other traffic calming surface improvements		\$0	\$0	\$0								\$0	
Other: Curb Ramps	visitislamia e	\$144,000	\$0	\$144,000					-			\$144,000	
Other: Flashing Beacons	Martin Plane	\$12,000	\$0	\$12,000					-			\$12,000	
Other: Crossing Signal	474.004	\$45,000	\$0	\$45,000								\$45,000	
Other:	Faraga (\$0	\$0	\$0					-			\$0	
Total Complete Streets Construction	The property	\$6,638,748	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0		
CONSTRUCTION: TRANSIT AND STATION AF	REAS									on at Label A complete and the 22	Control of the Contro		
Striping/Barracades (for dedicated bus lanes)	14554 (ST-ST-ST-ST-ST-ST-ST-ST-ST-ST-ST-ST-ST-S	\$0	\$0	\$0		AA-2 - 7A-11	Living a line of the line					\$0	
Sidewalk, Curb, and Gutter	10.000.000.00	\$127,400	\$0	\$127,400								\$127,400	
Street Lights	1608560350618	\$0	\$0	\$0								\$127,400	
Signage	Self-alliner	\$0	\$0	\$0								\$0	
Signaling Prioritization Technology	1000	\$0	\$0	\$0								\$0	
Boarding infrastructure	141566.25	\$0	\$0	\$0	_							\$0	
Seating/Benches	Districted to	\$0	\$0	\$0								\$0	
Bus/Transit Shelters	Bewall Strake	\$0	\$0	\$0								\$0	
Vehicles	Average St	\$3,810,000	\$0	\$3,810,000								\$3,810,000	
Other ITS Technology	45276556	\$0	\$0	\$0								\$0	· · · · · · · · · · · · · · · · · · ·
Other: Bikeshare Pod	Juli Advastin	\$125,000	\$0	\$125,000						``````````````````````````````````````		\$125,000	
Other:	8:77hur Taidle	\$0	\$0	\$0								\$0	
Total Transit Costs	Table 54	\$4,062,400	\$0	\$4,062,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0		

		OSTS	ř				AL	L FUNDING SOL	JRCES				
	<u> </u>		State-HCD	Other	Туре	Туре	Type	Туре	Туре	Туре	Туре		
	COST	TOTAL AMOUNT	AHSC Program- STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
ANDSCAPING, AMENITIES, AND GREEN		v							 	The same of the sa		· Table Committee Co	
NFRASTRUCTURE													
treet Furniture	R84 (\$147)	\$0	\$0	\$0								\$0	
icycle Repair Kiosks	St. St. Act.	\$0	\$0	\$0								\$0	
cycle Storage or Parking	Zine-Egili	\$0	\$0	\$0								\$0	
reet Trees	100000	\$0	\$0	\$0								\$0	
andscaping	10年4月1	\$0	\$0	\$0								\$0	
rinking Fountains	2971,760	\$0	\$0	\$0								\$0	
ther:	J. 14.9 15.											- \$0	
ther:	Pare Spirela											\$0	
otal Landscaping Costs	ad spirituals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
PACT FEES	192.00												SALPAR R
oplicant: Provide Name of Impact Fee	WEST TO S											\$0	
oplicant: Provide Name of Impact Fee	List of the Control											\$0	
otal Impact Fees	I I I I	\$0	\$0	\$0	\$0	\$0	so so	\$0	\$0	\$0	\$(
CTIVITY DELIVERY COSTS	A	The state of the s	Annual Control of Cont					and the wave the grant of Table				, , , ,	
ther:	NEW YORK								-			\$0	
ther:	SECTION SECTION											\$0	
otal Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
THER CAPITAL ASSET COSTS													
ther:	1000000											\$0	
ther:							10-7/					\$0	
otal Other Asset Costs	100 X 20 X 30 X 30 X 30 X 30 X 30 X 30 X	SO.	SO.	50	50	50	SO SO	50	\$0	\$0	- \$(\$0	

S	SUSTAINABLE TRAN	SPORTATIO	N INFRAS	TRUCTURE	(STI) BUD	GET			-	
 COSTS				Al	L FUNDING SO	URCES				
	State-HCD Other	Type	Туре	Туре	Туре	Туре	Туре	Туре		
	NHSC:Program= STIIGrant: Series 1, LLC		Name	Name	Name	Name	Name	Name	Sources Total	Comments

COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS.

Treasure Island is a man-made Island built by creating a rock dyke that was filled with sandy soils over the natural bay mud bed of the San Francisco Bay. The bay mud is susceptible to static settlement, and the island has sunk several feet since the island was built in the 1930s. The Project areas must be raised several feet to compensate for the lost elevation and to account for future sea level rise. The additional weight of the fill material and proposed improvements will induce further settlement. Surcharging will be employed to mitigate this static settlement. Additional geotechnical mitigations are required for the sandy fill material, which is subject to liquefaction during seismic events. Vibrocompaction will be used to mitigate the liquefaction risk for the fill material. Finally, deep soil mixing and stone columns will be used to strengthen the perimeter of the island (including the Intermodal Hub transit plaza area) in order to contain the island soils and prevent lateral spreading. These extensive geotechnical improvements account for the extraordinary cost under "Soil Stabilization" (row 24).

,			
1. Pursuant to Section 103(a)(3)(A)(iii), the total amount of eligible impact fees cannot exceed 15 percent of		\$0 4 4 4 4 4 4	
2. Pursuant to Section 103(a)(3)(A)(iv), the total amount of eligible soft costs cannot exceed 30 percent of the	e total AHSC Program award.	\$3,000,000	i
3. Pursuant to Section 103(a)(3)(A)(v), the total amount of eligible Activity Delivery Costs associated with the	Capital Project cannot exceed 10 percent of the Capital Project costs.	\$0525 #5525.221	Rev. 05/31/16

			SUSTAINABL	ETDANCE	OPTATION	INEDACTE	шетпре	(STI) BUIDG	ET:#2			18.00	2.1
			JOO HAINAIDE	E IIIXAINOF	OK!!AllOK	IIVIIVAOIII	COTONE	Only Bobb	L #Z				200400000000000000000000000000000000000
PRELIMINARY ENGINEERING													
PA&ED (Environmental)	· 图15年的原											\$0	
PS&E (Plan Specification and Estimates)	14344443				1							\$0	
Other:	145, a 2 F/2 M											\$0	
Total Preliminary Engineering	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RIGHT OF WAY COSTS											21.5		and the second with
Right of way support costs	Markey Hall											\$0	
Site or right of way acquisition for the Capital	100 4447			***								\$0	
Other:	punjaketaili											\$0	
Total Right of Way costs (not related to	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

	C	OSTS					AL	L FUNDING SO	URCES				
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS	TOTAL AMOUNT	AHSC Program- STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
ITE PREPARATION													
learing and Grubbing												\$0	
emolition	THE HOWER											\$0	
Frading												\$0	
ioil Stabilization (Lime, etc.)	etic singl											\$0	
rosion/Weed Control	Augus Bris											\$0	
ewatering												\$0	
ther:												\$0	
otal Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$	0 \$0	
TILITIES											1,000,000	ALC NOTES	
anitary Sewer	organization											\$0	
rigation												\$0	
torm Drain	17 L May 2											\$0	
etention Basin/Culverts	100											\$0	
ther:	kropakos:											\$0	
otal Site Utilities Costs	de jojaljaluit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	31.4	0 \$0	
ONSTRUCTION: COMPLETE STREETS	*												
ggregate Base	PROPERTY.	·					_					\$0	
sphalt Pavement	四分字中部											\$0	
idewalk, Curb, and Gutter												\$0	
treet Lights	416-13-03-04-14-14-14-14-14-14-14-14-14-14-14-14-14											\$0	
triping/Barracades (Bicycle Facilites)	STATE OF STREET											\$0	
gnage												\$0	
rossing and Traffic Signals												- \$0	
oundabouts, median islands, curb extensions,												\$0	
ther:	Guarum Eu											\$0	
ther:												\$0	
ther:												\$0	
Other:	图的对象图象		i	i l		i	l	1	l .			\$0	

