



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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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):	ICP

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 AUTOPOPULATE		
Click on the link below to go to the appropriate section	REQUESTED	MAXIMUM ALLOWABLE
AHD/R LOAN:	\$0	\$0
AHD/HO GRANT:	\$0	\$0
HRI GRANT:	\$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:

AHD-Rental

1. 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:

HRI

2. 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):

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:

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:

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:

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:

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:

TRA

8. Pursuant to Section 103(a)(4)(B)(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:

9. 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:

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:

Budgeted	Cost Cap	Overage	Action
\$0	\$1,205,586	\$0	N/A
#DIV/0!	\$0	#DIV/0!	#DIV/0!
\$0	\$6,027,929	\$0	N/A
\$0	\$300,000	\$0	N/A
\$0	\$300,000	\$0	N/A
\$3,000,000	\$3,616,757	\$0	N/A
\$0	\$1,205,586	\$0	N/A
\$0	\$300,000	\$0	N/A
\$0	\$1,205,586	\$0	N/A
\$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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APPLICANT SUPERTAB

Applicant Information

Required FAAST Uploads:	
FAAST File Name	Description
Joint App Contact_XXX	Please provide the contact information for any additional Joint Applicant (XXX should be the name of joint applicant)

FAAST Application Title	Treasure Island Intermodal Transit Hub - Phase 1		
FAAST PIN	35554	Any changes or additions to Applicants from Concept Application?	Yes

If Yes, please provide updated information below. If no changes, no further information is necessary.

The initial concept application for the project that is the subject of this application (the project) was submitted by Treasure Island Community Development, LLC (TICD). TICD is the "master developer" of the Treasure Island and Yerba Buena Island pursuant to a Disposition and Development Agreement (DDA) with the Treasure Island Development Authority (TIDA), the local reuse 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 Island Series 1, LLC, a 100% wholly owned, direct subsidiary of TICD. The assignment does not change the development of the project or the development experience of the applicant; the management, indirect ownership and personnel involved with the project remain the same.

Applicant	Entity Name	Treasure Island Series 1, LLC
	Entity Type	Developer
	Contact Name	Nellie Fong
	Contact Title	Assistant Project Manager
	Address	One Sansome St., Suite 3200 San Francisco, CA 94104
	Contact Email	nellie.fong@lennar.com
	Contract Phone	415.344.8890

Joint Applicant #1	Entity Name	
	Entity Type	
	Contact Name	
	Contact Title	
	Address	
	Contact Email	
	Contract Phone	

Joint Applicant #2	Entity Name	
	Entity Type	
	Contact Name	
	Contact Title	
	Address	
	Contact Email	
	Contract Phone	

Joint Applicant #3	Entity Name	
	Entity Type	
	Contact Name	
	Contact Title	
	Address	
	Contact Email	
	Contract Phone	



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Project Overview

Project Area Type (TOD, ICP, or RIPA):		ICP	Housing Type:		
--	--	-----	---------------	--	--

Identify with "Yes" the Eligible Use Categories for which AHSC Funds are being requested		Brief Project Description (limit of 250 characters)	Project Name
AHD-Rental			
AHD-Homeowner			
If requesting AHSC funds for more than one distinct STI Capital Project please use provided lines for STI #2 and STI #3 below.			
STI #1		Improvements for pedestrians and bicyclists include: <ul style="list-style-type: none">• 4.0 miles of new sidewalks• 2.5 miles of new Class 1 bike lanes• 1.8 miles of new Class 2 bike lanes• 0.7 miles of new mixed-use paths• 15 new intersections with crosswalks, traffic controls and traffic calming<ul style="list-style-type: none">o 3 signalized intersectionso 12 stop-controlled intersectionso 5 intersections with speed tableso 13 intersections with curb-extensions (bulb-outs)• 2 new mid-block crosswalks<ul style="list-style-type: none">o 1 crosswalk with ped activated signalo 1 crossing with ped activated flashing beacons• Bikesharing pod with approximately 20 bikes Improvements for transit include: <ul style="list-style-type: none">• 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 requesting AHSC funds for more than one distinct TRA Capital Project please use provided lines for TRA #2 and TRA #3 below.			
TRA #1		Complete streets improvements include: <ul style="list-style-type: none">• LED streetlights to illuminate all new walkways and bikeways• Custom wayfinding for pedestrians and cyclists• Street furniture<ul style="list-style-type: none">o Benches and other seatingo Waste receptacles• Bike racks Intermodal Transit Hub station area improvements include: <ul style="list-style-type: none">• Public transit plaza and park<ul style="list-style-type: none">o 62,000 square foot plazao Three bus/shuttle shelterso Lightingo Seatingo Drought-tolerant landscapingo Stormwater gardenso Bike racks and lockerso Custom wayfinding signage	Treasure Island Intermodal Transit Hub - Phase 1 TRA
TRA #2			
TRA #3			
If requesting AHSC funds for more than one distinct PGM Eligible Use, please use provided lines for STI #2 and STI #3 below.			



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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 vanpool 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 step in developing the vanpool Program will be service business planning. The business planning process	Vanpool
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.

Affordable Housing Development (AHD)		AHD Past Project #1	AHD Past Project #2
	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.)		
* Developer must be an identified Applicant and/or Joint Applicant			



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Housing-Related Infrastructure (HRI)		HRI Past Project #1	HRI Past Project #2
	Project Name		
	Development Entity		
	Completion Date		
	# of units		
	Units per Acre		
	Commercial (Sq. Ft.)		
	Brief Description of infrastructure improvements completed as a condition of approval to the housing development.		
* Developer must be an identified Joint Applicant			

Sustainable Transportation Infrastructure (STI)		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
Sustainable Transportation Infrastructure (STI)	Brief Description	<p>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.</p> <p>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.</p>	<p>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 CalTrain 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 development 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.</p> <p>The design is a unique neighborhood which is a pedestrian-oriented, mixed-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 Architectural 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..</p> <p>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:</p> <ul style="list-style-type: none">• Provide high quality new housing opportunities (ranging from single-family and townhomes to podium apartments and condos) in a supply constrained market• 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
	* Developer must be an identified Joint Applicant		



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Transportation-Related Amenities (TRA)		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	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 Managing Developer)
	Completion Date	3/31/2015	9/1/2015
	Brief Description	<p>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.</p> <p>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.</p>	<p>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 CalTrain 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 development 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.</p> <p>The design is a unique neighborhood which is a pedestrian-oriented, mixed-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 Architectural 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..</p> <p>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:</p> <ul style="list-style-type: none">• Provide high quality new housing opportunities (ranging from single-family and townhomes to podium apartments and condos) in a supply constrained market• 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
* Developer must be an identified Joint Applicant			



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

Does the Project trigger State Relocation Assistance Law (CA Gov Code Sec. 7260-7277)?	No
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If Yes, please provide a narrative 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?

Replacement Housing - §106(a)(15)(D) and 16(B)

If the Project involves demolition of existing units affordable to lower income households, the replacement of demolished units, comparable in size, with equal or greater affordability, equal to or greater than the number of existing affordable units. If the Project involves rehabilitation of existing units, affordable to lower-income households, the funded AHD, must include units, comparable in size with equal or greater affordability and greater than the number of existing affordable units, except in cases where rehabilitated units provide amenities such as bathrooms 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.

Please explain below how this requirement is satisfied in the replacement affordable housing development. If the Project does not involve demolition or rehabilitation of existing affordable units, please 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 Conservation's Farmland Mapping and Monitoring Program website, is ANY portion of the Project located on sites identified as any of following 1) Prime Farmland, 2) Farmland of Statewide Importance, 3) Unique Farmland, 4) Farmland of Local Importance or 5) Grazing Land?		
If yes, please identify type of farm/grazing land:		
If yes, please enter a description of how the proposed Project otherwise addresses the requirement to preserve agricultural land:		

End of Section



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READINESS

Environmental Clearances - §106(a)

Required FAAST Uploads:				
FAAST File Name	Description			
Authority to Use Grant Funds	Submit a copy of HUD 7015.16 "Authority to Use Grant Funds", if applicable			

Required Documentation

NEPA

Is Federal funding proposed that will trigger NEPA requirements?

If "yes," enter date of the "Authority to Use Grant Funds" for each applicable Eligible Use.

CEQA

Is this Project approved "by right?"

Is this Project Categorically Exempt?

Negative Declaration (Date)

Final Environmental Impact Report (Date)

Capital Projects

AHD	HRI	STI	TRA
		No	No

AHD	HRI	STI	TRA
		Yes	Yes
		No	No
		4/21/2011	4/21/2011

Comments

Describe any special circumstances

No Federal Funds are involved in the financing of this Capital Project and therefore NEPA is not triggered.

Describe any special circumstances

Land Use Approvals - §106(a)(5)

Provide a listing and status of all discretionary local land use entitlements and permits, excluding design review, required to complete each Capital Project that have been granted, submitted or to be applied for to the appropriate local agencies, or consistent with local planning documents.