			SUSTAINAB	LE TRANSI	PORTATIO	N INFRAST	RUCTURE	(STI) BUD	GET				
	С	osts					AL	L FUNDING SO	URCES				
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST	TOTAL AMOUNT	AHSC Programs STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
CONSTRUCTION: TRANSIT AND STATION AF	REAS	Amerikan merendak di Julia			"24.47				- Care and a	e transport of the first of the second			Organization (A
Striping/Barracades (for dedicated bus lanes)	A Sala Brev	T								<u> </u>		\$0	
Sidewalk, Curb, and Gutter	List you disk											\$0	
Street Lights	A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1											\$0	
Signage		2										\$0	
Signaling Prioritization Technology	15/24/5											\$0	
Boarding infrastructure	N. Caled											\$0	
Seating/Benches												\$0	
Bus/Transit Shelters												\$0	
Vehicles	1.12 - 1.16											\$0	
Other ITS Technology	1 1 1 1 1 1 1 1											\$0	
Other:	11 24,55											\$0	
Other:	6:44,750	,										\$0	
Total Transit Costs	matel last a	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
LANDSCAPING, AMENITIES, AND GREEN													1, 4, 1014
Other:	vire Pauping									1		\$0	
Other:	District Color	4										\$0	
Other:	Avandado.											\$0	
Other:	17.00 A 15.00											\$0	
Other:	434403475						*****					\$0	
Other:	-55.55-4.5											\$0	
Other:	Taka Satisface				· ·							\$0	
Other:	Anna a a la											\$0	
Total Landscaping Costs	in the Comment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
IMPACT FEES	 a) A S il blackhool high 	per per service de la Porte de	The page of the day of the control o	reactive and a first state as part of W	and the second s	Halperton of the Completion and World	The second secon		to an an halote of side of the	promised and state of the	- 1 accidentation 7 and 9 9	1	
Applicant: Provide Name of Impact Fee	digagayênê sel											\$0	
Applicant: Provide Name of Impact Fee	504 X 3087/654		ļ						***************************************	 	1	\$0	
Total Impact Fees	in alf	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	en	\$0	
ACTIVITY DELIVERY COSTS	Automatical services	econtrettecia nectica V	process transmissantice PO .	ram austrien auftrik (753 0 U	and managed of the state of the	THE SECTION OF THE PROPERTY OF	o, sanoenituro lie latideli AV.	paracyalidate ()	enterpolitorial programme (CVIII)	pantisis setal of Gift 🗗 🖰	· James Sign Philadelika Sign	Princed Sudded Surpo	Section of the Parish
Other:	Treat Alley Fr		<u> </u>									\$0	
Other:	A Section	 		 		 			· · · · · · · · · · · · · · · · · · ·	 		\$0	
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$Ô	\$0	\$0	\$0	\$0		
OTHER CAPITAL ASSET COSTS		1.02.0	The second distribution of the second	1.4.2.		American State of the State of	Ψυ	1000 CONTRACTOR OF THE PARTY OF	20 and a state of the second s	11.00 min 12.00 min 12.00 W	Ψ.	η	and the second second
Other:	1074-114303-141										1	- \$0	and the Market State of the Sta
Other:	First on the delegate								······································		1	\$0	
Total Other Asset Costs	1.0.000	\$0	\$0 <u></u> \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
as a la l			Control of the	Laces and the consess			Artist of the	Lenin and into					Section Contract
TOTAL STI #2 PROJECT COSTS	189200813	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$460.7 Teles \$0	\$0	\$0	

			SUSTAINAB	LE TRANSI	PORTATIO	N INFRAST	RUCTURE	(STI) BUD	GET				
	(COSTS					AL	L FUNDING SO	URCES				
			State-HCD	Other	Туре	Туре	Type	Туре	Туре	Туре	Туре		
	COST CAPS		AHSC Program- STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
COST NARRATIVE: USE THE SPACE BELOW								OSTS TO BE I	HIGHER THAN	I ACCEPTED I	NDUSTRY ST	ANDARDS.	
 Pursuant to Section 103(a)(3)(A)(iii), the total amou Pursuant to Section 103(a)(3)(A)(iv), the total amou 	int of eligibl	e soft costs cann	ot exceed 30 perc	ent of the total Al	HSC Program a	ward.				\$0 \$0			
3. Pursuant to Section 103(a)(3)(A)(v), the total amou	nt of eligible	a Activity Deliver	y Costs associated	with the Capital I	Project cannot e	exceed 10 perce	nt of the Capital	Project costs.		\$0			Rev. 05/31/1

	Sich ettaken kansa	na n			CONTRACTOR CONTRACTOR NO	A CARLO MANERO DEL PRIMERO A	Service State of the service	NONE TO ALCOHOLD AND	azaria ili sa de de di concerna	Control of the Contro	GREED LETTER SPENIS HOTE VIOLENCE	Mariana and a calegories discour	MARKET SALES AND ARTHUR AND ARTHUR AND ARTHUR AND ARTHUR AND ARTHUR ARTHUR AND ARTHUR
			SUSTAINAI	BLE TRANS	PORTATION	NINFRASTI	RUCTURE (STI) BUDG	ET#3				
PRELIMINARY ENGINEERING												AND THE PROPERTY OF	11 (1 to 1
PA&ED (Environmental)												\$0	
PS&E (Plan Specification and Estimates)	-VARIAGE (SECTION)											\$0	· · · · · · · · · · · · · · · · · · ·
Other:												\$0	
Total Preliminary Engineering	sc	SI SI		\$0	\$0 \$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RIGHT OF WAY COSTS											The study like the same	A SECTION	Electronic de participar y
Right of way support costs	www.											\$0	
Site or right of way acquisition for the Capital	\$100 per 4-40											\$0	
Other:	Per skip a											\$0	
Total Right of Way costs (not related to	sc	\$1		\$0	\$0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SITE PREPARATION											1.00	1,000	3.5703554,500354
Clearing and Grubbing	TOTAL											\$0	
Demolition	559354375											\$0	,
Grading	Treffiguers?											\$0	
Soil Stabilization (Lime, etc.)	4.5.50.4.466											\$0	
Erosion/Weed Control	35777											\$0	r
Dewatering	Application (\$0	,
Other:	\$50,500°05°18											\$0	e .
Total Site Preparation Costs	Household	\$1)	\$0	\$0 \$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	,
UTILITIES		,					13.00						
Sanitary Sewer	13.0209.0369.44850											\$0	
Irrigation	Sheef Are a section											\$0	
Storm Drain	a of home											\$0	,
Detention Basin/Culverts	on worden.											\$0	,
Other:	25 mm (47)				:							\$0	
Total Site Utilities Costs	4 1 7 4 7 4 7	\$1)	\$0	\$0 \$1	\$0	\$0	\$0	\$0	-\$0	\$0	\$0	

	***************************************		SUSTAINAB	LE TRANS	PORTATIO	N INFRAS	RUCTURE	(STI) BUD	GET		***		
	С	osts					AL	L FUNDING SO	URCES				
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST	TOTAL AMOUNT	AHSC Program- STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
CONSTRUCTION: COMPLETE STREETS										Programme and the second	,	arte de la companie d La companie de la co	
Aggregate Base	ALLEGE TOR											\$0	
Asphalt Pavement	(1)									<u></u> -		\$0	
Sidewalk, Curb, and Gutter	1000											\$0	
Street Lights	12.50											\$0	***************************************
Striping/Barracades (Bicycle Facilites)	1.22											\$0	
Signage												\$0	
Crossing and Traffic Signals	1.4											\$0	
Roundabouts, median islands, curb extensions,	\$ H. 1979							-				\$0	
Other:	3 and 17675									, ,		\$0	
Other:	15.040 83.4											\$0	
Other:	ARREL Please											\$0	
Other:	14. P. C.											\$0	
Total Complete Streets Construction	16201446646664	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$	0 \$0	
CONSTRUCTION: TRANSIT AND STATION AR	REAS											The second second	Davidson salasi
Striping/Barracades (for dedicated bus lanes)	Mar Salaski											\$0	
Sidewalk, Curb, and Gutter	報道を行る点											\$0	
Street Lights	haga Material											\$0	
Signage	170 Seven 64										1	\$0	
Signaling Prioritization Technology	Maria de la compansión de											\$0	
Boarding infrastructure	26.5.35				7.1							\$0	
Seating/Benches	3 1,7 0 PEA.											\$0	
Bus/Transit Shelters	The second										·	\$0	
Vehicles	13.5	1				l						\$0	
Other ITS Technology	10.172											\$0	
Other:	(a) kraj vjugovi s					1						\$0	
Other:	13.95200									·		\$0	
Total Transit Costs	Agentication	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	4555 A.S.		
LANDSCAPING, AMENITIES, AND GREEN	and a transfer of the			Later State State of the State	and good services		recognition to a second	the second state of the second		g normality or in properties in the	aparter of the state of the sta	-	
Other:	NE ZELET											\$0	
Other:	2572256g#									T	ļ	\$0	
Other:	Ser provedulor					1						\$0	
Other:	129-150-19-50		<u> </u>							 		\$0	
Other:	1 2 Sept (254)	-	1	†			·		· · · · · · · · · · · · · · · · · · ·	 	 	\$0	
Other:	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		<u> </u>							 		\$0	
Other:	and the second of		 	-		†					 	\$0	
Other:	124 A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		—								+	\$0	
Total Landscaping Costs	The Part of Section	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$		