Agency / Issuer	Land Use Approval Date by Eligible Use				Approval Type	Comments
	AHD	HRI	STI	TRA		
San Francisco Planning Department			6/1/2011	6/1/2011	General Plan Amendment	
San Francisco Planning Department			6/1/2011	6/1/2011	Site Plan Approval	
San Francisco Planning Department			6/1/2011	6/1/2011	Zoning Approval	
Treasure Island Development Authority (TIDA)			2/10/2015	2/10/2015	TI Streetscape Master Plan Approval	
Treasure Island Development Authority (TIDA)			5/13/2015	5/13/2015	TI Major Phase Application Approval	
Treasure Island Development Authority (TIDA)			2/22/2016	2/22/2016	TI Sub-Phase Application Approval	
Treasure Island Development Authority (TIDA)			2/22/2016	2/22/2016	YBI Sub-Phase Application Approval	
Dept. of Building Inspection (DBI)			4/29/2016	4/29/2016	YBI Abatement & Demo Permit	
San Francisco Dept. Public Works (DPW)			3/2/2016	3/2/2016	YBI Infrastructure Permit Submittal	
Dept. of Building Inspection (DBI)			3/31/2016	3/31/2016	TI Abatement & Demo Permit Submittal	
San Francisco Dept. Public Works (DPW)			4/7/2016	4/7/2016	TI Infrastructure Permit Submittal	
San Francisco Dept. Public Works (DPW)			4/16/2016	4/16/2016	TI Geotech Mitigations Permit Submittal	

Additional Comments



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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 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) Enforceable Option to Lease or Purchase
4) Disposition and Development Agreement
5) Encroachment Permit
6) Exclusive Right to Negotiate / Irrevocable Offer of Dedication
7) Sales Contract
8) Other:
8) Other:
8) Other:

Eligible Use Types:

AHD	HRI	STI	TRA
		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://lennar.box.com/s/uxcz8lcaju5axcw7mo1ilvb0eci3g1gy

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

AHD / HRI Project Data Summary

Project Name:	
Project Address:	
Project County:	

Affordable Housing Development / Housing Related Infrastructure Project Description

Provide the following information for the Affordable Housing Development (if applicable):									
	Area Calculations:		Unit Count:		Building Count:		Project Type:		Project Design:
Land Area	acres		#DIV/0!	Units/Acre					
Residential Rental	sq. ft.	0	# of Units		# of Buildings				
Homeownership	sq. ft.	0	# of Units		# of Buildings				
Commercial	sq. ft.		# of Units/Spaces		# of Buildings				
Other Uses	sq. ft.		# of Units/Spaces		# of Buildings				
Community Room	sq. ft.		# of Units/Spaces		# of Buildings				
Number of Elevators									
For scattered site projects, complete the following section:									
Site Address			Developer				Homeownership or Rental		

Net Density - §103

Required FAAST Uploads:	
FAAST File Name	Description
Net Density Verification	Include a letter and sealed site map certified by a California State-licensed professional (e.g., an engineer, surveyor, or landscape architect) confirming the net density

Complete only for projects that include an Affordable Housing Development as a Capital Project: Include a letter and a sealed site map certified by a California State-licensed professional (e.g., an engineer, surveyor, or landscape architect) confirming the net density. Upload into FAAST and label it as "Net Density Map."

Net Acreage Verification:

Gross Acreage	
Total Number of Dwelling Units:	0
(Less Qualified* Deductions):	
- Public Streets	
- Public Sidewalks	
- Public Open Space	
- Public Drainage Facilities	
- Other(specify)	
- Other(specify)	
- Other(specify)	
- Other(specify)	
Total Qualified Deductions:	0.00
Net Acreage:	0.00

*NOTE: The following are NOT qualified as deductions:

Utility Easements
Setbacks
Private Drives and Walkways
Landscaping
Common Areas and Facilities
Off-street parking
Drainage Facilities (exclusive to a development)
Other mitigation space required for development

Does this project include commercial space?

Does the Net Acreage calculation above equal the Net Acreage in the submitted map?:

If there is a difference between the above calculation and the certified map, why?



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Net Density Verification:

Net Density:	#DIV/0!
--------------	---------

Market Study - §106

Required FAAST Uploads:	
FAAST File Name	Description
Market Study	For AHD-Rental and AHD-Homeownership Capital Projects, applicants must provide a completed market study prepared 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 Uses:	
Market Strengths:	
Market Weaknesses:	
Vacancy Rate of Comparable:	
Other Subsidized Housing Projects (Existing & Planned):	

	Studio	1 BD	2 BD	3 BD	4 BD
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?	

Turnover Rate:	
Capture Rate:	
Penetration Rate:	
Absorption:	

Are there substantial differences in the capture rates between units of different number of bedrooms?

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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Tax Credit Form

Required FAAST Uploads:

FAAST File Name	Description
Tax Credit Reservation	If this project has already received a tax credit reservation, upload documentation to FAAST.

Calculation Document

Name of Investor:		is interested in purchasing a/an		interest in	Project Name:	
-------------------	--	----------------------------------	--	-------------	---------------	--

The estimated proceeds are equivalent to		for each \$1.00 of federal credits and	
for each \$1.00 of state credits and earned by the investor will be included in the project's eligible basis.			

Enter the number of Federal and State credits, and the proceeds for the Federal and State to determine the Estimated Gross Proceeds:

Amount of Federal Credits:		Proceeds for Federal Credits	
Amount of State Credits:		Proceeds for State Credits	
		Estimated Gross Proceeds	\$0

Select One (indicate "Y"):

<input type="checkbox"/> This project does not require the use of taxable bond proceeds and it is understood that Tax-Exempt Bond proceeds may be used to fund the project.	<input type="checkbox"/> This project requires the use of Taxable Bond proceeds.
---	--

Estimated net syndication proceeds may be calculated by subtracting typical syndication costs from the estimated gross proceeds as follows:

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/0!

If there are questions regarding these estimates please contact:

Investor or Preparer Name	Title
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 Reasonableness

Development and Operating costs will be reviewed on both a per-unit and a per-square-foot basis. The Department will evaluate the reasonableness of the costs based on the type of proposed rehabilitation or new construction, and the geographic area in which the development is located.

If project budgets are deemed unusually high, HCD staff may request additional information. Projects with above-average or below-average costs must provide justification for the costs. Projects with unjustified development costs may not 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 resulted in higher than expected project costs and provide a justification as to why these costs are reasonable.

--



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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* (inclusive of guest parking)	Maximum Allowable 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 required by local planning/zoning authority
0	Number of residential units
0.0	Number of AHSC-funded Structured Parking Spaces proposed in this project
#DIV/0!	Number of Structured Parking Spaces per Residential Unit
	Enter the maximum allowable AHSC funds per structured parking space (see table above)
#DIV/0!	Applicant requested funds per space
#DIV/0!	Does the amount requested per space exceed eligible amount per space?
	If Cell B215 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



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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 below:

Manager's Unit(s)			
# of Unrestricted Manager's Unit(s):	0	Identify the AMI Level(s) for the Restricted Manager Unit(s):	
# of Restricted Manager's Unit(s) (included under the associated unit size/AMI level below):			
Total # of Manager's Unit(s):	0		

Income Level	Efficiency	1 BD	2 BD	3 BD	4 BD	TOTAL
Unrestricted						
Market Rate						0
Unrestricted Manager's Unit(s)						0
Total Unrestricted	0	0	0	0	0	0
Restricted Units* (including any Restricted Mgrs. Unit(s))						
60% AMI						0
55% AMI						0
50% AMI						0
45% AMI						0
40% AMI						0
35% AMI						0
30% AMI						0
25% AMI						0
20% AMI						0
15% AMI						0
Total Restricted	0	0	0	0	0	0
GRAND TOTAL	0	0	0	0	0	0

*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))						
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 Mgrs. Unit(s))						
60% AMI	\$0	\$0	\$0	\$0	\$0	\$0
55% AMI	\$0	\$0	\$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	
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:

	Unit Mix
	Operating Budget
	15-Year Pro Forma

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Grant Limit Calculation (AHD-Homeownership)

(b) Non-recurring loan closing costs;

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
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
						\$0
TOTAL	0	0	0			\$0



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Enter the Amount of the AHD-Homeownership Grant Requested:	
--	--



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Grant Limit Calculation (HRI)

Required FAAST Uploads:	
FAAST File Name	Description
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	Number 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:	
i.	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), Transportation-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 Transit	111.00	each

Type:

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

Number of Transit Routes Improved:	2.00
Improvement 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



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SCORING RUBRIC and SELF SCORE

Scoring Rubric

Active Transportation Improvements - 107(b)		
Purpose and Need (4 points max)	up to 3 points	Up to 1.5 points for a Project which demonstrates a clear purpose and need that addresses a network gap closure or removal of barrier in order to increase access to destinations or increase safety. 0.5 points for a 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.
	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 control devices 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 (6 points mx)	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 or 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 route.
	Up to 1 point	Project utilizes innovative solutions to address the identified needs (e.g., protected bikeways, rapid flashing beacons at crosswalks with pedestrian refuge islands, etc.).
	1 point	Projects that can demonstrate a projected increase in future users
	1 point	Projects that demonstrate an increase in network connectivity to key destinations and amenities.
Water, Energy and Greening - 107(c)		
Urban Greening (3 points max)	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.
	1 point	1 point will be provide for applications that incorporate low-impact design green infrastructure which meet or exceed California's Model Water Efficient Landscape Ordinance.
Site Development and Energy Efficiency Standards (4 points max)	4 points	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).
Zero Net Energy/ On-Site Renewable Energy Generation (3 points max)	Up to 3 points	Up to 3 points will be given to projects that incorporate multiple strategies into their project in an attempt to reach zero-net energy design standards and clearly describe how those elements will help the project work 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.
Depth and Level of Housing Affordability - 107(d)		
Level and depth of affordability of AHD and/or associated HRI affordable development (10 Points max) <i>Note: Total resulting points based on the information provided here will be multiplied by 0.333 to determine final applicable score (not to exceed 10 points maximum)</i>		<p>For Owner-Occupied Units:</p> <p>0.13 points for each percent of total units not exceeding the moderate income limit.</p> <p>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.</p> <p>0.30 points for each percent of total units not exceeding the lower income limit at affordable housing costs for not less than 55 years.</p> <p>For rental units:</p> <p>0.13 points for each percent of total Restricted Units for households with incomes less than or equal to 50 percent of State Median Income</p> <p>0.7 points for each percent of Restricted Units for households with incomes less than or equal to 40 percent of State Median Income</p> <p>0.9 points for each percent of Restricted Units for households with incomes less than or equal to 35 percent of State Median Income</p> <p>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.</p> <p>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.</p>
Housing and Transportation Collaboration - 107(e)		
Joint Applicants (4 points)	4 points	For applications submitted as a joint application between a housing developer and a public agency that has authority 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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Narrative (1 point max)	0.5 points	Description of the planning process between housing and transportation capital components.
	0.5 points	Discussion of the collaborative process involving Joint Applicants in the development of the proposed Project.
Community Benefit and Engagement- 107(f)		
Overview of Community Engagement (1.5 points max)	0.5 points	For applications which provided a clear description of all of the public and governmental stakeholders involved.
	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 community benefit (up to 3 identified benefits) and 2 points for clearly articulated descriptions of the anticipated benefits.
Location Efficiency and Access to Destinations- 107(g)		
Location Efficiency: Walk Score (3 points max)	3 points	Walk Score of 90-100
	2 points	Walk Score of 70-89
	1 point	Walk Score of 50-69
Location Efficiency: Bike Score (3 points max)	3 points	Bike Score of 90-100
	2 points	Bike Score of 70-89
	1 point	Bike Score of 50-69
Access to Destinations (2 points max)	0.5 points	Project Area includes Grocery store or supermarket of at least 25,000 gross interior feet
	0.5 points	Project Area includes Medical clinic that accepts Medi-Cal payments
	0.5 points	Project Area includes Public elementary, middle, or high school
	0.5 points	Project Area includes Licensed child care facility
Funds Leveraged- 107(h)		
Demonstrated EFC to leverage AHSC funded eligible uses for Capital Projects and Program activities (5 points max)	5 points	verified EFCs >150% of requested AHSC Program funds
	4 points	verified EFCs 100% to 150% of requested AHSC Program funds
	3 points	verified EFCs 75% to 100% of requested AHSC Program funds
	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 Training Strategies - 107(i)		
Physical Business Anti-Displacement Strategies (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 achieve 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 achieve 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 will address 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.
Implementation 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(ies).
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
GHG Quantification Methodology						
a	GHG Quantification Methodology Note: Resulting GHG Emissions Reductions points will be determined upon submittal of application. No Self Score applicable.	x	x	x	30	N/A
Supplemental Strategies						
	Active Transportation	x	x		10	10.00
	Water, Energy and Greening	x	x		10	10.00
Policy Objectives						
	Depth and Level of Housing Affordability	x			10	
	Housing and Transportation Collaboration	x	x	x	10	4.00
	Community Benefit and Engagement	x	x	x	8	8.00
	Location Efficiency and Access to Destinations	x	x		8	2.50
	Funds Leveraged	x	x	x	5	5.00
	Anti-Displacement and Workforce Training Strategies	x	x		4	4.00
	Program Need and Readiness	x	x	x	3	3.00
	Implementation of Prior Planning Efforts	x	x	x	2	2.00
Total Possible Points		100	90	58		

My Self-Score	48.50
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End of Section



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SCORING ELEMENTS - GHG

GHG Quantification Methodology - 30 Points

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

Total Project GHG Reductions (Enter value from GHG Summary Tab in Calculator) :	144,204.150
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Cost Efficiency of Reductions

Total Project GHG Reductions (Enter value from GHG Summary Tab in Calculator) :	144204.15
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Total AHSC funds requested (autopopulated from Funds Request)	\$12,055,858
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Total Project GHG Reductions/AHSC \$ Request:	0.011961334
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AHSC Excel Calculator Uploaded into FAAST as required?	Yes
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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?	Documentation Provided	Upload Complete?
LUT-1 Increase Density		Provided in Housing Tab	
LUT-3 Increase Diversity		Provided in Housing Tab	
LUT-9 Improve Walkability Design		To be uploaded in FAAST	
LUT-4 Improve Destination Accessibility		To be uploaded in FAAST	
LUT-5 Increase Transit Accessibility		To be uploaded in FAAST	
LUT-6 Integrate Below Market Rate Housing		Provided in Housing Tab	
SDT-1 Improve Pedestrian Network		To be uploaded in FAAST	
SDT-2 Provide Traffic Calming Measures		To be uploaded in FAAST	
PDT-1 Limit Parking Supply		To be uploaded in FAAST	
PDT-2 Unbundle Parking Costs		To be uploaded in FAAST	
PDT-3 On-Street Market Pricing		To be uploaded in FAAST	
TST-1 Provide BRT System		To be uploaded in FAAST	
TST-3 Expand Transit Network		To be uploaded in FAAST	
TST-4 Increase Transit Frequency		To be uploaded in FAAST	
TRT1&2 Implement Trip Reduction Program		To be uploaded in FAAST	
TRT-4 Transit Subsidy		To be uploaded in FAAST	
TRT-15 Implement Employee Parking Cash-Out		To be uploaded in FAAST	



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TRT-14 Workplace Parking Charge		To be uploaded in FAAST	
TRT-6 Encourage Telecommuting/Alt Work Schedules		To be uploaded in FAAST	
TRT-7 Market Commute Trip Reduction		To be uploaded in FAAST	
TRT-3 Provide Ride Sharing Program		To be uploaded in FAAST	

TAC Inputs

Type of Service: 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	X	X	X	X	X
Year F	X	X	X		
Days of operation per year of new service (D)	X	X	X		
Daily ridership of new service (R)	X	X	X		
Adjustment factor to account for transit dependency (A)		X	X		
Length of average auto trip reduced (L)		X	X		
Adjustment factor to account for auto trips used to access new service (AA)		X	X		
Length of average trip for auto access to transit (LL)		X	X		
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					X
Fuel Type of New Service	X	X	X		
Engine Model Year of New Service	X				
Annual VMT/ Units of Fuel	X	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.

Required 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 frequent 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
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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, including 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 similiar 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 FFAST?	Yes
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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 consider "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 out the walking and biking network in these portions of the islands, closing all existing gaps in the network. Many of the proposed improvements are



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What innovative solution does the Proposed Project utilize to address the identified need?
<i>If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.</i>
Refer to FFAST Upload AT Exhibits for figures referenced in this section.
<p>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 discrepancy between bikes and vehicles on roadways with steep grades.</p> <p>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).</p> <p>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).</p> <p>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).</p> <p>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).</p> <p>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).</p> <p>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).</p>

How will the proposed Project increase future use by pedestrians and cyclists along the corridor/project area?
<i>If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.</i>
<p>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.</p> <p>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.</p>

How will the proposed Project increase network connectivity to key destinations and amenities?
<i>If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded.</i>
<p>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.</p>

End of Section



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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 FFAST 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 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	
Yes	Trees or tree canopy	
Yes	Bioswales	
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.

Is there at least an initial 2-year agreement in place for maintenance to establish the urban greening features? Yes



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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-walled container are typically called "planters". Stormwater BMPs in parks will consist of centralized treatment areas or bioretention areas.

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.

(2)

Site Development and Energy Efficiency Standards (4 points)

Please indicate whether the Project incorporates at least one of the following:

Yes	Locality has an existing adopted green building ordinance, in effect at the time of permitting, which exceeds the California Green Building Code Standards (Title 24, Part 11).
-----	---

Date of local ordinance adoption:	1/1/2014
-----------------------------------	----------

OR

Project exceeds the California Green Building Code Standards (Title 24, Part 11) and the locality's existing building ordinance.	
Provide a description of measures taken to exceed Code minimums	

OR

Yes	Project exceeded California's 2013 Building Energy Efficiency Standards, (Title 24, Part 6) at the time of permitting.
-----	--

Provide a description of measures taken to exceed Code minimums	
---	--



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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 exceeds 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)
----	---

End of Section



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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:
- 1. 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.