COST CAPS MPACT FEES	TOTAL AMOUNT	State-HCD AHSC Program- STI Grant	Other Treasure Island	Туре	Туре	Туре	Туре	Туре	Туре	Type		
CAPS WPACT FEES		AHSC Program-								·	- 1	
			Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
#Apple And the Profit							and the state of t				ALLEN COLUMN STORY	
pplicant: Provide Name of Impact Fee										1	\$0	
oplicant: Provide Name of Impact Fee	ref (St								-		\$0	
otal Impact Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CTIVITY DELIVERY COSTS						1				7/45/201	77 785 776	
ther:	500 101 101								1		\$0	
ther:	3)										\$0	
otal Activity Delivery Costs ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	.\$0		-
THER CAPITAL ASSET COSTS			NIP 9 may S par que par		The second secon		TO THE WALL OF THE PARTY OF THE		11000 1100 1		PARAMETER PARAME	Company of the second
ther:										1	\$0	
ther:	e S										\$0	
otal Other Asset Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
											100 100 100	
OTAL STI #3 PROJECT COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OST NARRATIVE: USE THE SPACE BELOW TO EXPL	AIN ANY EXT	RAORDINARY SI	TE CONDITION	IS WHICH RE	SULT IN DEVE							4 3 3 3 3 3 3 3

	C	OSTS						FUNDING SOU	RCES				
		F400	State-HCD	Other	Туре	Type	Type	Туре	Туре	Туре	Туре		
	COST CAPS	TOTAL AMOUNT	AHSC Program- STI Grant		Name	Name	Name	Name	Name	Name T	Name	Sources Total	Comments .
H.C													* * * * * * * * * * * * * * * * * * *
OTALS FOR ALL STIS		\$23,946,606	\$10,439,958	\$13,506,648	\$0	\$0	\$	\$0	\$0	\$0	\$	0 \$29,681,606	



PIN 35554

			Tra	ansportatio	n Related	Amenities	(TRA) BUD	GET					
	С	OSTS					I	FUNDING SOUR	RCES				
			State-HCD	Other	Туре	Туре	Туре	Type	Туре	Type	Type	T	
	COST	TOTAL AMOUNT	AHSC Program- TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
			Subjective School Supplemental Company of the Compa	nsportation	Related A	menities (RA) BUDO	GET #1	-				
RELIMINARY ENGINEERING	and the second of the second order of the										en el compressión de la compressión de	The recover of the contract of	
PA&ED (Environmental)	Auf Altsayasi A	\$0	\$0	\$0							المراطرة وكالشرائر والمراجر	\$0	grande 1700 automobile nationale
PS&E (Plan Specification and ETRAmates)		\$2,601,000	\$0									\$2,601,000	*
Other:	A. Standard	42,551,500	Ψ0	\$2,00.1,000								\$2,601,000	
otal Preliminary Engineering	sc	\$2,601,000	\$0	\$2,601,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
IGHT OF WAY COSTS	33 97.55.423					2 - 1 Table 1						45,252,364	Mary and a Cal
light of way support costs	الأراد مرتب المستوامية	\$0	\$0	\$0								\$0	
lite or right of way acquisition for the Capital mprovement Project	BANK!	\$0.	\$0	\$0								\$0	
Other:	1852 To 1819	\$0	\$0	\$0								\$0	
otal Right of Way costs (not related to parking)	SC	\$0	\$0	GREGO DE ESTADO JESTO DE ESTADO DE E	\$0	\$0	\$0	\$0					
ITE PREPARATION	A Armia Armia Mariaba		3 U	\$0	vigil distribution of the	φU	\$0	\$ U	\$0	\$0	\$ C	\$0	
Clearing and Grubbing	Rivers of the last	\$0	\$0	\$0							lara il a gaza	\$0	
emolition	1.000	\$0	\$0		•							\$0	
Grading	Participation	\$27.914	\$0									\$27,914	
oil Stabilization (Lime, etc.)	stindle/cete	\$1,116,000	\$1,116,000	\$0	· · · · · · · · · · · · · · · · · · ·							\$1,116,000	
rosion/Weed Control	división.	\$10,000	\$0	\$10,000								\$10,000	
Dewatering	44.3031.64	\$0	\$0	\$0								\$0	-,0
Other:	15/2/2006	\$0	\$0									\$0	
otal Site Preparation Costs		\$1,153,914	\$1,116,000	\$37,914	\$0	\$0	\$0	\$0	\$0	\$0	ref: 151 155 145 50	\$1,153,914	
TILITIES	English of the						. 14.4						. Augusta (Saus)
anitary Sewer	150 1 (AXXXX)	\$0	\$0						<u> </u>			\$0	
rigation	1.00 julianopelo	\$155,000	\$0									\$155,000	
torm Drain etention Basin/Culverts	1-922 in County	\$462,000	\$0						<u> </u>			\$462,000	
Detention Basin/Cuiverts Other:	2. S. 2011	\$81,000 \$0	\$0 \$0									\$81,000	
otal Site Utilities Costs	This of a second	\$698,000	- φυ - \$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$698,000	
ONSTRUCTION: COMPLETE STREETS IMPR	ROVEMENT		en en er en i jorden en e	[or entransmission of o	- 35		jumenta, triba, gratic φυ ,	φυ	a transfer of the state of the	φυσο,000	Nacional Inchin
ggregate Base	HE GENERALES	\$0	\$0	\$0								\$0	
sphalt Pavement	7 Sign 1 Se	\$0	\$0									\$0	
idewalk, Curb, and Gutter	Strait	\$0	\$0	\$0								\$0	
treet Lights	Salvano	\$2,142,000	\$0	\$2,142,000								\$2,142,000	
triping/Barracades (Bicycle Facilites)	13 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$0	\$0	\$0								\$0	
ignage	Server 1.	\$127,500	\$0									\$127,500	
rossing and Traffic Signals	44	\$0	\$0	\$0								\$0	
oundabouts, median islands, curb extensions, rother traffic calming surface improvements		\$0	\$0	\$0								\$0	
Other: Plaza Paving	10	\$1,095,600	\$0						-			\$1,095,600	
ther:	14.4	\$0	\$0		•							\$0	
ther:	14.65.45	\$0	\$0									\$0	



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		*	Tra	ansportatio	n Related	Amenities	(TRA) BUD	GET					
	С	OSTS						FUNDING SOUR	RCES				
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST	TOTAL AMOUNT	AHSC Program- TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
Other:		\$0	\$0	\$0								\$0	
otal Complete Streets Construction		\$3,365,100	\$0	\$3,365,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,365,100	



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			r		- D-1-4-4	A 141	(TDA) DUD	OFT					· · · · · · · · · · · · · · · · · · ·
			Ira	ansportatio	n Related .	Amenities	(TRA) BUD	GEI					
	С	osts						FUNDING SOUR	CES	***************************************			
			State-HCD	Other	Туре	Туре	Type	Туре	Туре	Туре	Туре		
,	COST	TOTAL AMOUNT	AHSC Program- TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
CONSTRUCTION: TRANSIT AND STATION ARI	EAS										· · · · · · · · · · · · · · · · · · ·		
Striping/Barracades (for dedicated bus lanes)		\$0	\$0									\$0	
Sidewalk, Curb, and Gutter		\$0	\$0	\$0								\$0	
Street Lights		\$153,000	\$0	\$153,000								\$153,000	
Signage		\$51,000	\$0	\$51,000								\$51,000	
Signaling Prioritization Technology		\$0	\$0	\$0								\$0	
Boarding infrastructure		\$0	\$0	\$0								\$0	
Seating/Benches		\$45,000	\$0	\$45,000								\$45,000	
Bus/Transit Shelters		\$339,000	\$0	\$339,000								\$339,000	
Vehicles		\$0	\$0									\$0	
Other ITS Technology		\$0	\$0	\$0								\$0	
Other: "Seating Cube" Custom Landscape/Bench		\$700,000	\$0	\$700,000								\$700,000	
Other:		\$0	\$0	\$0								\$0	
Total Transit Costs		\$1,288,000	\$0	\$1,288,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
LANDSCAPING, AMENITIES, AND GREEN INFI	RASTRUC			· · · · · · · · · · · · · · · · · · ·		70		<u> </u>		1000	usin da da Sa		
Street Furniture		\$252,000	\$0	\$252,000								\$252,000	
Bicycle Repair Klosks		\$0	\$0									\$0	
Bicycle Storage or Parking		\$130,005	\$0	+ - + -								\$130,005	
Street Trees		\$1,280,000	\$0									\$1,280,000	
andscaping		\$166,000	\$0	\$166,000								\$166,000	
Orinking Fountains		\$40,000	\$0	\$40,000								\$40,000	
Other: Bike Lockers		\$146,400	\$0	\$146,400								\$146,400	
Other:												\$0	
Total Landscaping Costs		\$2,014,405	\$0	\$2,014,405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,014,405	



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IMPORTANT NOTE: If proposing multiple, distinct TRA Capital Projects, provide detail for each proposed Capital Project in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom of this tab and that figure will be used to determine the total TRA funds requested and cost cap calculations.