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

Owner Occupied Units

A	B	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]
	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)

A	B	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)

A	B	C	D
For 9% TCAC projects only, enter in Column B the TCAC Affordability points score.		0.192	0
Section 107(d)(4)-(7) total score (10 points maximum):			0
<i>Please note that the Guidelines reference to Section 107(d)(8) on pg. 40 is subject to the following change:</i> <i>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).</i>			

End of Section



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SCORING ELEMENTS - POLICY OBJECTIVES

Housing and Transportation Collaboration - 10 Points

(1) Is the application submitted as a joint application between a housing developer and a public agency that has authority over public transit or transportation Infrastructure? (4 points)	Yes
---	-----

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 improvements. 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-income 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) Does the application represent a coordinated housing and transportation investment of at least \$500,000 for an AHD and HRI and at least \$500,000 for STI eligible uses? (3 points)	No
--	----

If yes, please enter the total amount requested for each Eligible Use category below:

AHD	
HRI	
STI	

(3) Has any component of the Project received funding from another Greenhouse Gas Reduction Fund program? (1 point)	No
---	----

If yes, please indicate which program:

Amount of funding received:

Date Awarded:

Please provide a description of how the awarded GGRF program funds identified above directly benefit or contribute to the proposed AHSC funded Project:



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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 program funds will directly benefit or contribute to the proposed AHSC-funded Project:	

(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:	
----------------------------------	--

(5) Provide a narrative explanation of how the proposed Project demonstrates the thoughtful integration of housing and transportation infrastructure investments. The description should include a discussion of both the planning process between the housing and transportation Capital Project components and the Joint Applicant collaborative process. (1 Point)

End of Section



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SCORING ELEMENTS - POLICY OBJECTIVES

Community Benefit and Engagement - 8 Points

Required FAAST Uploads:	
FAAST File Name	Description
RecommendationXX	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.

(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)

<p>Please describe how the stakeholders were engaged. For consideration of full points all of the following must be addressed:</p> <ul style="list-style-type: none">• 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?
<p>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 charrettes, 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 made available at some meetings.</p>

(3) Additional Community Benefits (5 points)

<p><i>In the spaces provided below, please identify up to 3 additional community benefits beyond the provision of affordable housing and improved transportation</i></p>
<p>Additional Community Benefit #1</p> <p>Please describe the additional community benefit, who will benefit, the engagement of various stakeholders, and how the community needs were identified.</p> <p>Yerba Buena Island Habitat Restoration</p> <p>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.</p>
<p>Please describe how the Project was designed to meet these community needs.</p> <p>The landscape planting plans for the portion of the Project on YBI include all native species that will be propagated through the partnership with Literacy for Environmental Justice. The native plant species list has been developed through collaborations among the San Francisco Department of Enviroment and local ecological groups and individuals including Mike Woods and Ruth Gravanis who are experts on YBI history and ecology.</p>
<p>Additional Community Benefit #2</p> <p>Please describe the additional community benefit, who will benefit, the engagement of various stakeholders, and how the community needs were identified.</p> <p>Interpretive Programs & Facilities</p> <p>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.</p>
<p>Please describe how the Project was designed to meet these community needs.</p> <p>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 interoretive sians. The design of the Project will also include street sians with the new street names which are based</p>



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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 obstacles 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, bike 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 non-residential 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.

End of Section



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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:	32
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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:	56
---	----

(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?	Distance
Grocery store or supermarket of at least 25,000 gross interior feet	No	4.2 miles
Medical clinic that accepts Medi-Cal payments	Yes	0.7 miles
Public elementary, middle or high school	Yes	0.4 miles
Licensed child care facility	Yes	0.6 miles

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Funds Leveraged - 5 Points

Required FAAST Uploads:	
FAAST File Name	Description
EFC-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 (A / B)
AHD / HRI	\$0	\$0	
STI / TRA	\$0	\$11,555,958	
PGM	\$0	\$499,900	
TOTAL :	\$0	\$12,055,858	
			0.0%

Table 1

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 permanent funding commitments so applicants should be sure to include deferred costs as needed.*

[illegible]

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Table 2

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.

[illegible]

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

Table 3

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.

[illegible]

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[illegible]

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 ?
N/A	AHSC Program - (PGM Grant funds requested)	State-HCD	N/A	Yes	N/A	\$0	N/A	N/A	N/A	N/A
Programs Total Committed Non-AHSC Funds:						\$0				



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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 Opportunity 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 opportunities for economically disadvantaged San Franciscans 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 TIDC, 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 lower-income residents:	No
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

Strategy #1	<p>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.</p> <p>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.</p>
Strategy #2	<p>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:</p> <p>(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.</p> <p>(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 cummlative 52% SBE participation for professional services.</p> <p>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.</p>
Strategy #3	<p>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.</p>
Strategy #4	<p>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.</p> <p>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.</p>

End of Section



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SCORING ELEMENTS - POLICY OBJECTIVES

Program Need and Readiness - 3 Points

(1) Need and Benefit of Program Activities (2 Points)

<p>Please briefly describe the proposed Program(s) Activity</p> <p>The Treasure Island Transportation Implementation Plan calls for a suite of Travel Demand Management (TDM) components to reduce single-occupancy auto trips on and off the 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.</p> <p>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.</p>
<p>Who are the targeted users for the Program(s)?</p> <p>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 individuals. It will also be available for other low income Treasure Island residents who access their housing through rental subsidy programs.</p> <p>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.</p>
<p>What is the issue or need that the Program(s) is attempting to address, and how will it successfully address this issue or need?</p> <p>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.</p> <p>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.</p>
<p>Describe additional design challenges and development costs incurred to meet the the requirements of the Program.</p> <p>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.</p> <p>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.</p>



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(2) Program Readiness and Sustainability (1 Point)

<p>Please briefly describe the prior experience of the Program Operator with operating similar successful programs.</p> <p>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.</p> <p>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.</p>
--

<p>Please briefly describe how the Program Operator will sustain the Program beyond the term of the AHSC standard agreement and funds.</p> <p>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.</p>
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End of Section



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SCORING ELEMENTS - POLICY OBJECTIVES

Implementation of Planning Efforts - 2 Points

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

(1) Transit Priority Areas (1 point)

Is your project reflected in a regional plan as a Transit Priority Area, or the equivalent area pursuant to SB 375?	YES
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(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?
<p>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:</p> <ol style="list-style-type: none">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. <p>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:</p> <p>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.</p> <p>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 multi-modal transportation system within the project and link directly to the San Francisco and East Bay multi-modal transportation system, including:</p> <ul style="list-style-type: none">• 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 <p>ENERGY. The Treasure Island redevelopment project includes aggressive efficiency and renewable energy production strategies to reduce energy consumption and greenhouse gas emissions. Most of these strategies will apply to future buildings on the island, which are the primary consumers of energy.</p> <p>What current regional or local planning document supports the narrative provided above? Please cite plan name, strategy and page.</p>

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 project-specific plans does the proposed Project implement?	Other Related Plan
If other, please describe:	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 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 implementation strategies.

End of Section



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	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (AHD-R LOAN)										
					AHD-R										
					State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type
	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
ACQUISITION															
Lesser of Land Cost or Value	SC			\$0											
Demolition				\$0											
Legal & Closing Costs	SC			\$0											
Verifiable Carrying Costs	SC			\$0											
Subtotal		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Existing Improvements Cost				\$0											
Other: (specify)				\$0											
Total Acquisition		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REHABILITATION															
Off-Site Improvements				\$0											
Environmental Remediation	ER			\$0											
Site Work				\$0											
Structures				\$0											
General Requirements				\$0											
Contractor Overhead				\$0											
Contractor Profit				\$0											
General Liability Insurance				\$0											
Other: (specify)				\$0											
Total Rehabilitation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RELOCATION															
Temporary Relocation				\$0											
Permanent Relocation				\$0											
Total Relocation		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NEW CONSTRUCTION															
Off-Site Improvements				\$0											
Environmental Remediation	ER			\$0											
Site Work (hard costs)				\$0											
Structures (hard costs)				\$0											
General Requirements				\$0											
Contractor Overhead				\$0											
Contractor Profit				\$0											
General Liability Insurance				\$0											
Other: (specify)				\$0											
Total New Construction		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ARCHITECTURAL															
Design				\$0											
Supervision				\$0											
Total Architectural Costs	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SURVEY & ENGINEERING															
Engineering				\$0											
ALTA Land Survey				\$0											
Total Survey & Engineering	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONTINGENCY COSTS															
Hard Cost Contingency				\$0											



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	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (AHD-R LOAN)										
					AHD-R										
					State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type
	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											
Total Contingency Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



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	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (AHD-R LOAN)										
					AHD-R										
					State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type
	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											
Origination Fee				\$0											
Credit Enhancement & App. Fee				\$0											
Owner Paid Bonds/Insurance				\$0											
Lender Inspection Fees	SC			\$0											
Taxes During Construction				\$0											
Prevailing 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PERMANENT FINANCING EXPENSES															
Loan Origination Fee(s)				\$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				\$0											
Other: (specify)				\$0											
Total Legal Fees	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAPITALIZED RESERVES															
Operating Reserve				\$0											
Replacement Reserve				\$0											
Rent-Up Reserve				\$0											
Transition Reserve				\$0											
Other: (specify)				\$0											
Other: (specify)				\$0											
Total Capitalized Reserves		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REPORTS & STUDIES															
Appraisal(s)				\$0											
Market Study				\$0											
Physical Needs Assessment				\$0											
Environmental Studies				\$0											
Other: (specify)				\$0											
Other: (specify)				\$0											