	С	OSTS						FUNDING SOUR	CES				
	-		State-HCD	Other	Туре	Туре	Туре	Туре	Type	Туре	Туре		
	COST	TOTAL AMOUNT	AHSC Program- TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
MPACT FEES		30000 TO 10000 TO 10000	real and the second			to a track the second second		411		ANTONIA NA MAS			
pplicant: Provide Name of Impact Fee	11											\$0	
oplicant: Provide Name of Impact Fee												\$0	
tal Impact Fees	IF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TIVITY DELIVERY COSTS											1.91		
her:												\$0	
her:												\$0	
tal Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	. \$0	\$0	\$0	\$0	
HER CAPITAL ASSET COSTS							·			_			
her:												\$0	
her:												\$0	
tal Other Asset Costs]	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		244 400 440	2440000	040 004 440				1					
OTAL TRA #1 PROJECT COSTS	1000 1000	\$11,120,419	\$1,116,000	\$10,004,419	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,721,419	

COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS.

Treasure Island is a man-made Island built by creating a rock dyke that was filled with sandy soils over the natural bay mud bed of the San Francisco Bay. The bay mud is susceptible to static settlement, and the island has sunk several feet since the island was built in the 1930s. The Project areas must be raised several feet to compensate for the lost elevation and to account for future sea level rise. The additional weight of the fill material and proposed improvements will induce further settlement. Surcharging will be employed to mitigate this static settlement. Additional geotechnical mitigations are required for the sandy fill material, which is subject to liquefaction during seismic events. Vibrocompaction will be used to mitigate the liquefaction risk for the fill material. Finally, deep soil mixing and stone columns will be used to strengthen the perimeter of the Island (including the Intermodal Hub transit plaza area) in order to contain the Island soils and prevent lateral spreading. These extensive geotechnical improvements account for the extraordinary cost under "Soil Stabilization" (row 24).

- 1. Pursuant to Section 103(a)(4)(A)(iii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000.
- 2. Pursuant to Section 103(a)(4)(A)(iv), the total amount of eligible soft costs cannot exceed 30 percent of the total AHSC Program award.
- 3. Pursuant to Section 103(a)(4)(A)(v), the total amount of eligible Activity Delivery Costs associated with the Capital Project cannot exceed 10 percent of the Capital Project costs

\$0.50	7	
\$0		
\$0		Rev. 05/31/16



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	•		Tra	ansportatio	n Related	Amenities	(TRA) BUD	GET					
	С	osts						FUNDING SOUF	CES				
			State-HCD	Other	Type	Type	Туре	Туре	Type	Туре	Type		
	COST CAPS	TOTAL AMOUNT	AHSC Program- TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
			Tirial	nsportation	n Related A	menities ((RA) BUDO	GET#2					
PRELIMINARY ENGINEERING						. Av. 3.	100						- (4.20
PA&ED (Environmental)												\$0	
PS&E (Plan Specification and ETRAmates)												\$0	
Other:												\$0	
Total Preliminary Engineering	sc	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RIGHT OF WAY COSTS							,						u nund tween uither tentue
Right of way support costs												\$0	
Site or right of way acquisition for the Capital												\$0	
Other:												\$0	
Total Right of Way costs (not related to	: sc	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SITE PREPARATION Clearing and Grubbing	9,5,5,3		21' g 2			1800,000						\$0	
Demolition	+											\$0	
Grading	+	 						-				\$0	
Soil Stabilization (Lime, etc.)	-	 										\$0	
Erosion/Weed Control												\$0	
Dewatering												\$0	
Other:	1											\$0	
Total Site Preparation Costs	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



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			Tra	ansportatio	n Related	Amenities	TRA) BUD	GET					
	C	OSTS	I					FUNDING SOUR	RCES				
	1		State-HCD	Other	. Type	Туре	Туре	Туре	Туре	Туре	Туре		
	COST	TOTAL, AMOUNT	AHSC Program- TRA Grant	Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
UTILITIES						· · · · · · · · · · · · · · · · · · ·		**************************************			(Table 1) - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		
Sanitary Sewer										_		\$0	
Irrigation												\$0	
Storm Drain												. \$0	
Detention Basin/Culverts												\$0	
Other:												\$0	
Total Site Utilities Costs		\$0	\$0	. \$0	.\$0	\$0	\$0	\$0	\$0	\$0	. \$0	\$0	
CONSTRUCTION: COMPLETE STREETS						400 400			:	Strategy -	Ogen Westellin	Andria (Cont.)	
Aggregate Base												\$0	
Asphalt Pavement												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Striping/Barracades (Bicycle Facilites)												\$0	
Signage												\$0	
Crossing and Traffic Signals												\$0	
Roundabouts, median islands, curb extensions,												\$0	
Other:												\$0	
Other:		•										\$0	
Other:												\$0	
Other:												\$0	
Total Complete Streets Construction		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



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			Tra	ansportatio	n Related	Amenities	(TRA) BUD	GET					
		OSTS		_				FUNDING SOUP	RCES				
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST	TOTAL AMOUNT	AHSC Programs TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
CONSTRUCTION: TRANSIT AND STATION A	REAS								The state of the s	-22 - 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			
Striping/Barracades (for dedicated bus lanes)												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Signage		<u> </u>										\$0	
Signaling Prioritization Technology		`										\$0	
Boarding infrastructure												\$0	
Seating/Benches	T .											\$0	
Bus/Transit Shelters					***************************************							\$0	
Vehicles					7777							\$0	
Other ITS Technology												\$0	
Other:												\$0	
Other:												\$0	
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
LANDSCAPING, AMENITIES, AND GREEN IN	FRASTRUC	TURE											i terita zerika
Street Furniture												\$0	
Bicycle Repair Kiosks												\$0	
Bicycle Storage or Parking												\$0	
Street Trees	1											\$0	
Landscaping												\$0	
Drinking Fountains												\$0	
Other:												\$0	
Other:												\$0	
Total Landscaping Costs		\$0	\$0	\$0	. \$0	\$0	\$0	\$0	\$0	\$0	. \$0		
IMPACT FEES						. :							o Joseph Late Soft
Applicant: Provide Name of Impact Fee												\$0	
Applicant: Provide Name of Impact Fee												\$0	
Total Impact Fees	IF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$C		



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	C	OSTS					P	FUNDING SOUR	CES				
			State-HCD	Other	Type	Type	Туре	Туре	Туре	Туре	Туре		
	COST	TOTAL AMOUNT	AHSC Program- TRA Grant	Treasure Island Series:1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
CTIVITY DELIVERY COSTS		A COMPANY OF T		The second second					The state of the state of				
ther:	Francisco.											\$0	
her:	1											\$0	
otal Activity Delivery Costs	ADC	\$0	\$0	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
THER CAPITAL ASSET COSTS												and the large wa	化水类性 经现代基础税
her:												\$0	
her:												\$0	
tal Other Asset Costs		\$0	\$0	\$0	\$(\$0	\$0	\$0	\$0	\$0	\$0	\$0	
terior de la companya													
TAL TRA #2 PROJECT COSTS		\$0	\$0	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OST NARRATIVE: USE THE SPACE BE	LOW TO EXPLA	AIN ANY EXTR	AORDINARY SIT	TE CONDITION	IS WHICH R	ESULT IN DEVE	LOPMENT CO	OSTS TO BE H	IGHER THAN	ACCEPTED II	NDUSTRY ST	ANDARDS.	
	•				•								



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		<u> </u>	Tra	ansportatio	n Related	Amenities	(TRA) BUD	GET					
	С	OSTS	I					FUNDING SOUR	CES				
			State-HCD	Other ·	Туре	Туре	Туре	Туре	Туре	Туре	Type		
	COST CAPS		AHSC Program- TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
PRELIMINARY ENGINEERING		CONTROL TO SERVICE STATE	Tra	nsportation	Related A	Amenities (TRA) BUDO	GET#3					en e
PA&ED (Environmental)		7										\$0	250 A 1 A 1 Q 22 1 36 6
PS&E (Plan Specification and ETRAmates)	1								-			\$0	·
Other:												\$0	
Total Preliminary Engineering	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
RIGHT OF WAY COSTS		.,									·	<u>,</u>	da da baran ba
Right of way support costs												\$0	
Site or right of way acquisition for the Capital	1							1				\$0	
Other:	+	-									ļ	\$0	
Total Right of Way costs (not related to SITE PREPARATION	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Clearing and Grubbing	. [1				\$0	The Contract of the Supple
Demolition		-				 						\$0	
Grading		<u> </u>				 						\$0	
Soil Stabilization (Lime, etc.)	-	-		·		 						\$0	
Erosion/Weed Control		-	 									\$0	
Dewatering		+			<u> </u>							\$0	
Other:		 										\$0	
Total Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
UTILITIES				<u> </u>				,		4.0	40	1	1975 a 1995
Sanitary Sewer												\$0	
Irrigation												\$0	
Storm Drain												\$0	
Detention Basin/Culverts												\$0	
Other:												\$0	
Total Site Utilities Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



PIN 35554

			Tra	ansportatio	n Related	Amenities	(TRA) BUD	OGET					
	C	OSTS	I	·				FUNDING SOUR	RCES				
			State-HCD	Other	Type	Туре	Туре	Туре	Туре	Туре	Type		
-	COST	TOTAL AMOUNT	AHSC Program- TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
CONSTRUCTION: COMPLETE STREETS		Andrew Control											
Aggregate Base												\$0	
Asphalt Pavement												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Striping/Barracades (Bicycle Facilites)												\$0	
Signage												\$0	
Crossing and Traffic Signals												\$0	
Roundabouts, median islands, curb extensions,												\$0	
Other:												\$0	-
Other:												\$0	
Other:												\$0	
Other:				7								\$0	
Total Complete Streets Construction		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
CONSTRUCTION: TRANSIT AND STATION AR	EAS												·罗·斯·纳·斯·斯
Striping/Barracades (for dedicated bus lanes)				_								\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights	· ·											\$0	
Signage												\$0	
Signaling Prioritization Technology												\$0	*
Boarding infrastructure											†	\$0	
Seating/Benches	1	<u> </u>						1				\$0	
Bus/Transit Shelters	<u> </u>	 										\$0	
Vehicles		1										\$0	
Other ITS Technology	<u> </u>								-			\$0	
Other:												\$0	
Other:	†											\$0	
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		



PIN 35554

			Tra	ansportatio	n Related	Amenities ((TRA) BUD	GET					
	С	OSTS	T T					FUNDING SOUR	CES		**		
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST	TOTAL AMOUNT	AHSC Program- TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
ANDSCAPING, AMENITIES, AND GREEN INF	RASTRUC	TURE	THE CONTRACT OF THE CONTRACT O							and the second of the second			
treet Furniture	RASTRUC										- "	\$0	
icycle Repair Kiosks												\$0	
icycle Storage or Parking												\$0	
treet Trees												\$0	
andscaping		Ī										\$0	
rinking Fountains												\$0	
Other:												\$0	
Other:												\$0	
otal Landscaping Costs		. \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
MPACT FEES													
pplicant: Provide Name of Impact Fee								i				\$0	
pplicant: Provide Name of Impact Fee		i										\$0	
otal Impact Fees	IF.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CTIVITY DELIVERY COSTS				_		<u> </u>	2 min =				na di kacamatan da k	Haritsan 199	Territoria de la constanta de
Other:									,			\$0	
Other:												\$0	
otal Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	. \$0	. \$0	\$0	\$0	
			, ,								200	and the second second	
Other:)	\$0	
Other:			<u> </u>				·					\$0	
otal Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$(\$0	



PIN 35554

	С	osts	I					FUNDING SOU	RCES				
			State-HCD	Other	Type	Type	Туре	Type	Туре	Туре	Туре		
	COST	AMOUNT A	AHSC Program- TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
NARRATIVE: USE THE SPACE	BELOW TO EXPLA	KPLAIN ANY EXTRA	RAORDINARY SI	TE CONDITION	IS WHICH RE	SULT IN DEV	LOPMENT C	OSTS TO BE	HIGHER THAN	ACCEPTED	INDUSTRY S	TANDARDS.	ody. Johnson
rsuant to Section 103(a)(4)(A)(iv), the	total amount of eligible	soft costs can	not exceed 30 perc	ent of the total Al-	HSC Program a	ward.		Project costs.		\$0.45 1.75 \$0 \$0	3		Rev. 05/
irsuant to Section 103(a)(4)(A)(iv), the	total amount of eligible	soft costs can	not exceed 30 perc y Costs associated	ent of the total Al-	HSC Program a Project cannot e	ward. exceed 10 perce	nt of the Capital	aus automorphisme de la	LS.	\$0 10.0045 1/15.00			Rev. 05/
rsuant to Section 103(a)(4)(A)(iv), the	total amount of eligible total amount of eligible	soft costs can	not exceed 30 perc y Costs associated	ent of the total AF I with the Capital F	HSC Program a Project cannot e	ward. exceed 10 perce	nt of the Capital	aus automorphisme de la		\$0 10.0045 1/15.00			Rev. 05/
ursuant to Section 103(a)(4)(A)(iii), the ursuant to Section 103(a)(4)(A)(iv), the ursuant to Section 103(a)(4)(A)(v), the	total amount of eligible total amount of eligible	e soft costs can Activity Deliver	not exceed 30 perc y Costs associated	ent of the total AF I with the Capital F	HSC Program a Project cannot e	ward. exceed 10 perce	nt of the Capital	GET TOTA		\$0 10.0045 1/15.00	Туре		Rev. 05/
ursuant to Section 103(a)(4)(A)(iv), the	total amount of eligible total amount of eligible	e soft costs can Activity Deliver	not exceed 30 perc y Costs associated TRANSPO	ent of the total AF I with the Capital F	HSC Program a Project cannot o	ward. exceed 10 perce	nt of the Capital	GET TOTA	RCES	\$0 \$0	Type	Sources Total	Rev. 05/
rsuant to Section 103(a)(4)(A)(iv), the	total amount of eligible total amount of eligible C COST	osts COSTS TOTAL AMOUNT	TRANSPO State-HCD AHSC Program-	ent of the total Al- with the Capital R RTATION-R Other Treasure Island Series I, LLC	HSC Program a Project cannot of ELATED A Type Name	ward. exceed 10 perce MENITIES Type Name	TYPE	FUNDING SOU Type Name	RCES Type.	SO SO Type	Name)	Sources Total	

PIN 35554



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16

IMPORTANT NOTE: If proposing multiple, distinct Programs, provide detail for each proposed Program in separate budget below. Three blank budgets have been provided. Information entered into each budget will autosum in the summary table at the bottom and will be used to determine total PGM funds requested.