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	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (AHD-R LOAN)										
					AHD-R										
					State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type
	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)				\$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	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 Costs of Bond Issuance				\$0											
Syndicator / Investor Fees & Expenses				\$0											
Furnishings				\$0											
Final Cost Audit Expense	SC			\$0											
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HOUSING-RELATED INFRASTRUCTURE COSTS (autopopulated from the HRI TAB)															
Site Acquisition (HRIs only)	SC			\$0											
Site Preparation (HRIs only)				\$0											
Utilities				\$0											
Surface Improvements				\$0											
Landscape and Amenities				\$0											
Environ. Mitigation/Remediation	ER			\$0											
Replacement Transit Parking				\$0											
Residential Parking				\$0											
Transit				\$0											
Impact Fees (unique to HRI)	IF			\$0											
Soft Costs of Eligible HRI Costs	SC			\$0											
Other Capital Asset Costs				\$0											
Total HRI Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DEVELOPER COSTS															
Developer Fee/Overhead/Profit				\$0											
Consultant/Processing Agent	SC			\$0											
Project Administration	SC			\$0											
Syndicator Consultant Fees	SC			\$0											



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	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (AHD-R LOAN)									
					AHD-R									
					State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type
					AHSC Program AHD-R Loan	Name	Name	Name	Name	Name	Name	Name	Name	Name
Guarantee Fees				\$0										
Broker Fees Paid to Related Party				\$0										
Construction Oversight & Mgmt.	SC			\$0										
Other: (specify)				\$0										
Other: (specify)				\$0										
Total Developer Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL DEVELOPMENT COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction cost per sf		#DIV/0!												
Total Development cost per sf		#DIV/0!												
Total Square Footage for All New Construction														
Total Square Footage for Total Development														

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 AHD-R in this budget are:	\$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:	\$0
3. 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:	\$0



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	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (HRI GRANT)												
					HRI (autopopulated from "Budget - HRI" tab)												
					State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type		
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	SOURCES TOTAL	Comments	
ACQUISITION																	
Lesser of Land Cost or Value	SC			\$0											\$0		
Demolition				\$0											\$0		
Legal & Closing Costs	SC			\$0											\$0		
Verifiable Carrying Costs	SC			\$0											\$0		
Subtotal		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Existing Improvements Cost				\$0											\$0		
Other: (specify)				\$0											\$0		
Total Acquisition		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
REHABILITATION																	
Off-Site Improvements				\$0											\$0		
Environmental Remediation	ER			\$0											\$0		
Site Work				\$0											\$0		
Structures				\$0											\$0		
General Requirements				\$0											\$0		
Contractor Overhead				\$0											\$0		
Contractor Profit				\$0											\$0		
General Liability Insurance				\$0											\$0		
Other: (specify)				\$0											\$0		
Total Rehabilitation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
RELOCATION																	
Temporary Relocation				\$0											\$0		
Permanent Relocation				\$0											\$0		
Total Relocation		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
NEW CONSTRUCTION																	
Off-Site Improvements				\$0											\$0		
Environmental Remediation	ER			\$0											\$0		
Site Work (hard costs)				\$0											\$0		
Structures (hard costs)				\$0											\$0		
General Requirements				\$0											\$0		
Contractor Overhead				\$0											\$0		
Contractor Profit				\$0											\$0		
General Liability Insurance				\$0											\$0		
Other: (specify)				\$0											\$0		
Total New Construction		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
ARCHITECTURAL																	
Design				\$0											\$0		
Supervision				\$0											\$0		
Total Architectural Costs	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
SURVEY & ENGINEERING																	
Engineering				\$0											\$0		
ALTA Land Survey				\$0											\$0		
Total Survey & Engineering	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
CONTINGENCY COSTS																	
Hard Cost Contingency				\$0											\$0		



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	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (HRI GRANT)													
					HRI (autopopulated from "Budget - HRI" tab)													
	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type					
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name	SOURCES TOTAL	Comments	
Soft Cost Contingency			\$0												\$0			
Total Contingency Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			



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	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (HRI GRANT)												
					HRI (autopopulated from "Budget - HRI" tab)											SOURCES TOTAL	Comments
					State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type		
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name		
CONSTRUCTION PERIOD EXPENSES																	
Construction Loan Interest				\$0												\$0	
Origination Fee				\$0												\$0	
Credit Enhancement & App. Fee				\$0												\$0	
Owner Paid Bonds/Insurance				\$0												\$0	
Lender Inspection Fees	SC			\$0												\$0	
Taxes During Construction				\$0												\$0	
Prevailing Wage Monitor	SC			\$0												\$0	
Insurance During Construction				\$0												\$0	
Title and Recording Fees				\$0												\$0	
Construction Mgmt. & Testing	SC			\$0												\$0	
Predevelopment Interest Exp.				\$0												\$0	
Other: (specify)				\$0												\$0	
Other: (specify)				\$0												\$0	
Total Construction Expenses		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
PERMANENT FINANCING EXPENSES																	
Loan Origination Fee(s)				\$0												\$0	
Credit Enhancement & App. Fee				\$0												\$0	
Title and Recording				\$0												\$0	
Property Taxes				\$0												\$0	
Insurance				\$0												\$0	
Other: (specify)				\$0												\$0	
Other: (specify)				\$0												\$0	
Total Permanent Financing		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
LEGAL FEES																	
Construction Lender Legal Expenses				\$0												\$0	
Permanent Lender Legal Fees				\$0												\$0	
Sponsor Legal Fees				\$0												\$0	
Organizational Legal Fees				\$0												\$0	
Syndication Legal Fees				\$0												\$0	
Other: (specify)				\$0												\$0	
Total Legal Fees	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CAPITALIZED RESERVES																	
Operating Reserve				\$0												\$0	
Replacement Reserve				\$0												\$0	
Rent-Up Reserve				\$0												\$0	
Transition Reserve				\$0												\$0	
Other: (specify)				\$0												\$0	
Other: (specify)				\$0												\$0	
Total Capitalized Reserves		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
REPORTS & STUDIES																	
Appraisal(s)				\$0												\$0	
Market Study				\$0												\$0	
Physical Needs Assessment				\$0												\$0	
Environmental Studies				\$0												\$0	
Other: (specify)				\$0												\$0	
Other: (specify)				\$0												\$0	



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	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (HRI GRANT)													
					HRI (autopopulated from "Budget - HRI" tab)													
					State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type		
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	SOURCES TOTAL	Comments		
Other: (specify)				\$0											\$0			
Other: (specify)				\$0											\$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											\$0			
CDLAC Fees				\$0											\$0			
Local Permit Fees				\$0											\$0			
AHSC Eligible Impact Fees:																		
Drainage	IF			\$0											\$0			
Parks & Recreation	IF			\$0											\$0			
Streets/Signals	IF			\$0											\$0			
Traffic Fees	IF			\$0											\$0			
Waste Water	IF			\$0											\$0			
Water Facility	IF			\$0											\$0			
Other Impact Fees (Non-AHSC Eligible)				\$0											\$0			
Other Costs of Bond Issuance				\$0											\$0			
Syndicator / Investor Fees & Expenses				\$0											\$0			
Furnishings				\$0											\$0			
Final Cost Audit Expense	SC			\$0											\$0			
Marketing				\$0											\$0			
Financial Consulting	SC			\$0											\$0			
Other: (specify)				\$0											\$0			
Other: (specify)				\$0											\$0			
Other: (specify)				\$0											\$0			
Other: (specify)				\$0											\$0			
Total Other Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
SUBTOTAL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
HOUSING-RELATED INFRASTRUCTURE COSTS (autopopulated from the HRI TAB)																		
Site Acquisition (HRIs only)	SC			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Site Preparation (HRIs only)				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Utilities				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Surface Improvements				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Landscape and Amenities				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Environ. Mitigation/Remediation	ER			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Replacement Transit Parking				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Residential Parking				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Transit				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Impact Fees (unique to HRI)	IF			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Soft Costs of Eligible HRI Costs	SC			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Other Capital Asset Costs				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Total HRI Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
SUBTOTAL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
DEVELOPER COSTS																		
Developer Fee/Overhead/Profit				\$0											\$0			
Consultant/Processing Agent	SC			\$0											\$0			
Project Administration	SC			\$0											\$0			
Syndicator Consultant Fees	SC			\$0											\$0			



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	COSTS				AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (HRI GRANT)												
					HRI (autopopulated from "Budget - HRI" tab)												
					State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type		
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	AHSC Program HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	SOURCES TOTAL	Comments	
Guarantee Fees				\$0											\$0		
Broker Fees Paid to Related Party				\$0											\$0		
Construction Oversight & Mgmt.	SC			\$0											\$0		
Other: (specify)				\$0											\$0		
Other: (specify)				\$0											\$0		
Total Developer Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL DEVELOPMENT COST		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
New Construction cost per sf		#DIV/0!															
Total Development cost per sf		#DIV/0!															
Total Square Footage for All New Construction																	
Total Square Footage for Total Development																	



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HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET
 (Rental and/or Homeownership Projects)

	COSTS		FUNDING SOURCES											Sources Total	Comments
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type		
			AHSC Program- HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name		
SITE ACQUISITION (Not related to Parking)															
Site acquisition of the Capital Improvement Project, including easements and right of ways	SC													\$0	
Other:														\$0	
Total Site Acquisition Costs (Not related to Parking)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SITE PREPARATION															
Clearing and Grubbing														\$0	
Demolition														\$0	
Excavation														\$0	
Grading (excluding grading for housing and mixed use structural improvements)														\$0	
Soil Stabilization (Lime, etc.)														\$0	
Erosion/Weed Control														\$0	
Dewatering														\$0	
Other:														\$0	
Other:														\$0	
Total Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
UTILITIES															
Sanitary Sewer														\$0	
Potable Water														\$0	
Non-Potable Water														\$0	
Storm Drain														\$0	
Detention Basin/Culverts														\$0	
Joint Trench:														\$0	
Other:														\$0	
Total Site Utilities Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



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HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET
 (Rental and/or Homeownership Projects)

		COSTS		FUNDING SOURCES													
				State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
	COST CAPS	TOTAL AMOUNT	AHSC Program- HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name			
	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	\$0	
LANDSCAPE AND AMENITIES																	
Parks:																	
Irrigation															\$0		
Concrete Work															\$0		
Landscaping															\$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	\$0		
ENVIRONMENTAL MITIGATION/REMEDATION																	
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	\$0		



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 (Rental and/or Homeownership Projects)

	COSTS		FUNDING SOURCES												Sources Total	Comments
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type			
			AHSC Program- HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name		
REPLACEMENT TRANSIT PARKING																
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																
Pursuant to Guidelines 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																
Transit Facilities:																
Access Plazas														\$0		
Pathways														\$0		
Bus Shelters														\$0		
Transit Shelters														\$0		
Pedestrian Facilities														\$0		
Bicycle Facilities														\$0		
Other:														\$0		



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 (Rental and/or Homeownership Projects)

	COSTS		FUNDING SOURCES												Sources Total	Comments
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type		
			AHSC Program- HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name		
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



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HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET
 (Rental and/or Homeownership Projects)

	COSTS		FUNDING SOURCES												Sources Total	Comments
	COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type			
			AHSC Program- HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name			
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)																
Drainage	IF													\$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 COSTS																
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		



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HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET
 (Rental and/or Homeownership Projects)

COSTS		FUNDING SOURCES												Sources Total	Comments
COST CAPS	TOTAL AMOUNT	State-HCD	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type	Type		
		AHSC Program- HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name		
OTHER CAPITAL ASSET COSTS															
														\$0	
														\$0	
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL HOUSING RELATED INFRASTRUCTURE PROJECT COSTS															
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS.															
<div style="background-color: yellow; height: 150px; width: 100%;"></div>															
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 in this budget are:														\$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:														\$0	
3. 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:														\$0	
															Rev. 05/03/16



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

PIN 35554

IMPORTANT NOTE: If proposing multiple, distinct STI 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 STI funds requested and cost cap calculations.

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET													
	COSTS		ALL FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET #1													
PRELIMINARY ENGINEERING													
PA&ED (Environmental)		\$0	\$0	\$0								\$0	
PS&E (Plan Specification and Estimates)		\$5,735,000	\$3,000,000	\$2,735,000								\$5,735,000	
Other:		\$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	\$0	\$11,470,000	
RIGHT OF WAY COSTS													
Right of way support costs		\$0	\$0	\$0								\$0	
Site or right of way acquisition for the Capital Improvement Project		\$0	\$0	\$0								\$0	
Other:		\$0	\$0	\$0								\$0	
Total Right of Way costs (not related to parking)	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SITE PREPARATION													
Clearing and Grubbing		\$0	\$0	\$0								\$0	
Demolition		\$0	\$0	\$0								\$0	
Grading		\$1,211,670	\$1,211,670	\$0								\$1,211,670	
Soil Stabilization (Lime, etc.)		\$6,228,288	\$6,228,288	\$0								\$6,228,288	
Erosion/Weed Control		\$70,500	\$0	\$70,500								\$70,500	
Dewatering		\$0	\$0	\$0								\$0	
Other:		\$0	\$0	\$0								\$0	
Total Site Preparation Costs		\$7,510,458	\$7,439,958	\$70,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,510,458	

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET													
	COSTS		ALL FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
UTILITIES													
Sanitary Sewer		\$0	\$0	\$0								\$0	
Irrigation		\$0	\$0	\$0								\$0	
Storm Drain		\$0	\$0	\$0								\$0	
Detention Basin/Culverts		\$0	\$0	\$0								\$0	
Other:		\$0	\$0	\$0								\$0	
Total Site Utilities Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION: COMPLETE STREETS IMPROVEMENTS													
Aggregate Base		\$1,701,900	\$0	\$1,701,900								\$1,701,900	
Asphalt Pavement		\$447,348	\$0	\$447,348								\$447,348	
Sidewalk, Curb, and Gutter		\$3,168,000	\$0	\$3,168,000								\$3,168,000	
Street Lights		\$0	\$0	\$0								\$0	
Striping/Barracades (Bicycle Facilities)		\$210,000	\$0	\$210,000								\$210,000	
Signage		\$10,500	\$0	\$10,500								\$10,500	
Crossing and Traffic Signals		\$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		\$144,000	\$0	\$144,000								\$144,000	
Other: Flashing Beacons		\$12,000	\$0	\$12,000								\$12,000	
Other: Crossing Signal		\$45,000	\$0	\$45,000								\$45,000	
Other:		\$0	\$0	\$0								\$0	
Total Complete Streets Construction		\$6,638,748	\$0	\$6,638,748	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,638,748	
CONSTRUCTION: TRANSIT AND STATION AREAS													
Striping/Barracades (for dedicated bus lanes)		\$0	\$0	\$0								\$0	
Sidewalk, Curb, and Gutter		\$127,400	\$0	\$127,400								\$127,400	
Street Lights		\$0	\$0	\$0								\$0	
Signage		\$0	\$0	\$0								\$0	
Signaling Prioritization Technology		\$0	\$0	\$0								\$0	
Boarding infrastructure		\$0	\$0	\$0								\$0	
Seating/Benches		\$0	\$0	\$0								\$0	
Bus/Transit Shelters		\$0	\$0	\$0								\$0	
Vehicles		\$3,810,000	\$0	\$3,810,000								\$3,810,000	
Other ITS Technology		\$0	\$0	\$0								\$0	
Other: Bikeshare Pod		\$125,000	\$0	\$125,000								\$125,000	
Other:		\$0	\$0	\$0								\$0	
Total Transit Costs		\$4,062,400	\$0	\$4,062,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,062,400	

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET													
	COSTS		ALL FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
LANDSCAPING, AMENITIES, AND GREEN INFRASTRUCTURE													
Street Furniture		\$0	\$0	\$0								\$0	
Bicycle Repair Kiosks		\$0	\$0	\$0								\$0	
Bicycle Storage or Parking		\$0	\$0	\$0								\$0	
Street Trees		\$0	\$0	\$0								\$0	
Landscaping		\$0	\$0	\$0								\$0	
Drinking Fountains		\$0	\$0	\$0								\$0	
Other:												\$0	
Other:												\$0	
Total Landscaping Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
IMPACT FEES													
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	\$0	\$0	
ACTIVITY DELIVERY COSTS													
Other:												\$0	
Other:												\$0	
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER CAPITAL ASSET COSTS													
Other:												\$0	
Other:												\$0	
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL STI #1 PROJECT COSTS		\$23,946,606	\$10,439,958	\$13,506,648	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,681,606	

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET													
	COSTS		ALL FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
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 the AHSC Program award up to \$300,000.										\$0			
2. 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.										\$3,000,000			
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.										\$0		Rev. 05/31/16	

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET #2												
PRELIMINARY ENGINEERING												
PA&ED (Environmental)												\$0
PS&E (Plan Specification and Estimates)												\$0
Other:												\$0
Total Preliminary Engineering	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY COSTS												
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

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET													
	COSTS		ALL FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
SITE PREPARATION													
Clearing and Grubbing												\$0	
Demolition												\$0	
Grading												\$0	
Soil Stabilization (Lime, etc.)												\$0	
Erosion/Weed Control												\$0	
Dewatering												\$0	
Other:												\$0	
Total Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
UTILITIES													
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													
Aggregate Base												\$0	
Asphalt Pavement												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Striping/Barracades (Bicycle Facilities)												\$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	

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET													
	COSTS		ALL FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program- STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
CONSTRUCTION: TRANSIT AND STATION AREAS													
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												\$0	
Bus/Transit Shelters												\$0	
Vehicles												\$0	
Other ITS Technology												\$0	
Other:												\$0	
Other:												\$0	
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
LANDSCAPING, AMENITIES, AND GREEN													
Other:												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	
Total Landscaping Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
IMPACT FEES													
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	\$0	\$0	
ACTIVITY DELIVERY COSTS													
Other:												\$0	
Other:												\$0	
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER CAPITAL ASSET COSTS													
Other:												\$0	
Other:												\$0	
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL STI #2 PROJECT COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET													
	COSTS		ALL FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program- STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS.													
1. 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.													
2. 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.													
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.													