				Program ((PGM) Budg	get					
. Paga talah dalah d					ALL FUNDIN	IG SOURCES					
그 항송 요즘 내가 없다. 그 모습을 했다.	d .	State-HCD	Туре	Type	Туре	Туре	Type	Type	Type	1	
	TOTAL COST	AHSC Program- PGM Grant	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
A Company of the Comp		The figure of the same		PROC	GRAM#1:						ung sa sa sa sa sa
TAFF COSTS	COLUMBIA DESCRIPTION DE COMPAÇÃO ASSE		a up a promotiva de la compania del la compania de	200	A TOTAL STATE OF PERSONS AND A STATE OF THE	AMPERIOR AND		ann is was no an ann an ann a			
irect Costs		and the second	55.04.4.46(5)	production of the	and the second second		(Lag September 1916)	2010/09/2014	第四十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二十二	E SERVICE SE	AND DESCRIPTION
IHDI Oversight - Executive Director	\$41,200	\$41,200		Delivery of the second second second second second	MARKET AND THE STREET	in-recognition of the state of	and delicenter of the property	Part of Part of Processing State of Part of Pa	5 34 34 35 55 12 NO 34 15 GP 82 32 84 84	\$41,200	125000000000000000000000000000000000000
FCTA - Senior Planner	\$10,400	\$10,400								\$10,400	
lobility Manager	\$108,300	\$108,300		1						\$108,300	
arty 4: (specify)										\$0	
arty 5: (specify)										\$0	
ubtotal	\$159,900	\$159,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,900	
ndirect Costs	series de la Colonia de la		3-170-0-170-0	CHARLEST AND	Section 1	and the state of	Land Control		200600000000000000000000000000000000000		t Algebra (Perpir)
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
ubtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
otal Staff Costs	\$159,900	\$159,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,900	
THER COSTS											Line of sector
ravel										\$0	
quipment	\$3,000	\$3,000								\$3,000	
usiness Plan Consultant	\$50,000	\$50,000								\$50,000	
otreach Materials	\$15,000	\$15,000								\$15,000	
huttle Vendor '	\$240,000	\$240,000								\$240,000	
nsurance	\$16,000	\$16,000								\$16,000	
ontingency	\$16,000	\$16,000								\$16,000	
other: (specify)								ļ <u></u>		\$0	
ther: (specify)				ļ						\$0	
Other: (specify)										\$0	
Other: (specify)							1			\$0	
otal Other Costs	\$340,000	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	
OTAL COSTS	- A-822 - 12-20-20-20-20-20-20-20-20-20-20-20-20-20	بداريا والمستمل		Marian Salara	Programme Sandal	grada sa kalendari	Section of the section of	Depter John Street,	Company of the Company	(Alasakaran	
otal Program Costs	\$499,900	\$499,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$499,900	

				Program	(PGM) Bud	get					
					ALL FUNDIN	IG SOURCES					
이번 이 나는 살림이 나를 내고 있습니다.		State-HCD	Туре	Туре	Type	Type	Type	Type	Type	7	
	TOTAL COST	AHSC Program- PGM Grant	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
			4.1	PRO	GRAM#2:	11.					
STAFF COSTS	to Arena de Carresta de La Carresta de	The second secon				Control of the Contro	and the second second			Colore College College (Col.	
Direct Costs	A STATE OF THE STA	Seminar of the series	No. and the second of the	Loss to the second second	Sales Sections	deliner medecie		Congression Constitution	d Karak Berlin managara	190000000000000000000000000000000000000	Marketin 265, 1020 See o
Party 1: (specify)	D	GOLDON GOSSON GOLD COLLEGE COL	Chante attended menante an autofit	LONG STORY SERVICE STORY SERVICE SERVI	WITH WEST CONTROL OF THE PROPERTY OF THE PROPE	2 0000000000000000000000000000000000000	No. of the second secon	120000000000000000000000000000000000000	5: WARRINGSTRANT SAUSTERSTRANT	\$0	STREET,
Party 2: (specify)									+	\$0	
Party 3: (specify)										\$0	
Party 4: (specify)										\$0	
Party 5: (specify)			_			 			+	\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
ndirect Costs	ΨO			Ψ	49		T Table	Ψ			
Other: (specify)	3. 3854 M. S.	STATE OF STREET, STATE OF ST	CONTROL MANAGEMENT AND A SECURIT	DOWN CHROSCOPION PROGRAMMED SHOWS	THE PROPERTY OF STREET	1 43/19/40/19/40 PRINCE STATES NO.	IS TO THE PROPERTY OF THE PROP	2 SERVED 22/20/20 AND ALL TO SERVE SHARE	SE SENDIENCEMENT LEVEL PROPERTY CONTRACTOR	\$0	San
Other: (specify)						 			 	\$0	
Other: (specify)	 		-						+	\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	···
Total Staff Costs			\$0			\$0	\$0	\$0	\$0	\$0	
OTHER COSTS	Ψ	Ψ	Ψ	ΙΨΟ	140		ΨΨ	ΨΟ	a ψOstania in generalis	ΙΨΟ	on version and
Fravel			ſ			1			· · ·	\$0	<u> </u>
Equipment	 									\$0	
Supplies (specify)										\$0	
Supplies (specify)						 				\$0	
Supplies (specify)			-						+	\$0	
Other: (specify)			 					1		\$0	
Other: (specify)							<u> </u>			\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	· · · · · · · · · · · · · · · · · · ·
Other: (specify)							1			\$0	
Total Other Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTAL COSTS		and the second s	1.5.4		11.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	4.1	65 11 man et 2000 000	11-1-11-11-11-11-11-11-11-11-11-11-11-1			eri er signiskrigsbyr
Total Program Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

		······································		Program (PGM) Bud	get	· · · · · · · · · · · · · · · · · · ·			<u>.</u>	
					ALL FUNDI	NG SOURCES					
		State-HCD	Туре	Туре	Type	Type	Type	Type	Туре	1	
	TOTAL COST	AHSC Program- PGM Grant	Name	Sources Total	Comments						
		-	Section 1	PROC	GRAM#3:						Name of State of Stat
STAFF COSTS			24 (000) 12 12 12 12 12 12 12 12 12 12 12 12 12		AND AND RESIDENCE OF THE STATE	Charles Concentration of the C	CERTIFICATION OF THE PARTY.	anne ar an bearle and a comment of a sec			
Direct Costs	educate to the part of and	400 000 000		the state of the	SURE OF FIRST	The select of the second		alverses to the section of	Sealest Table Tab	AGUSTOSECTION	AND THE PARTY OF THE PARTY.
Party 1: (specify)	POLICE PROSE TO A CONTRACT OF THE PARTY OF T	5 DATE AND A DESCRIPTION OF THE PROPERTY.	24/21/2016/00/00/00/00/00/00/00/00/00/00/00/00/00	ALCOHOLOGO PARENCIA DE SECUENCIA DE SECUENCI	PAGE AND CONTRACTOR SOCIETY OF	A DE DO SERVICE COMPANION CONTROL	and the contract of the second	Processor of the Control of the Cont		\$0	1.0222.01.01.01.00.00.01.00.00.00.00.00.00.00.
Party 2: (specify)								<u> </u>		\$0	
Party 3: (specify)										\$0	
Party 4: (specify)										\$0	
Party 5: (specify)								-		\$0	
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	
Indirect Costs		A CARLET RELE	SANCTON PRODUCT			4 12 13 14 15 194			andreday a Billia	provide a successive	iki, kwanta 644. n
Other: (specify)	and the state of t	. In the second second second second second	7-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	The state of the s	The state of the s	A STATE OF THE PROPERTY OF THE PARTY OF THE	A TOTAL STATE OF THE PARTY OF T	COLUMN TAR STATE OF THE STATE O	January Marie Land Control of the Co	\$0	Married Branch Color (1904) Annie 1904 (1904)
Other: (specify)										\$0	
Other: (specify)										\$0	
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			\$0	\$0	\$0	\$0	\$0	\$0		\$0	
OTHER COSTS	The state of the s	The second secon	74 1311111 (01 2 131 131 131 131 131 131 131 131 131		and the section	ing to the fire		500 0000 000	THE WATER TO A TH	والمنافرة المتالية	
Travel										\$0	
Equipment	-									\$0	
Supplies (specify)										\$0	
Supplies (specify)										\$0	
Supplies (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL COSTS	Jane Commission State of the State of	The state of the s	A CONTRACTOR OF THE PROPERTY O	The second second section has the		No. of the state o			page 1 and the second s	The state of the state of	Settler by the set of the
	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

				Program (PGM) Budo	get						
			ALL FUNDING SOURCES									
		State-HCD	Туре	Туре	Type	Type	Type	Type	Туре			
	TOTAL COST	AHSC Program- PGM Grant	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments	
			Ţ	OTAL PROC (Prog	BRAMS BUI rams 1-3)	DGET						
STAFF COSTS										grad Mag		
Total Staff Costs	\$159,900	\$159,900	0 0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,900		
OTHER COSTS										1000		
Total Other Costs	\$340,000	\$340,000	0	\$0	\$0	\$0	\$0,4	\$0	\$0	\$340,000		
TOTAL COSTS									per l'agr			
Total Program Costs	\$499,900	\$499,900	0	\$0	\$0	\$0	\$0	\$0	\$0.000 (1986)	\$499,900		

⁽¹⁾ Pursuant to Section 103(c)(1), costs are not eligible for funding if there is another feasible, available source of committed funding for the Capital Project or portion thereof to be funded by the AHSC Program or if the cost is incurred prior to AHSC Program award.

(2) Pursuant to Section 103(c)(4), ongoing operational costs beyond the term of the grant (3 years) for Program Costs.

Rev. 05/31/16

COMMUNITY TO BUILD OF THE PARTY
AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Fiscal Year 2015-2016

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UNIT MIX

Calculate Rent Revenues for Financial Feasibility Analysis

Enter the rental unit mix to calculate the annual rent revenues and provide requested rental demographics data, for both restricted and unrestricted units. For each bedroom size (and for restricted units, for each AMI level), enter the gross monthly rents, and monthly utility allowances. Rent limits can be found within the 2015 Non-HERA Maximum Rents, pages 16-30, under the associated county in which the project is located.

ounty:	TOT THE GENERAL STREET	elestrates sistem	esilonaka erendide	NATV-20-1 - 700		. (1.1 1.1.)	Value of Market	La destro et sala es e	DENTIDEVENUE	Specification of Carry and Comment
A	<u>. 1614-8600428</u> B	C	D	MIX E	<u>F</u>	्रीकृत्यु (क्रिक्ट) G	<u>17:50 (1924) </u>		RENT REVENUES J	<u>K</u>
# of Bedrooms	% of AMI	# of Total Units	# of Restricted Units	# of Manager's Units	# of Senior Units	# of Veterans Units	# of Supportive Housing Units	Gross Monthly Rents (including Utility Allowance) from Rent Limits Chart	Monthly Utility Allowance*	Rent (Not Including Utility Allowand [D*(I-J)]
1 to 0 at 10 % 0 % 0	t de la company		ATTA PIE	Salving Caraline	RESTR	ICTED:	aniferial and Kirit	74-1308-8-7-14-14-4	68146614835	
										\$0
										\$0
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	**********								美国共和国共和国	\$0,
									Unrestricted Rents (Annualized)	\$0
TOT	AL:	0	11 (C) O % PC	0	miny i Orași. P	O	±.4.00, €.1.3	THE LANGE TO SE		\$0
enant Assista (Describe)									Tenant Assistance Payments:	
perating Sub (Describe):									Operating Subsidy Payments:	
*Source for	Utility Allowance	e:						Effectiv	ve Date:	
AAST File N	lama		Descrip		equired FA	AST Upload	S.			. I
	TOTAL LIES		10626110	COIL				and the second second	6.4	the second second
	HERA HCD re	ent schedule			the county in	which the pro	lect is located	to demonstrate c	ompliance with the	appropriate re



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Commercial Space:	1		r		1	T	r	1
Type of Business (if Known)	# of Total Units	Sq. Footage of Each Space	Expected Gross Rent per S.F.	Expected Gross Rent	Other Revenue (Specify)	Other Revenue (Amount)	Garage and Parking Space Revenue	Miscellaneous Rent Revenue
TOTAL:	/%.0 1,25	0	××××××××××××××××××××××××××××××××××××××	\$0	\$0	450 TU\$0 40 AC	\$0 - S	1 145.540 \$0 55.0.
AVERAGE:	#DIV/0!	#DIV/01	#DIV/01	\$0	\$0	\$0	\$0	\$0

Describe the Proposed Commercial Use and Identify any Special Issues:	

Next Step:

Operating Budget

End of Section



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		ON OUT PURI OVER WEGGE	ATION			
	T	ON-SITE EMPLOYEE INFORM	·			
No.	FTE	Employee Job Title	Salary/Wages	Value of Free Rent		
1		On-Site Manager(s)				
2		On-Site Assistant Manager(s)				
3	ļ	On-Site Maintenance Employee(s)				
		On-Site Leasing Agent/Administrative Employee(s)				
		On-Site Security Employee(s)				
		Services Coordinator				
		Other:				
		Other:				
		Total Salaries and Value of Free Rent Units	0			
		Payroll Taxes		Show free rent as an		
		Workers Compensation		expense?		
	 	Employee Benefits				
	On-Si	te Employee(s) Payroll Taxes, Workers Comp. & Benefits	- 0			
		Total On-Site Employee(s) Expenses	0			
			-	M-1		
		Employee Units	r			
Incom	e Limit	Job Title(s) of Employee(s) Living On-Site	Unit Type	Square Footage		
		· · · · · · · · · · · · · · · · · · ·	(No. of bdrms.)	0		
Vone		On-Site Manager(s)	0	0		
			0	0		
			0	0		
	L		Total Square Footage	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		
	: K	Annual Operating Budget	A STATE OF THE STA	GREGORIE ORIOTRA ROCERENCIA		
	t. No.	REVENUE - INCOME	Residential	Commercial		
5120	/5140	Rent Revenue - Gross Potential				
		Restricted Unit Rents	\$0	*************************		
		Unrestricted Unit Rents	\$0			
51	21	Tenant Assistance Payments	\$0			
		Other: (specify)				
		Other: (specify)				
		Operating Subsidies	\$0			
		Other: (specify)				
59	910	Laundry and Vending Revenue				
51	70	Garage and Parking Spaces				
01	990	Miscellaneous Rent Revenue				
		Gross Potential Income (GPI)		ar halasa Hila		
				4. + . + . + . + . + . + . + . + . + . +		
		Vacancy Rate: Restricted Units	5.00%			
		Vacancy Rate: Restricted Units Vacancy Rate: Unrestricted Units	5.00%			
		Vacancy Rate: Unrestricted Units	5.00%			
		Vacancy Rate: Unrestricted Units Vacancy Rate: Tenant Assistance Payments	5.00% 5.00%			
		Vacancy Rate: Unrestricted Units Vacancy Rate: Tenant Assistance Payments Vacancy Rate: Other: (specify)	5.00% 5.00% 5.00%	50.0		
59	0/5240	Vacancy Rate: Unrestricted Units Vacancy Rate: Tenant Assistance Payments Vacancy Rate: Other: (specify) Vacancy Rate: Laundry & Vending & Other Income	5.00% 5.00% 5.00%	50.0		

O THE CONTRACT OF THE CONTRACT

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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	EXPENSES	Residential	Commercia
	ADMINISTRATIVE EXPENSES: 6200/6300		
6203	Conventions and Meetings		
6210	Advertising and Marketing		
6250	Other Renting Expenses		
6310	Office/Administrative Salaries – from above	2.440	
6311	Office Expenses	-	
6312	Office or Model Apartment Rent		
6320	Management Fee		
6325	Social Services Coordinator from above		
6330	Site/Resident Manager(s) Salaries - from above	0	
6331	Administrative Free Rent Unit from above		
6340	Legal Expense Project		
6350	Audit Expense		
6351	Bookkeeping Fees/Accounting Services		
6390	Miscellaneous Administrative Expenses	,	
6391	Social Programs/Social Services		
5263T	TOTAL ADMINISTRATIVE EXPENSES	0 :	
	UTILITIES EXPENSES: 6400		
6450	Electricity		
6451	Water		
6452	Gas		
6453	Sewer		
	Other Utilities: (specify)		
6400T	TOTAL UTILITIES EXPENSES	0	Marie Co.
	OPERATING AND MAINTENANCE EXPENSES: 6500	V - 150 W W	
6510	Payroll – from above	0	
	li ayioli liolii above	[1] Children and the Children and the specific color for a Very	
6515		1968 See the Brown to to see Allegous - Mile	
	Supplies Contracts	Parished the Space Scientific and Space Co.	
6515	Supplies Contracts		
6515 6520 6521	Supplies Contracts Operating & Maintenance Free Rent Unit-from above		
6515 6520	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal		
6515 6520 6521 6525 6530	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract		
6515 6520 6521 6525 6530 6531	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit from above	0	
6515 6520 6521 6525 6530 6531 6546	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract	0	
6515 6520 6521 6525	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit from above Heating/Cooling Repairs and Maintenance Snow Removal	0	
6515 6520 6521 6525 6530 6531 6546 6548 6570	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports	0	
6515 6520 6521 6525 6530 6531 6546 6548 6570 6590	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses	0	
6515 6520 6521 6525 6530 6531 6546 6548 6570 6590	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSES	0	
6515 6520 6521 6525 6530 6531 6546 6548 6570 6590	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSES TAXES AND INSURANCE: 6700	0	
6515 6520 6521 6525 6530 6531 6546 6548 6570 6590 6590 6710	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSES TAXES AND INSURANCE: 6700 Real Estate Taxes	0	
6515 6520 6521 6525 6530 6531 6546 6548 6570 6590 6590 6710 6711	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSES TAXES AND INSURANCE: 6700 Real Estate Taxes Payroll Taxes (Project's Share) from above	0	
6515 6520 6521 6525 6530 6531 6546 6548 6570 6590 6500T 6710 6711 6720	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSES TAXES AND INSURANCE: 6700 Real Estate Taxes Payroll Taxes (Project's Share) from above Property and Liability Insurance (Hazard)	0	
6515 6520 6521 6525 6530 6531 6546 6548 6570 6590 6500T 6710 6711 6720 6729	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSES TAXES AND INSURANCE: 6700 Real Estate Taxes Payroll Taxes (Project's Share) from above Property and Liability Insurance (Hazard) Other Insurance (e.g. Earthquake)	0	
6515 6520 6521 6525 6530 6531 6546 6548 6570 6590 6500T 6710 6710 6720 6729 6721	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSES TAXES AND INSURANCE: 6700 Real Estate Taxes Payroll Taxes (Project's Share) from above Property and Liability Insurance (Hazard) Other Insurance (e.g. Earthquake) Fidelity Bond Insurance	0	
6515 6520 6521 6525 6530 6531 6546 6548 6570 6590 3500T 6710 6711 6720 6729 6721 6722	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSES TAXES AND INSURANCE: 6700 Real Estate Taxes Payroll Taxes (Project's Share) – from above Property and Liability Insurance (Hazard) Other Insurance (e.g. Earthquake) Fidelity Bond Insurance Worker's Compensation – from above	0	
6515 6520 6521 6525 6530 6531 6546 6548 6570 6590 6500T 6710 6710 6720 6729 6721	Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSES TAXES AND INSURANCE: 6700 Real Estate Taxes Payroll Taxes (Project's Share) from above Property and Liability Insurance (Hazard) Other Insurance (e.g. Earthquake) Fidelity Bond Insurance	0	