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET #3												
PRELIMINARY ENGINEERING												
PA&ED (Environmental)												\$0
PS&E (Plan Specification and Estimates)												\$0
Other:												\$0
Total Preliminary Engineering	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RIGHT OF WAY COSTS												
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												\$0
Demolition												\$0
Grading												\$0
Soil Stabilization (Lime, etc.)												\$0
Erosion/Weed Control												\$0
Dewatering												\$0
Other:												\$0
Total Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UTILITIES												
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

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET													
	COSTS		ALL FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
CONSTRUCTION: COMPLETE STREETS													
Aggregate Base												\$0	
Asphalt Pavement												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Striping/Barracades (Bicycle Facilities)												\$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	
CONSTRUCTION: TRANSIT AND STATION AREAS													
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												\$0	
Bus/Transit Shelters												\$0	
Vehicles												\$0	
Other ITS Technology												\$0	
Other:												\$0	
Other:												\$0	
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
LANDSCAPING, AMENITIES, AND GREEN													
Other:												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	
Other:												\$0	
Total Landscaping Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET													
	COSTS		ALL FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
IMPACT FEES													
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	\$0	\$0	
ACTIVITY DELIVERY COSTS													
Other:												\$0	
Other:												\$0	
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER CAPITAL ASSET COSTS													
Other:												\$0	
Other:												\$0	
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL STI #3 PROJECT COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS.													
1. 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.											\$0		
2. 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.											\$0		
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.											\$0		

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SUSTAINABLE TRANSPORTATION INFRASTRUCTURE (STI) BUDGET TOTALS													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-STI Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
TOTALS FOR ALL STIs		\$23,946,606	\$10,439,958	\$13,506,648	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,681,606	
1. 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 total STI impact fees are:											\$0		
2. 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 total STI soft costs are:											\$3,000,000		
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. The total STI ADC are:											\$0		

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

PIN 35554

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.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
Transportation Related Amenities (TRA) BUDGET #1													
PRELIMINARY ENGINEERING													
PA&ED (Environmental)		\$0	\$0	\$0								\$0	
PS&E (Plan Specification and ETRAmates)		\$2,601,000	\$0	\$2,601,000								\$2,601,000	
Other:												\$2,601,000	
Total Preliminary Engineering	SC	\$2,601,000	\$0	\$2,601,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,202,000	
RIGHT OF WAY COSTS													
Right of way support costs		\$0	\$0	\$0								\$0	
Site or right of way acquisition for the Capital Improvement Project		\$0	\$0	\$0								\$0	
Other:		\$0	\$0	\$0								\$0	
Total Right of Way costs (not related to parking)	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SITE PREPARATION													
Clearing and Grubbing		\$0	\$0	\$0								\$0	
Demolition		\$0	\$0	\$0								\$0	
Grading		\$27,914	\$0	\$27,914								\$27,914	
Soil Stabilization (Lime, etc.)		\$1,116,000	\$1,116,000	\$0								\$1,116,000	
Erosion/Weed Control		\$10,000	\$0	\$10,000								\$10,000	
Dewatering		\$0	\$0	\$0								\$0	
Other:		\$0	\$0	\$0								\$0	
Total Site Preparation Costs		\$1,153,914	\$1,116,000	\$37,914	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,153,914	
UTILITIES													
Sanitary Sewer		\$0	\$0	\$0								\$0	
Irrigation		\$155,000	\$0	\$155,000								\$155,000	
Storm Drain		\$462,000	\$0	\$462,000								\$462,000	
Detention Basin/Culverts		\$81,000	\$0	\$81,000								\$81,000	
Other:		\$0	\$0	\$0								\$0	
Total Site Utilities Costs		\$698,000	\$0	\$698,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$698,000	
CONSTRUCTION: COMPLETE STREETS IMPROVEMENTS													
Aggregate Base		\$0	\$0	\$0								\$0	
Asphalt Pavement		\$0	\$0	\$0								\$0	
Sidewalk, Curb, and Gutter		\$0	\$0	\$0								\$0	
Street Lights		\$2,142,000	\$0	\$2,142,000								\$2,142,000	
Striping/Barracades (Bicycle Facilites)		\$0	\$0	\$0								\$0	
Signage		\$127,500	\$0	\$127,500								\$127,500	
Crossing and Traffic Signals		\$0	\$0	\$0								\$0	
Roundabouts, median islands, curb extensions, or other traffic calming surface improvements		\$0	\$0	\$0								\$0	
Other: Plaza Paving		\$1,095,600	\$0	\$1,095,600								\$1,095,600	
Other:		\$0	\$0	\$0								\$0	
Other:		\$0	\$0	\$0								\$0	



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

PIN 35554

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.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program- TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
Other:		\$0	\$0	\$0								\$0	
Total Complete Streets Construction		\$3,365,100	\$0	\$3,365,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,365,100	



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

PIN 35554

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.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
CONSTRUCTION: TRANSIT AND STATION AREAS													
Striping/Barracades (for dedicated bus lanes)		\$0	\$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								\$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	\$1,288,000	
LANDSCAPING, AMENITIES, AND GREEN INFRASTRUCTURE													
Street Furniture		\$252,000	\$0	\$252,000								\$252,000	
Bicycle Repair Kiosks		\$0	\$0	\$0								\$0	
Bicycle Storage or Parking		\$130,005	\$0	\$130,005								\$130,005	
Street Trees		\$1,280,000	\$0	\$1,280,000								\$1,280,000	
Landscaping		\$166,000	\$0	\$166,000								\$166,000	
Drinking 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	



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

PIN 35554

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.

Transportation Related Amenities (TRA) BUDGET												
	COSTS		FUNDING SOURCES									
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	
			AHSC Program-TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total
												Comments
IMPACT FEES												
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	\$0	\$0
ACTIVITY DELIVERY COSTS												
Other:												\$0
Other:												\$0
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTHER CAPITAL ASSET COSTS												
Other:												\$0
Other:												\$0
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL TRA #1 PROJECT COSTS		\$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.											\$0	
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.											\$0	
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	Rev. 05/31/16



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
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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.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
Transportation Related Amenities (TRA) BUDGET #2													
PRELIMINARY ENGINEERING													
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													
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												\$0	
Demolition												\$0	
Grading												\$0	
Soil Stabilization (Lime, etc.)												\$0	
Erosion/Weed Control												\$0	
Dewatering												\$0	
Other:												\$0	
Total Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
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PIN 35554

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.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
UTILITIES													
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													
Aggregate Base												\$0	
Asphalt Pavement												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Striping/Barracades (Bicycle Facilities)												\$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	



**AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
FULL APPLICATION
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PIN 35554

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.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
CONSTRUCTION: TRANSIT AND STATION AREAS													
Striping/Barricades (for dedicated bus lanes)												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights												\$0	
Signage												\$0	
Signaling Prioritization Technology												\$0	
Boarding Infrastructure												\$0	
Seating/Benches												\$0	
Bus/Transit Shelters												\$0	
Vehicles												\$0	
Other ITS Technology												\$0	
Other:												\$0	
Other:												\$0	
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
LANDSCAPING, AMENITIES, AND GREEN INFRASTRUCTURE													
Street Furniture												\$0	
Bicycle Repair Kiosks												\$0	
Bicycle Storage or Parking												\$0	
Street Trees												\$0	
Landscaping												\$0	
Drinking Fountains												\$0	
Other:												\$0	
Other:												\$0	
Total Landscaping Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
IMPACT FEES													
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	\$0	\$0	



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
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PIN 35554

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.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type		
			AHSC Program-TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
ACTIVITY DELIVERY COSTS													
Other:												\$0	
Other:												\$0	
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER CAPITAL ASSET COSTS													
Other:												\$0	
Other:												\$0	
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL TRA #2 PROJECT COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS.													
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.												\$0	
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.												\$0	
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	

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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
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PIN 35554

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.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
Transportation Related Amenities (TRA) BUDGET #3													
PRELIMINARY ENGINEERING													
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													
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												\$0	
Demolition												\$0	
Grading												\$0	
Soil Stabilization (Lime, etc.)												\$0	
Erosion/Weed Control												\$0	
Dewatering												\$0	
Other:												\$0	
Total Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
UTILITIES													
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	



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
FULL APPLICATION
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PIN 35554

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.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program- TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
CONSTRUCTION: COMPLETE STREETS													
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	
CONSTRUCTION: TRANSIT AND STATION AREAS													
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												\$0	
Bus/Transit Shelters												\$0	
Vehicles												\$0	
Other ITS Technology												\$0	
Other:												\$0	
Other:												\$0	
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
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PIN 35554

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.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
LANDSCAPING, AMENITIES, AND GREEN INFRASTRUCTURE													
Street Furniture												\$0	
Bicycle Repair Kiosks												\$0	
Bicycle Storage or Parking												\$0	
Street Trees												\$0	
Landscaping												\$0	
Drinking Fountains												\$0	
Other:												\$0	
Other:												\$0	
Total Landscaping Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
IMPACT FEES													
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	\$0	\$0	
ACTIVITY DELIVERY COSTS													
Other:												\$0	
Other:												\$0	
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
OTHER CAPITAL ASSET COSTS													
Other:												\$0	
Other:												\$0	
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL TRA #3 PROJECT COSTS													
		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM
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PIN 35554

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.

Transportation Related Amenities (TRA) BUDGET													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
COST NARRATIVE: USE THE SPACE BELOW TO EXPLAIN ANY EXTRAORDINARY SITE CONDITIONS WHICH RESULT IN DEVELOPMENT COSTS TO BE HIGHER THAN ACCEPTED INDUSTRY STANDARDS.													
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.											\$0		
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.											\$0		
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		Rev. 05/31/16
TRANSPORTATION-RELATED AMENITIES (TRA) BUDGET TOTALS													
	COSTS		FUNDING SOURCES										
	COST CAPS	TOTAL AMOUNT	State-HCD	Other	Type	Type	Type	Type	Type	Type	Type	Sources Total	Comments
			AHSC Program-TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name		
TOTALS FOR ALL TRAs		\$11,120,419	\$1,116,000	\$10,004,419	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,721,419	
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. The total TRA impact fees are:											\$0		
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. The total TRA soft costs are:											\$0		
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. The total TRA ADC are:											\$0		Rev. 05/31/16

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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) Budget											
	TOTAL COST	ALL FUNDING SOURCES								Sources Total	Comments
		State-HCD	Type	Type	Type	Type	Type	Type	Type		
		AHSC Program-PGM Grant	Name	Name	Name	Name	Name	Name	Name		
PROGRAM #1:											
STAFF COSTS											
Direct Costs											
TIHDI Oversight - Executive Director	\$41,200	\$41,200								\$41,200	
SFCTA - Senior Planner	\$10,400	\$10,400								\$10,400	
Mobility Manager	\$108,300	\$108,300								\$108,300	
Party 4: (specify)										\$0	
Party 5: (specify)										\$0	
Subtotal	\$159,900	\$159,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,900	
Indirect Costs											
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Staff Costs	\$159,900	\$159,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,900	
OTHER COSTS											
Travel										\$0	
Equipment	\$3,000	\$3,000								\$3,000	
Business Plan Consultant	\$50,000	\$50,000								\$50,000	
Outreach Materials	\$15,000	\$15,000								\$15,000	
Shuttle Vendor	\$240,000	\$240,000								\$240,000	
Insurance	\$16,000	\$16,000								\$16,000	
Contingency	\$16,000	\$16,000								\$16,000	
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Total Other Costs	\$340,000	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	
TOTAL COSTS											
Total Program Costs	\$499,900	\$499,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$499,900	

Program (PGM) Budget											
	TOTAL COST	ALL FUNDING SOURCES								Sources Total	Comments
		State-HCD	Type	Type	Type	Type	Type	Type	Type		
		AHSC Program- PGM Grant	Name	Name	Name	Name	Name	Name	Name		
PROGRAM #2:											
STAFF COSTS											
Direct Costs											
Party 1: (specify)										\$0	
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	
Indirect Costs											
Other: (specify)										\$0	
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	\$0	\$0	\$0	\$0	
OTHER COSTS											
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	
Total Other Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL COSTS											
Total Program Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Program (PGM) Budget											
	TOTAL COST	ALL FUNDING SOURCES								Sources Total	Comments
		State-HCD	Type	Type	Type	Type	Type	Type	Type		
		AHSC Program- PGM Grant	Name	Name	Name	Name	Name	Name	Name		
PROGRAM #3:											
STAFF COSTS											
Direct Costs											
Party 1: (specify)										\$0	
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	
Indirect Costs											
Other: (specify)										\$0	
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	\$0	\$0	\$0	\$0	
OTHER COSTS											
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	
Total Other Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
TOTAL COSTS											
Total Program Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

Program (PGM) Budget											
	TOTAL COST	ALL FUNDING SOURCES								Sources Total	Comments
		State-HCD	Type	Type	Type	Type	Type	Type	Type		
		AHSC Program- PGM Grant	Name	Name	Name	Name	Name	Name	Name		
TOTAL PROGRAMS BUDGET (Programs 1-3)											
STAFF COSTS											
Total Staff Costs	\$159,900	\$159,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,900	
OTHER COSTS											
Total Other Costs	\$340,000	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	
TOTAL COSTS											
Total Program Costs	\$499,900	\$499,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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



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Commercial Space:								
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	0		\$0	\$0	\$0	\$0	\$0
AVERAGE:	#DIV/0!	#DIV/0!	#DIV/0!	\$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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ANNUAL OPERATING BUDGET

ON-SITE EMPLOYEE INFORMATION				
No.	FTE	Employee Job Title	Salary/Wages	Value of Free Rent
1		On-Site Manager(s)		
2		On-Site Assistant Manager(s)		
3		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	0
	6711	Payroll Taxes		Show free rent as an expense?
	6722	Workers Compensation		
	6723	Employee Benefits		
		On-Site Employee(s) Payroll Taxes, Workers Comp. & Benefits	0	
		Total On-Site Employee(s) Expenses	0	
Employee Units				
Income Limit	Job Title(s) of Employee(s) Living On-Site		Unit Type (No. of bdrms.)	Square Footage
None	On-Site Manager(s)		0	0
			0	0
			0	0
			Total Square Footage	0
Annual Operating Budget				
Acct. No.	REVENUE - INCOME		Residential	Commercial
5120/5140	Rent Revenue - Gross Potential			0
	Restricted Unit Rents		\$0	
	Unrestricted Unit Rents		\$0	
5121	Tenant Assistance Payments		\$0	
	Other: (specify)			
	Other: (specify)			
	Operating Subsidies		\$0	
	Other: (specify)			0
5910	Laundry and Vending Revenue			
5170	Garage and Parking Spaces			0
5990	Miscellaneous Rent Revenue			0
Gross Potential Income (GPI)			0	0
	Vacancy Rate: Restricted Units		5.00%	
	Vacancy Rate: Unrestricted Units		5.00%	
	Vacancy Rate: Tenant Assistance Payments		5.00%	
	Vacancy Rate: Other: (specify)		5.00%	
	Vacancy Rate: Laundry & Vending & Other Income		5.00%	
	Vacancy Rate: Commercial Income			50.0%
5220/5240	Vacancy Loss(es)		0	0
Effective Gross Income (EGI)			0	0



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Acct. No.	EXPENSES	Residential	Commercial
ADMINISTRATIVE EXPENSES: 6200/6300			
6203	Conventions and Meetings		
6210	Advertising and Marketing		
6250	Other Renting Expenses		
6310	Office/Administrative Salaries -- from above	0	
6311	Office Expenses		
6312	Office or Model Apartment Rent		
6320	Management Fee		
6325	Social Services Coordinator -- from above	0	
6330	Site/Resident Manager(s) Salaries -- from above	0	
6331	Administrative Free Rent Unit -- from above	0	
6340	Legal Expense -- Project		
6350	Audit Expense		
6351	Bookkeeping Fees/Accounting Services		
6390	Miscellaneous Administrative Expenses		
6391	Social Programs/Social Services		
6263T	TOTAL ADMINISTRATIVE EXPENSES	0	0
UTILITIES EXPENSES: 6400			
6450	Electricity		
6451	Water		
6452	Gas		
6453	Sewer		
	Other Utilities: (specify)		
6400T	TOTAL UTILITIES EXPENSES	0	0
OPERATING AND MAINTENANCE EXPENSES: 6500			
6510	Payroll -- from above	0	
6515	Supplies		
6520	Contracts		
6521	Operating & Maintenance Free Rent Unit-from above	0	
6525	Garbage and Trash Removal		
6530	Security Contract		
6531	Security Free Rent Unit -- from above	0	
6546	Heating/Cooling Repairs and Maintenance		
6548	Snow Removal		
6570	Vehicle & Maintenance Equipment Operation/Reports		
6590	Miscellaneous Operating and Maintenance Expenses		
6500T	TOTAL OPERATING & MAINTENANCE EXPENSES	0	0
TAXES AND INSURANCE: 6700			
6710	Real Estate Taxes		
6711	Payroll Taxes (Project's Share) -- from above	0	
6720	Property and Liability Insurance (Hazard)		
6729	Other Insurance (e.g. Earthquake)		
6721	Fidelity Bond Insurance		
6722	Worker's Compensation -- from above	0	
6723	Health Insurance/Other Employee Benefits--from above	0	
6790	Miscellaneous Taxes, Licenses, Permits & Insurance		
6700T	TOTAL TAXES AND INSURANCE	0	0



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Acct. No.	EXPENSES (continued)	Residential	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	0
GROUND LEASE			
		Residential	Commercial
	Ground Lease		
TOTAL GROUND LEASE		0	0
NET OPERATING INCOME		0	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
Total Operating Expenses Per Unit		Per Year	Per Month
Without any Adjustments		#DIV/0!	#DIV/0!
Without Social Services Coordinator, Social Programs, Social Services, RE Taxes, and Assisted Living Expenses		#DIV/0!	#DIV/0!

Next Step:
[15-Year Pro Forma](#)

End of Section



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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%	0	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	0	0	0	0	0	0
GROSS POTENTIAL INCOME - HOUSING			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OTHER INCOME																	
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	0	0	0	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	0	0	0
GROSS POTENTIAL INCOME - TOTAL			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VACANCY ASSUMPTIONS																	
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 DEPOSITS																	
Residential Expenses (w/o Real Estate 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	0	0	0
DEBT SERVICE																	
1st Mortgage	Name:		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge Loan (repaid from Investor equity)																	
2nd Mortgage	Name:		0	0	0	0	0	0	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	0
Total Required Debt Service			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cash flow after CalHFA debt service			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DCR for just CalHFA loans			#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
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



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Use of Cash Flow After Debt Service - HCD Projects		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
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
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 payment prior to distributions and residual receipt payments		0														
End of Section																