Fiscal Year 2015-2016

Full Application Workbook

PIN 35554 Acct. No. Residential **EXPENSES** (continued) Commercial ASSISTED LIVING/BOARD & CARE: 6900 6932 Food 6980 Recreation and Rehabilitation 6983 Rehabilitation Salaries 6990 Other Service Expenses: (specify) 6900T TOTAL ASSISTED LIVING EXPENSES 0. 0 **TOTAL OPERATING EXPENSES** 0 0 **FUNDED RESERVES: 7200** Residential Commercial 7210 Required Replacement Reserve Deposits 7220 Other Reserves: (specify) 7230 Other Reserves: (specify) 7240 Other Reserves: (specify) **TOTAL RESERVES** 0 **GROUND LEASE** Residential Commercial Ground Lease **TOTAL GROUND LEASE** 0 **NET OPERATING INCOME** 0 **FINANCIAL EXPENSES: 6800** 6820 1st Mortgage Debt Service (Specify) 6830 2nd Mortgage Debt Service (Specify) 6840 3rd Mortgage Debt Service (Specify) 6890 Miscellaneous Financial Expenses: (specify) 6800T **TOTAL FINANCIAL EXPENSES** 0 0 **CASH FLOW** 0 0 6391 Social Programs/Social Services \$0 6590 Asset Management/Similar Fees \$0 Per Year Per Month Total Operating Expenses Per Unit #DIV/0! #DIV/0! Without any Adjustments Without Social Services Coordinator, Social Programs, Social Services, RE #DIV/0! #DIV/0! Taxes, and Assisted Living Expenses

Next Step: 15-Year Pro Forma

End of Section



Affordable Housing and Sustainable Communities Program Fiscal Year 2015-2016 Full Application Workbook

15-Year Pro Forma

								PIN 3	35554							
INCOME FROM HOUSING UNITS	Inflation	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Restricted Unit Rents	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unrestricted Units	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tenant Assistance Payments	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Program:	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Program:	2.5%	O	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Subsidies	2.5%	0	0	0	0	0	0	0	0	. 0	0	0	0	0	0	0
Other: (specify)	2.5%	0	0	0	0	0	0.0	0	0.1	0 -	7 1 4 7 o 4	o	0	0	0 1	0
GROSS POTENTIAL INCOME - HOUSING		0	0	0	0	0	0	0	0	0	0	0	0	0	0	D
OTHER INCOME							98 10 10 10									1014 102 as 5
Laundry & Vending	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Income	2.5%	. 0	0	Ö	Ö	Ö	0	0	0	0	0	0	0	0	0	0
Commercial Income	2.5%	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0	0
GROSS POTENTIAL INCOME - OTHER		0	0	0			0	0		0	0	0	0	0	0	0
Q.1.000 / 0.1.01 / 0.1.01 / 0.1.01 / 0.1.01	-										•	•	•	•	·	·
GROSS POTENTIAL INCOME - TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VACANCY ASSUMPTIONS	. ***	7.1										1, 31, 4				Maria Santa
Restricted Units	5.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unrestricted Units	5.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tenant Assistance Payments	5.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tenant Assistance Payments (Pgm 2)	5.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tenant Assistance Payments (Pgm 3)	5.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other: (specify)	5.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0
Laundry & Vending & Other Income	5.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commercial Income	50.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VACANCY LOSS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EFFECTIVE GROSS INCOME		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OPERATING EXPENSES & RESERVE DEPOS	SITS													_		3
Residential Expenses (w/o Real Estate	经建设															
Taxes)	3.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Real Estate Taxes	2.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Replacement Reserve	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Reserves	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ground Lease	2.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Commercial Expenses	3.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL EXPENSES & RESERVES		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NET OPERATING INCOME	-	0	0	0	0	0	0	0	0	0	0	0	0	ő	0	0
DEBT SERVICE	أحسيه															
1st Mortgage Name:		. 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge Loan (repaid from Investor equity)		ศพระบางสำหรับ	mani Carl	aren er eg	450e9974389	SECTION OF THE SECTION OF	U	J	O	U	U	U	U	Ū	U	U
2nd Mortgage Name:		0	0	2011 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (0		0	0	0	0	0	0	0	0		
3rd Mortgage Name:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous Financial Expenses: (specify)		0	0	0	0	0	0	0	0	0	0	0	0	-	0	0
Total Required Debt Service	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
·	=	0	0	0	0	0	0	0	0	0	0	0	0			
Cash flow after CalHFA debt service DCR for just CalHFA loans	}	#DIV/01	#DIV/01	#DIV/0!	#DIV/01	#DIV/01	#DIV/01	#DIV/0!	#DIV/01	#DIV/0!	#DIV/01	#DIV/01	#DIV/01	0 #DIV/0I	#DIV/01	#DIV/01
•	1															
CASH FLOW after all debt service		0	0	0	0	0	0	0	0	0	0	0.	. 0	0	0	0
DEBT SERVICE COVERAGE RATIO		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



to distributions and residual receipt payments

Affordable Housing and Sustainable Communities Program Fiscal Year 2015-2016 Full Application Workbook

15-Year Pro Forma

								PIN 3	5554								
Use of Cash Flow After Debt Service - HCD Projects	7. T. Y	ear 1	Year 2	. Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	
Asset Mgmt./ Similar Fees		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Deferred Developer Fee prior to																	
Distributions and residual receipt payments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Cash Available for Residual Receipts Loans																	
and Sponsor Distributions		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sponsor Distributions	50%	0	. 0	0	0	. 0	0	0	0	0	0	0	0	0	0	0	
HCD Residual Payment	50%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other Residual Payments	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other Residual Payments	0%	0	0	0	0	0	0	. 0	0	0	0	. 0	0	0	0	0	
Other Residual Payments	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other Residual Payments	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
						4											
Assumed Max Asset Mgmt/Similar Fees		0	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	
Cumulative paid Deferred Dev. Fee		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Deferred Developer Fee budgeted for paym	ent prior																

Print Form

Introduction Form

By a Member of the Board of Supervisors or the Mayor

I hereby submit the following item for introduction (select only one):	Time stamp or meeting date
1. For reference to Committee. (An Ordinance, Resolution, Motion, or Charter Amenda	nent)
2. Request for next printed agenda Without Reference to Committee.	
☐ 3. Request for hearing on a subject matter at Committee.	
4. Request for letter beginning "Supervisor	inquires"
5. City Attorney request.	
☐ 6. Call File No. from Committee.	
7. Budget Analyst request (attach written motion).	
8. Substitute Legislation File No.	
9. Reactivate File No.	
10. Question(s) submitted for Mayoral Appearance before the BOS on	
Please check the appropriate boxes. The proposed legislation should be forwarded to the following Small Business Commission	mission
Planning Commission	
ponsor(s):	c roim.
Supervisor Jane Kim	
Subject:	
Resolution Authorizing the Treasure Island Director to Accept and Expend Grant Funds in the A \$12,055,858 Under the State of California's Affordable Housing and Sustainable Communities	1
The text is listed below or attached:	
See attached.	
Signature of Sponsoring Supervisor:	1

For Clerk's Use Only: