File No.	160797

Committee Item No. 31 Board Item No.

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee:	Budget	& Finance	Sub-Coi	mmittee

Board of Supervisors Meeting

Date July 27, 2016 Date <u>Quart 2, 2016</u>

Cmte Board r

Motion Resolution Ordinance Legislative Digest Budget and Legislative Analyst Report
Youth Commission Report Introduction Form Department/Agency Cover Letter and/or Report MOU Grant Information Form Grant Budget Subcontract Budget
Contract/Agreement Form 126 – Ethics Commission Award Letter Application Public Correspondence (Use back side if additional space is needed)
Rower Point Resentation

Completed by: Linda Wong

	RowerPoint Resentation	
]	
]	
]	
Comple	ted by: Linda Wong Date	eJuly 22, 2016

Date July 28,2016

FILE NO. 160797

RESOLUTIO1. 10.

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

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

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

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

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

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

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

Supervisor Kim ^{*} BOARD OF SUPERVISORS

through a competitive process for projects that will achieve greenhouse gas reductions and 2 3 benefit disadvantaged communities through increased accessibility to affordable housing, employment centers and key destinations via low-carbon transportation; and 4 WHEREAS, The application selection and scoring criteria in the Guidelines state that 5 6 additional points will be awarded to joint applications including a public agency, and 7 Developer asked the Authority to be a joint applicant for these funds; and WHEREAS, The AHSC Program requires that joint applicants will be held jointly and 8 9 10 11 12 3

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severally liable for completion of the work funded by the grant; and WHEREAS, Developer and the Authority have consulted with the Treasure Island

WHEREAS, The AHSC Program provides grants and loans to applicants identified

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

WHEREAS, A copy of the AHSC grant application is on file with the Clerk of the Board in File No. 146161 (the "AHSC Program Application"); and

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

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

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

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

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

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

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

Тар	Sub-Section	FAAST Uploads (Requirements vary depending on Project) Please refer to Tab for additional details on FAAST upload documentation requirements
Table of Contents	Table of Contents	
Funds Request	Funds Request Worksheet	
<u>i dinda (vequest</u>	Cost Caps	
	Applicant Information	Joint App Contact_XXX
	Project Overview	
Applicant "Supertab"	Certification	Certification-XXX
	Legal Disclosure	Legal Disclosure-XXX
	Resolution	Resolution XXX
	Organization Documents	OrgDoc1, OrgDoc2
Tab	Sub Section	FAAST Uploads (Requirements vary depending on Project) Please refer to Tab for additional details on documentation requirements
		Past Exp AHD1, Past Exp AHD2
	Development Experience	Past Exp HRI1, Past Exp HRI2
	Development Experience	Past Exp STI1, Past Exp STI2
Threshold "Supertab"		Past Exp STI1: Past Exp STI2
	State Relocation Assistance Law	
	Replacement Housing	
	Climate Adaptation	
	Agricultural Land Preservation	Authority to Use Grant Funds
		Site Control - PTR
Readiness "Supertab"	L'and Use Approvals	Site Control 1: Site Control 2; etc:
	Site Control	
	Project Data Summary.	
	Net Density	Net Density Verification
	Market Study	Market Study
	Adiolo 24 Authority	Article 34 Attorney Opinion
	Article 34 Authority	Article 34 Authority documentation
	Tax Credit Form	Tax Credit Reservation
Housing "Supertab"	Cost Reasonableness	
<u>Housing Supertab</u>	Parking	
	Bicycle Parking	
	Loan Limit Calculations (AHD Rental)	Non-HERA Per Unit Loan Limits
	Grant Limit Calculations (AHD Homeownership)	
	Grant Limit Calculations (HRI)	HRI Condition of Approval
		Parking Requirements
	Affordable Housing Underwriting Checklist	
The second se	Project Summary Data	
"ransportation "Supertab"	Cost Reasonableness	
。 《國際的影響》在各部等於自然的	Ineligible Transportation Costs	



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Tab	Sub Section	FAAST Uploads (Requirements vary depending on Project) Please refer to Tab for additional details on documentation requirements
	Scoring Rubric	
Scoring Rubric	Self Score	
	GHG Quantification Methodology	
GHG Quantification Methodolog		CalEEMod Input/Output files
	TAC Inputs	TAC MeasureXX
Active Transportation	Active Transportation Improvements	AT Safety Issue AT User Volumes
Water, Energy and Greening	Water, Energy and Greening	WEG_UG Maintenance WEG_CalGreenCompliance
	Depth and Level of Housing Affordability Owner Occupied	
Affordability	Rental Units (not using TCAC Affordability score)	
	Rental Units (using TCAC Affordability score)	Affordability TCAC
Housing + Transportation	Housing and Transportation Collaboration	
Community Benefit	Community Benefit and Engagement	RecommendationXX
Location and Destinations	Location Efficiency and Access to Destinations	Walkscore Bikescore Access to Destinations Map
	Funds Leveraged	EFC-XXX
	Affordable Housing Development (AHD + HRI only)	
	Construction Period - EFC	
Leverage	Permanent - EFC	
	Transportation Projects (STI + TRA only)	
	Permanent - EFC	
	Programs	
a da forma de la casa de la casa En la casa de la casa d	Permanent - EFC	
Anti-Displacement	Anti-Displacement and Workforce Training Strategies	
Program Need and Readiness	Program Need and Readiness	
Implementation of Planning Efforts	Implementation of Planning Efforts	Implementation-TPA Implementation-Climate Adaptation Implementation-Long Range Implementation-Project Specific
-Tab	Sub Section	FAAST Uploads (Requirements vary depending on Project) Please refer to Tab for additional details on documentation requirements
Budget: AHD-R Budget: AHD-HR Budget: STI Budget: TRA Budget: TRA Budget: PGM Unit Mix Operating Budget 15 Year Pro Forma		



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FUNDS REQUEST

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

Funds Request Worksheet

FAAST Application Title Treasure Island Intermodal Transit Hub - Phase 1

FAAST PIN 35554

Project Area Type (TOD, ICP, or RIPA)

PROJECT AREA TYPE	MINIMUM	MAXIMUM	
TOD	\$1 Million	\$20 Million	4
ICP	\$500,000	\$20 Million	
RIPA	\$500,000	\$20 Million	

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
STI GRANT:	\$10,439,958 \$10,439,958
TRA GRANT:	\$1,116,000
PGM GRANT:	\$499,900
TOTAL:	\$12,055,858

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. - 1.:

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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Cost Caps -	§103			
Pursuant to Section 103, the following cost caps apply:	Budgeted	Cost Cap	Overage	Action
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:	\$0	\$1,205,586	50	NA
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):	#DIV/01	\$0	#DIV/01	#DIV/01
 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: 	5 0	\$6,027,929	\$0-	NA
 Pursuant to Section 103(a)(2)(A)(vil), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000. The AHSC impact fees in this budget is: 	\$0	\$300,000	\$ 0	, NA
STI				
 Pursuant to Section 103(a)(3)(A)(iii), the total amount of eligible impact fees cannot exceed 15 percent of the AHSC Program award up to \$300,000. The AHSC impact fees in this budget is: 	\$0 \$0	\$300,000	\$0.	NA
 Pursuant to Section 103(a)(3)(A)(iv), the total amount of eligible soft costs cannot exceed 30 percent of the total AHSC Program award. The AHSC soft costs in this budget are: 	\$3,000,000	\$3,616,757	\$0 50	NA
 Pursuant to Section 103(a)(3)(A)(v), the total amount of Activity Delivery Costs associated with the implementation of the Capital Project cannot exceed 10 percent of the costs associated with the Capital Project. The AHSC soft costs in this budget are: 	\$0	\$1,205,586	\$0	NAT 1
TRA				
 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: 	\$0 \$0	\$300,000	50 	N/A
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:	50	(\$1205,586	\$0	NA
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:	50 20	\$1,205,586	\$0	NA 2

Total Development Costs

THIS TABLE WILL A	UTOPOPULATE
ligible Use Category	Total Development Costs
Housing (AHD-R+HRI)*	S 200
Transportation (Total STI Costs.)	\$23,946,606
Transportation (Total TRA Costs)	\$11,120,419
Programs (Total PGM Costs)	\$499,900
OTAL:	\$35,566,925
Notes	
notes,	
AHD-R Projects:	
AN INCOMENTATION OF THE OWNER AND ADDRESS AND ADDRESS ADDRES	
. To prevent double counting, the Total Development Costs	
vithin the AHD-R budget. Therefore, the AHD-R budget will-	
Development Costs; and will include both AHD-R, HRI, or bo	th, as applicable.
2. AHD-HO Projects:	
Because AHD-HO grants are for Down Payment Assistan	ce: the development costs associated with the
construction of the Affordable Housing Development for Hom	
alculation of AHSC Total Development Costs above:	
alculation of ALISC Total Development Costs above.	
b) Should an Affordable Housing Development for Homeowr	
vill auto-populate within the AHD-R budget, and will be reflect	ted in the AHSC Total Development Costs above.

HCD Version Date: 5/31/2016



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End of Section

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HCD Version Date: 5/31/2016

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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. 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 thp efficiency and fill gaps of the current and planned transit network. The first stein developing the vanpool Forgram will provade a service bay in alwork.	Vanpool
PGM #2		
PGM #3		

Certification

	Required FAAST Uploads:	
AAST File Name	Description	
ertification-XXX	Complete, signed certification forms for each Joint Applicant	

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 ndividual certification form.

n 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 ull 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.

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	Resolution	
	Required/FAAST/Uploads:	
File Name	Description	1

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. • The person attesting to the 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.

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

FAAST



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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 ST(1, Past Exp STI2	Where the party making improvements to be funded through AHSC in not a public entity, a signed letter from a public agency certifying the satisfactory completion of similar improvements

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

	AHD Past Project #1	AHD Past Project #2	
Protect Name			
Developer*			
Completion Date	· · · · · · · · · · · · · · · · · · ·		
Project Tenure	· · · · · · · · · · · · · · · · · · ·		
B # of units		•	
Units per Acre			
Commercial (Sq. Ft.)			
Brief Description of			
housing development (ē.g. number of units,		•	
population served; etc.)			
* Developer must be an identi	fled Applicant and/or Joint Applicant		



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

1		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
	•	Hunters Point Shipyard Phase 1 is the first phase of the Shipyard's redevelopment, which is a 500-acre master-planned project located in the southeastern area of San Francisco. Phase 1 will ultimately include up to 1,600 homes and 26 acres of open space, in two distinct development areas: Hillside and Hilltop. The Hilltop Streets and Streetscape project consists of public right-of-way improvements, which are similar to the Sustainable Transportation Infrastructure (STI) capital projects being proposed by Treasure Island Community Development, LLC for the AHSC Program, including sidewalks, crosswalks, traffic controls and traffic calming improvements.	Bay Meadows Phase II is an 83.5 acre site located in San Mateo directly adjacent to the to the existing San Mateo CalTrain station. A new 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. The design is a unique neighborhood which is a pedestrian-oriented, mixed-
asijuciurei (Sīti)	Brief Description		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
sustainable, fransbordation (fitrastructure) (STII)			The Project represents a unique opportunity of regional significance. Properly completed, it will be recognized nationally as an outstanding example of high-density transit oriented infill development and has already received early acclaim. Some of the project highlights include: • Provide high quality new housing opportunities (ranging from single-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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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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	TRA Past Project #1	TRA Past Project #1	
Project Name Hunters Point Shipyard Phase 1 - Hilltop Streetscape and Innes Court Park B		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	
Completion Date	Hunters Point Shipyard Phase 1 is the first phase of the Shipyard's redevelopment, which is a 500-acre master-planned project located in the southeastern area of San Francisco. Phase 1 will ultimately include up to 1,600 homes and 26 acres of open space, in two distinct development areas: Hillside and Hilltop. The Hilltop Streetscape and Innes Court Park projects consist of public improvements, which are similar to the Transportation-Related Amenities (TRA) capital projects being proposed by TICD including streetlights, street trees, bike racks and a public park with seating, lighting and drought-tolerant landscaping.	Bay Meadows Phase II is an 83.5 acre site located in San Mateo directly adjacent to the to the existing San Mateo CalTrain station. A new 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 entitiements for the development	
		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	
veloper must be an identii		stretch of a new retail "Social Street" along Delaware Street	

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

Does the Project triager S	tate Relocation Assistance Law (CA G	Gov Code Sec. 7260-7277)?	No		
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?		•		· · · · · · · · · · · · · · · · · · ·	
raalarii Alfanii Alfanii ahaalarii ahaalarii	Replacem	ent Housing - §1	06(a)(15)(D) and	I 16(B)	
equal to or greater than th include units, comparable	nolition of existing units affordable to lo e number of existing affordable units. In size with equal or greater affordabili oms and kitchens not present in existin	If the Project involves rehabilitative and greater than the number	ation of existing units, affordat	ble to lower-income househol except in cases where rehabi	ds, the funded AHD, must litated units provide
		-	·		
affordable units, please in:	this requirement is satisfied in the repl dicate "N/A" below.	acement anordable nousing de	evelopment. If the Project doe	es not involve demolition of re	enablication of existing
N/A					
	Ċ	limate Adaptatio	n- §106(a)(13)		
Please describe how the p Information.	proposed Project integrates measure a	addressing climate adaptation.	See Appendix F (Climate Re	sillency) of the Program Guid	elines for additional
The project design incl climate and public ben	udes the following climate mitigation efits:	on and adaptation features t	to reduce greenhouse gas	emissions, adapt to clima	ite change, and optimize
LAND USE AND LOCA	TION. The Project implements the	e first phase of a new netwo	ork of streets on Treasure	Island and Yerba Buena Is	sland, which are designed
to create a dense, com	pact, walkable neighborhood cent	tered around the Intermodal	Hub. (DDA, Exhibit O, Pa	ge 1) The design of this st	reet network is intended
	ise and greenhouse gas emission iti-modal transportation access to a			led by creating more infill,	transit-served, jobs-rich
	located within a coastal zone, please of ential impacts of sea level rise.	describe adaptation measures t	to be implemented through the	e Project or local or regional j	urisdiction to address related
	erba Buena Island Development p				evel Rise Risk
	tation Management Plan, attached				and a transition (
	new development to accommodat er protection (through heightened				

at a minimum to prevent obstruction of view corridors and ponding, while providing protection against coastal flooding.
Bevelop 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.
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.

COMMUNITY OF A

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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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 Documentation	Capital Project	:ts			Comments
NEPA	AHD	HRI	STI	TRA	Describe any special circumstances
Is Federal funding proposed that will trigger NEPA requirements?			No	No	No Federal Funds are involved in the financing of this Capital Project and therefore NEPA is not
		-			triggered.
If "yes," enter date of the "Authority to Use Grant					
Funds" for each applicable Eligible Use,					
CEQA	AHD	HRI	STI	TRA	Describe any special circumstances
Is this Project approved "by right?"			Yes	Yes	•
Is this Project Categorically Exempt?			No	No	
Negative Declaration (Date)					
Final Environmental Impact Report (Date)			4/21/2011	4/21/2011	

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 App	roval Date b	y 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 Aproval	
San Francisco Planning Department			6/1/2011	6/1/2011	Zoning Approval	
Treasure Island Development Authority (TIDA)			2/10/2015	2/10/2015	Tl 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	
L	L					

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:

Acceptable Forms of Site Control:	Eligible Us	e Types:			Comments:
	AHD	HRI	STI	TRA	Describe any special circumstances, e.g. if there are multiple STI projects provide site control information for each.
1) Fee Title					The executed DDA applicable for the STI and TRA Capital Projects are available at this link:
2) Leasehold Interest					https://lennar.box.com/s/uxcz8icaju5axcw7mo1ilvb0e ci3g1gy
3) Enforceable Option to Lease or Purchase					
4) Disposition and Development Agreement			6/1/2011	6/1/2011	
5) Encroachment Permit					
6) Exclusive Right to Negotiate / Irrevocable Offer of Dedication]
7) Sales Contract		•			
8) Other:					
8) Other:					
8) Other:					

End of Section Name The Break of t



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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 197	

Affordable Housing Development / Housing Related Infrastructure Project Description

Homeownership sq. ft. # of Units # of Buildings Commercial sq. ft. # of Units/Spaces # of Buildings Other Uses sq. ft. # of Units/Spaces # of Buildings Community, Rooming sq. ft. # of Units/Spaces # of Buildings	Sec. 19 8 8 18 18	Project Des	ct Type:		Building Count:	Count:	State of the state	Area	
Homeownership sq. ft. 0 # of Units # of Buildings Image: Commercial section Commercial sq. ft. # of Units/Spaces # of Buildings Image: Community Room Image:						nits/Acre	#DIV/01 Ur	acres	and Area
Commercial sq. ft. # of Units/Spaces # of Buildings Image: Community Room Other Uses sq. ft. # of Units/Spaces # of Buildings Image: Community Room Community Room sq. ft. # of Units/Spaces # of Buildings Image: Community Room Number of Elevators For scattered site projects, complete the following section: Image: Community Room Image: Community Room			,		# of Buildings	of Units	だ.0 読ぎ # c	sq. ft.	Residential Rental
Other Uses sq. ft. # of Units/Spaces # of Buildings Community Rooming sq. ft. # of Units/Spaces # of Buildings Number of Elevators					# of Buildings	of Units	0):::: # c	sq. ft.	lomeownership
Community Room sq. ft. # of Units/Spaces # of Buildings Number of Elevators For scattered site projects, complete the following section:					# of Buildings	of Units/Spaces	# 0	sq. ft.	Commercial
Number of Elevators					# of Buildings	of Units/Spaces	# 0	sq. ft.	Dther Uses
For scattered site projects, complete the following section					# of Buildings	of Units/Spaces	# 0	sq. ft.	Community Room
For scattered site projects, complete the following section: Site Address Homeownership or R									
Site Address Developer Homeownership or R	ALTATION.		A CENERAL CONTRACTOR	ving section:	jects, complete the follo	scattered site pro	For s	الله - به محمد معد المراجع (أليون	
	Rental	eownership or Rer	Home		Developer	行来的9.9月		ess	Site Addr

Net Density - §103

	Regulted FAVASII	Uploads:	and the second
FAAST File Name	Description		《····································
Net Liensin/ Veritication	Include a letter and sealed site map certified landscape architect) confirming the net densi	1997年,19月1日,19月1日,19月1日,19月1日,19月1日,19月1日,19月1日,19月1日,19月1日,19月1日。 19月1日 - 19月1日 - 1	onal (e.g., an engineer, surveyor, or

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."

Gross Acreage	
Total Number of Dwelling Units: 0 % 高速電子	
(Less Qualified* Deductions):	
- Public Streets	*NOTE: The following are NOT qualified as deductions:
- Public Sidewalks	Utility Easements
- Public Drainage Facilities	Private Drives and Walkways
- Other(specify)	Landscaping
- Other(specify)	Common Areas and Facilities
- Other(specify)	Off-street parking
- Other(specify)	Drainage Facilities (exclusive to a development)
Total Qualified Deductions:	Other mitigation space required for development
Net Acreage:	
Does this project include commercial space?]
Does the Net Acreage calculation above equal the Net Acreage in	he submitted map?:

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C4LIFORNIA	

Net Density	Verification:
-------------	---------------

Net Density: #DIV/01

 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

Marketing Study Prepared By (Organization): Market Study Analyst: Project Amenities: Target Population and Income Levels Served Primary Market Area: Commercial Uses! Market Strengths: Market Strengths: Caculated Demand for each unit size: Studio 14 BD 2 BD 3 BD 4 BD Is the demand come from the primary market area; not secondary: Were income groups double counted when determining demand? Market Strengths:	Summarize the Market Study in the form below:	
Project Amenities	Marketing Study Prepared By (Organization)	
Project Amenities	Market Study Analyst	
Project Amenities	Date Prepared.	
Primary Market Area: Primary Market Area: Commercial Uses: Market Strengths: Market Strengths: Market Weaknesses: Vacancy Rate of Comparable: Other Subsidized Housing Projects (Existing & Planned): 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: Vere income groups double counted when determining demand?	Project Amenities:	
Primary Market Area: Primary Market Area: Commercial Uses: Market Strengths: Market Strengths: Market Weaknesses: Vacancy Rate of Comparable: Other Subsidized Housing Projects (Existing & Planned): 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: Vere income groups double counted when determining demand?		
Primary Market Area: Primary Market Area: Commercial Uses: Market Strengths: Market Strengths: Market Weaknesses: Vacancy Rate of Comparable: Other Subsidized Housing Projects (Existing & Planned): 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: Vere income groups double counted when determining demand?	Target Population and Income Levels Served:	
Commercial Uses:		
Commercial Uses:		
Market Strengths: Market Weaknesses: Market Weaknesses: Other Subsidized Housing Projects (Existing & Planned): Other Subsidized Housing Projects (Existing & Planned): 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?	Primary Market Area:	······
Market Strengths: Market Weaknesses: Market Weaknesses: Other Subsidized Housing Projects (Existing & Planned): Other Subsidized Housing Projects (Existing & Planned): 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?		
Market Strengths: Market Weaknesses: Market Weaknesses: Other Subsidized Housing Projects (Existing & Planned): Other Subsidized Housing Projects (Existing & Planned): 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?	Commercial (ises)	
Market Weaknesses:		
Market Weaknesses:		
Vacancy Rate of Comparable:	Market Strengths:	
Vacancy Rate of Comparable:		
Vacancy Rate of Comparable:	Market Weaknesses:	
Other Subsidized Housing Projects (Existing & Planned): Studio 1.BD 2.BD 3.BD 4.BD Calculated Demand for each unit size:	in an ann an Anna an An Anna an Anna an	
Other Subsidized Housing Projects (Existing & Planned): Studio 1.BD 2.BD 3.BD 4.BD Calculated Demand for each unit size:		
Studio 1.BD 2.BD 3 BD 4 BD Calculated Demand for each unit size:		
Calculated Demand for each unit size:		
Calculated Demand for each unit size:	•	
Calculated Demand for each unit size:		·
Calculated Demand for each unit size:		
Does the demand come from the primary market area not secondary Capture Rate: Were income groups double counted when determining demand? Penetration Rate:		
Does the demand come from the primary market area not secondary Capture Rate: Were income groups double counted when determining demand? Penetration Rate:		
Were income groups double counted when determining demand? Penetration Rate:		
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		·
Are there substantial differences in the capture rates between units of different number of bedrooms?	Are there substantial differences in the capture rates between units of different number of bedrooms?	
	L	······································
Article 34 Authority	Article 34 Authority	
en e	un sustante de la cara de la contra de la contractione de la contraction de la contraction de la contraction de La contraction de la c	an in an ann anns an amar annsaighe <u>an ann anns an an anns an ann</u> Anns

Required FAAST Uploards.
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.

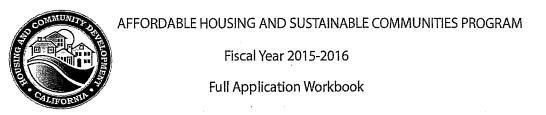
Does the locality have sufficient Article 34 Authority to accommodate the project?

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.

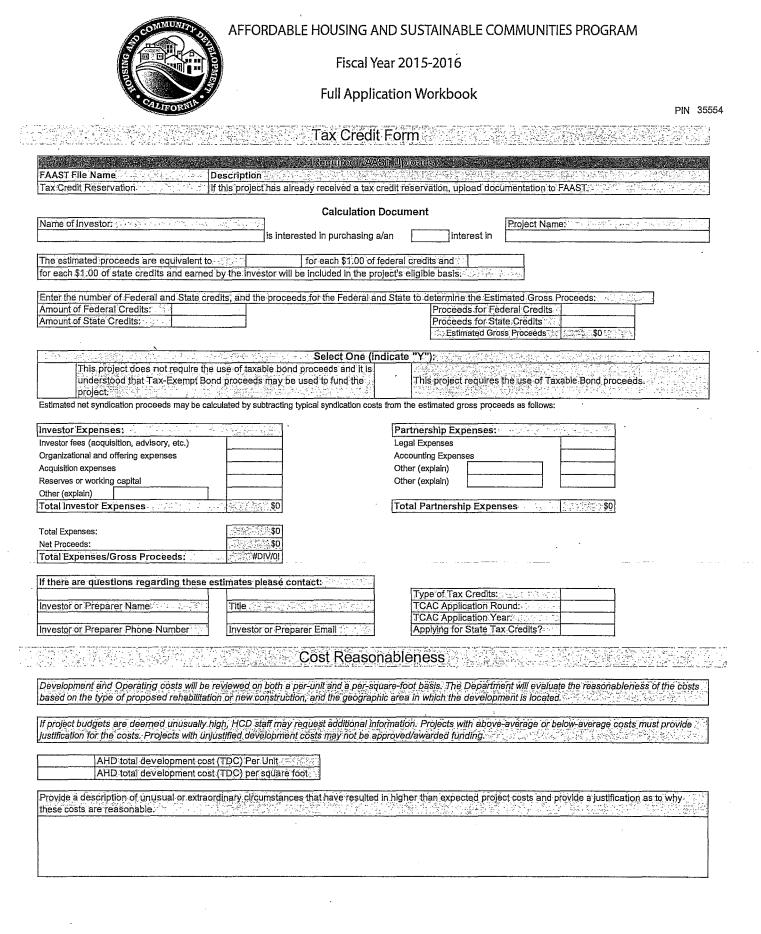
If a project is subject to Article 34, the letter must demonstrate that there is Article 34 authority for the project. This may be done by providing information from an appropriate local government official either that a referendum for the specific project has been passed by the voters, or that a blanket 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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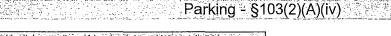
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The minimum residential per unit parking spaces in parking structures as required for the Project by a Locality based on the following:

Project Specific Per Unit Parking Requirements*	Maximum Allowable AHSC funds per space
Up to 2 spaces per unit	\$10,000/space
0.5 to 1 space per unit <0.5 spaces per unit	

	Number of structured parking spaces per residential unit required by local planning/zoning. authority
0	Number of residential units
0.0 45 52	Number of AHSC-funded Structured Parking Spaces proposed in this project
#DIV/01享	Number of Structured Parking Spaces per Residential Unit
	Enter the maximum allowable AHSC funds per structured parking space (see table above)
#DIV/01頭	Applicant requested funds per space
#DIV/01	Does the amount requested per space exceed eligible amount per space?
If Cell B2:	5 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.)

 Winner of proposed residential unit

 Number of proposed Secure Overnight Bicycle Parking spaces

 #DIV/01

 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

 # of Restricted Manager's Unit(s) (included under the associated unit size/AMI level below):
 the Restricted Manager's

 Total # of Manager's Unit(s):
 0
 Unit(s):

Income Level	Efficiency	1 BD	2 BD	3 BD	4 BD	TOTAL
Unrestricted						
Market Rate						(1)时代 0 月11日
Unrestricted Manager's Unit(s)						游型50.550 ·
Total Unrestricted	0.7712	107-3-4-5-	Hora CO water	0	派派社会0世纪主要	全部10%变量
Restricted Units* (including any Restricted Mgrs. Unit(s))						
60% AMI						州源。07日期
55% AMI						X = 0
50% AMI						0
45% AMI						
40% AMI						10
35% AMI						0
30% AM						0
25% AMI						FRE 0 4
20% AMI						2830532
15% AMI						0,
Total Restricted		0.254	0	÷ 0	Sec. 09.55	Ó
GRAND TOTAL	·公司会社 0 年轻日本	深层的现在分词	0.0	25-121 0 244 (22)	1. TS 10 10 10 10 10 10 10 10 10 10 10 10 10	0.5 A

*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 substantially equivalent in size and number of bedrooms to the balance of units in the substantially equivalent in size and number of bedrooms to the balance of units in the substantially equivalent in size and number of bedrooms to the balance of units in the substantial to the 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 recombination 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:
	Description
	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 4 BD
Unrestricted	
we want to the second of the	
Unrestricted Manager's Unit(s)	任時第1\$30,000年年,杨浩浩\$30,000年7月,你想到\$30,000年7月,任年1\$30,000日,他们参加\$\$30,000至然时
and the second secon	
Restricted Units* (including any Restricted	Mgrs. Unit(s))

60% AMI			1
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, 200-20 Income Level Efficiency ___1.BD,---2 BD 3 BD 4 BD TOTAL Unrestricted S \$0 -23 -Unrestricted Manager's Unit(s) Fillent\$0 Resta \$0.5 \$0 184 SO \$0 \$ \$0 Restricted Units* (including any Restricted Mgrs. Unit(s)) 60% AMI \$O \$0 \$0 37 66555 \$0 \$0. \$0 55% AMI' \$0 和1465 \$0 学生34 r \$0 \$0 位望 \$0 \$0 1 L 1 \$0 + \$0 50% AMI \$0 \$0 \$0 223 \$0 45% AMI \$0 35 45 \$0 -----S 50 50 5 \$0 - 24 \$0 \$0 \$0 40% AMI \$0 \$0` \$0 \$0 \$0 35% AMI \$0 1468 5 \$0 (r) ar SO 334 \$0 🖻 \$0 \$0 \$0 30% AM \$0.55 SO, 22 \$0 \$0 \$0 25% AMI **\$0** SO ----**\$0** \$0 \$0 5 C \$0. 20% A'MI 34 **\$**0 \$0 ÷., \$0 \$0 2 \$0 \$0 15% AMI. \$0.10 \$0.242 \$0 @ \$0 \$0 3/22世纪 \$0 \$0 100 A GRAND TOTAL \$0. (**** Sec. \$0 \$0 80 \$0 393 \$0

Applying for 4% Tax Credits?: Base Amount for Loan Limit Calculations: Loan Boost for 4% Tax Credit Projects (\$60K/Restricted Unit): Maximum Allowable AHD Loan Limit:

<u>\$0</u> \$0 \$0

NE DE TRESSE

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)

	Step 1: Identi	fy Eligible Costs bas	sed on the BEGIN Program		
Pursuant to Section 104(f)(4) of th	ie AHSC Program Guidelines				
For homeownership Affordable Ho Locality or Developer, to be used Affordable Housing Development, amended April 21, 2009, except fo forth in Section 119.	to provide a loan from the Lo In accordance with the provi	cality or a Developer to isions of the BEGIN Pro	a qualified first-time homebuye ogram as set forth in the BEGIN	or in an identified homeowners Guidelines issued by the Dep	artment, as
According to the BEGIN Program The BEGIN Program is a homeow developments. These grants shal purchasing newly-constructed hor	vnership program designed to II be used for down payment	assistance in the form o	الجلا الانبرالاسترقار التعادين بعكن تواسية البيانية بالربان إلا التقاديات ندينا السائلين سان	والمسيسية المستجدة المستشيب البدائيس المراجع المراجع المراجع المراجع والمستحر والمراجع	and a surgery of a long of a long of a long of a
The assistance to the homebuyer the loan is 20% of the purchase pi	(2) (1) 中心(1) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2	ed payment loan with a	30-year term and 11-3% defen	red simple interest. The maxi	num amount of
A homeownership development p development financing and constr		ion on a site; including	subdivisions; or scattered sites,	that is under common owners	hip,
 (1) A new homeownership dwe (2) A unit constructed using the disbursed at time of lot purchase (b) Non-recurring loan closing cos (c) Any use not expressly listed as 	e self-help method . In the ca when the self-help housing is sts	se of self-help housing being financed under t	he U.S. Department of Agricultu	うい あげん いごうしゅうしゅう システレー おおかけ こうせいしき しかっち わざた	
New Construction:	Site:		If Site is "Other," describe:] [
% Affordable Units:	المسالي ا	red Site," is project under	common ownership, development fi	inancing and construction?:	(¢.
Min. Net Density Met:			# of Sec	ure Overnight Bicycle Parking:	
	Sten 2: Calculate Max	ximum Allowable Gr	ant for Down Payment Ass	istance	
and the set of the set	- 				owable Grant
Number of Total Numb Bedrooms of Units	ニュート ジョン・カイジャンかが ジャー・ウボン	Total Number of Unrestricted Units	Projected Sales Price	% of County AMI for Hon	eownership oans
			· · · · · · · · · · · · · · · · · · ·		
		1	+		\$0 \$0
				510-20 (10 - 10 - 10 - 10 - 10 - 10 - 10 - 10	\$0
				A CONTRACTOR AND A CONT	\$0 \$0 \$0 \$0
					\$0 \$0 \$0 \$0 \$0 \$0
				A CONTRACTOR AND A CONT	\$0 \$0 \$0 \$0 \$0 \$0

			,		
TOTAL	0	0	<u> </u>	8//////////////////////////////////////	\$0
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					\$0 \$0
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Enter the Amount of the AHD-Homeownership Grant Requested:

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Grant Limit Calculation (HRI)

3740 M.K

	Required F/AST Uploces
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.
	If requesting AHSC HRI funds for parking, provide either 1) documentation highlighting residential parking requirements under existing zoning of 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 to below, ensuring consistency between all Unit Mix tables:

Unit Type	Per Unit Grant Amount Number of U	nits Maximum Grant Amount
Unrestricted	\$35,000	343 (ACCOUNTS - FRANK \$0) (A
Restricted	\$50,000	\$0
TOTAL	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:	
	13. 15 the loan amount based on the Present Value of lease payments?	
	i 1s 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?	
	What is the Ultimate form of site control?	
- in the second	What is the estimated construction start date?	
15	What is the estimated construction completion date?	

End of Section



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TRANSPORTATION SUPERTAB

Project Summary Data

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

Sustainable Transportation Infrastructure/Transportation Related Amenities Project Data

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

	Type:		
Linear Miles	Class I	Numb	er of Transit Routes Improved: 2.00
Linear Feet	Sidewalk	Improv	vement Type (reply "Yes" to all that apply):
each	Crosswalks	Yes	Added or Improved Transit Service
each	Bus	Yes	Station Area or Transit Access Improvements
each	Serving SFMTA, AC Transit and new on-island shuttles	Yes	Added ITS Technology or Transit Mobility Improvements
each		Yes	Other (please describe below)
each	Bike Lockers: 48 Bike Racks: 40	<u></u>	1.8 miles of Class 2 bike lanes; .7 miles new mixed use paths; new on-island shuttle service
	Linear Feet each each each each	Linear Miles Class I Linear Feet Sidewalk each Crosswalks each Bus each Serving SFMTA, AC Transit and new on-island shuttles each Bike Lockers: 48	Linear Miles Class I Numb Linear Feet Sidewalk Improving Sidewalk each Bus Yes each Serving SFMTA, AC Transit and new on-island shuttles Yes each Bike Lockers: 48 Yes

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:

End of Section

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



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after Transacture to the second	The second state of the second se	Scoring Rubric			
ctive Transportation Improvements					
		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.			
Purpose and Need (4 points max)	0.5 points	Documentation of at least one active transportation safety issue or access barrier currently on the Project route or in the program area (e.g., high number of crashes involving auto/bike interactions on the route, high traffic speeds, high volume of vehicles, noncompliance with local traffic laws, inadequate traffic contro 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	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			
(6 points mx)	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.			
ater, Energy and Greening - 107(c)	·				
Urban Greening	2 points	2 points for applications that incorporate Urban Greening features along an active transportation route, transit corridor, open space or park with at least two years of initial maintenance.			
(3 points max)	1 point	1 point will be provide for applications that incorporate low-impact design green infrastructure which meet or exceed California's Model Water Efficient Landscape Ordinance.			
Site Development and Energy Efficiency Standards		4 points will be given to applications which include Capital Projects that which exceed 2013 California Building Code Standards (Title 24), or Building Energy Efficiency Standards (Title 24, Part 6).			
(4 points max)	4 points				
Zero Net Energy/ On-Site Renewable Energy Generation 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.			
	l				
epth and Level of Housing Affordabi	ility - 107(d)				
		For Owner-Occupied Units: 0.13 points for each percent of total units not exceeding the moderate income limit.			
Level and depth of affordability of AHD at affordable developme (10 Points max)		0.25 points for each percent of total units not exceeding the moderate income limit at affordable housing costs for not less than 55 years.0.30 points for each percent of total units not exceeding the lower income limit at affordable housing costs for not less than 55 years.			
affordable developme	nt formation provided here al applicable score (not	costs for not less than 55 years. 0.30 points for each percent of total units not exceeding the lower income limit at affordable housing costs for not less than 55 years.			
affordable developme (10 Points max) ote: Total resulting points based on the inf vill be multiplied by 0.333 to determine fina	nt formation provided here al applicable score (not imum imum ation - 107(e)	costs for not less than 55 years. 0.30 points for each percent of total units not exceeding the lower income limit at affordable housing costs for not less than 55 years. For rental units: 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 0.7 points for each percent of Restricted Units for households with incomes less than or equal to 40 percent of State Median Income 0.9 points for each percent of Restricted Units for households with incomes less than or equal to 35 percent of State Median Income 1.3 points for each percent of total units that are Restricted Units for households with incomes not exceeding 20 percent of State Median Income for the first 10 percent of total Restricted Units; then 1 point for each subsequent percent of total Restricted Units. For rental Affordable Housing Developments utilizing 9% low income housing tax credits, applicants may elect to have their rental units scored in accordance with the scoring system used for this purpose by TCAC.			
affordable developme (10 Points max) ote: Total resulting points based on the inf vill be multiplied by 0.333 to determine fina to exceed 10 points maxi	nt formation provided here al applicable score (not imum	costs for not less than 55 years. 0.30 points for each percent of total units not exceeding the lower income limit at affordable housing costs for not less than 55 years. For rental units: 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 0.7 points for each percent of Restricted Units for households with incomes less than or equal to 40 percent of State Median Income 0.9 points for each percent of Restricted Units for households with incomes less than or equal to 35 percent of State Median Income 1.3 points for each percent of total units that are Restricted Units for households with incomes not exceeding 20 percent of State Median Income for each subsequent percent of total Restricted Units. For rental Affordable Housing Developments utilizing 9% low income housing tax credits, applicants may elect to have their rental units scored in accordance with the scoring system used for this purpose by TCAC.			
affordable developme (10 Points max) ote: Total resulting points based on the int vill be multiplied by 0.333 to determine fina to exceed 10 points maxi to exceed 10 points maxi bount spoint Applicants	nt formation provided here al applicable score (not imum imum ation - 107(e)	costs for not less than 55 years. 0.30 points for each percent of total units not exceeding the lower income limit at affordable housing costs for not less than 55 years. For rental units: 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 0.7 points for each percent of Restricted Units for households with incomes less than or equal to 40 percent of State Median Income 0.9 points for each percent of Restricted Units for households with incomes less than or equal to 35 percent of State Median Income 1.3 points for each percent of total units that are Restricted Units for households with incomes not exceeding 20 percent of State Median Income for the first 10 percent of total Restricted Units; then 1 point for each subsequent percent of total Restricted Units. For rental Affordable Housing Developments utilizing 9% low income housing tax credits, applicants may elect to have their rental units scored in accordance with the scoring system used for this purpose by TCAC. For applications submitted as a joint application between a housing developer and a public agency that has			
affordable developme (10 Points max) ote: Total resulting points based on the inf vill be multiplied by 0.333 to determine fina to exceed 10 points maxi to exceed 10 points maxi ousing and Transportation Collabor Joint Applicants (4 points) Coordinated Investment	nt formation provided here al applicable score (not imum mum 4 points	 costs for not less than 55 years. 0.30 points for each percent of total units not exceeding the lower income limit at affordable housing costs for not less than 55 years. For rental units: 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 0.7 points for each percent of Restricted Units for households with incomes less than or equal to 40 percent of State Median Income 0.9 points for each percent of Restricted Units for households with incomes less than or equal to 35 percent of State Median Income 0.9 points for each percent of Restricted Units for households with incomes less than or equal to 35 percent of State Median Income 1.3 points for each percent of total units that are Restricted Units for households with incomes not exceeding 20 percent of State Median Income for the first 10 percent of total Restricted Units; then 1 point for each subsequent percent of total Restricted Units. For rental Affordable Housing Developments utilizing 9% low income housing tax credits, applicants may elect to have their rental units scored in accordance with the scoring system used for this purpose by TCAC. For applications submitted as a joint application between a housing developer and a public agency that he authority over public transit or transportation infrastructure. applications submitted with a coordinated investment of at least \$500,000 for AHD/HRI and \$500,000 for 			



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Narrative	0.5 points	Description of the planning process between housing and transportation capital components.
(1 point max)	0.5 points	Discussion of the collaborative process involving Joint Applicants in the development of the proposed Project.
Community Benefit and Engagement-	107(f)	
	0.5 points	For applications which provided a clear description of all of the public and governmental stakeholders involved.
Overview of Community Engagement (1.5 points max)	0.5 points	For applications which provided clear examples and meaningful context for the level of community engagement.
-	0.5 points	For applications which successfully uploaded at least 3 letters of recommendation that describe how the Project successfully meets an identified community need.
Stakeholder engagement (1.5 points max)	Up to 1.5 points	For maximum points, applications must respond to each identified question in the prompt with responses which demonstrate that the applicant went above and beyond in making the event as accessible as possible.
Additional Community Benefits (5 points max)	Up to 5 points	Up to 5 points will be provided to applications as follows: 1 point for each identified meaningful commun benefit (up to 3 identified benefits) and 2 points for clearly articulated descriptions of the anticipated benefits.
ocation Efficiency and Access to Des	stinations- 107(g)	· · · · · · · · · · · · · · · · · · ·
	3 points	Walk Score of 90-100
Location Efficiency: Walk Score (3 points max)	2 points	Walk Score of 70-89
	1 point	Walk Score of 50-69
	3 points	Bike Score of 90-100
Location Efficiency: Bike Score (3 points max)	2 points	Bike Score of 70-89
(3 points max)	1 point	Bike Score of 50-69
	0.5 points	Project Area includes Grocery store or supermarket of at least 25,000 gross interior feet
Access to Destinations	0.5 points	Project Area includes Medical clinic that accepts Medi-Cal payments
(2 points max)	0.5 points	Project Area includes Public elementary, middle, or high school
-	0.5 points	Project Area includes Licensed child care facility
unds Leveraged- 107(h)	0.0 00/113	
	5 points	verified EFCs >150% of requested AHSC Program funds
Demonstrated EFC to leverage AHSC	4 points	verified EFCs 100% to 150% of requested AHSC Program funds
funded eligible uses for Capital Projects		verified EFCs 75% to 100% of requested AHSC Program funds
and Program activities (5 points max)	3 points	verified EFCs 50% to 74.9% of requested AHSC Program funds
(o points max)	2 points	verified EFCs 25% to 49.9% of requested AHSC Program funds
Anti-Displacement and Workforce Tra	1 point	·
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-incom workers. Full description must include identification of the strategy, who is responsible for implementing strategy and how it will a chieve anti-displacement objectives. 0.33 points per strategy (up to 3 strategies with full description.
Economic Anti-Displacement and Norkforce 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-incom 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. 0.76 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 a the targeted users for the program, 2) what issue or need will the program address, 3) how the program 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.
mplementation of Planning Efforts - 1	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	0.25 points for Projects which directly implement a policy of an identified long range local plan. Documentation uploaded as verification.
(0.25 points max	0.20 points	bountentation uploaded as veniteation.

Scoring Rubric & SS

HCD Version Date: 5/31/15



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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
SHC	eQuantification Methodology			的意识		i an
I	GHG Quantification Methodology Note: Resutiling GHG Emissions Reductions points will be determined upon submittal of application. No Self Score applicable,	x	x	x	30	N/A
Sup	plemental Strategies					
	Active Transportation	x	x		10	10.00
	Water, Energy and Greening	х	х		10	10.00
Polic	y Objectives		in kan de trainge Syndrometricent			
	Depth and Level of Housing Affordability	x			10	1
	Housing and Transportation Collaboration	x	x	X °	10	4.00
	Community Benefit and Engagement	x	х	x	8	8.00
	Location Efficiency and Access to Destinations	x	x		8	2.50
	Funds Leveraged	x	x	х	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	х	x	2	2.00

My Self-Score

End of Section

48,50



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SCORING ELEMENTS - GHG

GHG Quantification Methodology - 30 Points

FAAST File Name	Description
전 가슴은, 고영철 방법에 정말했다. 가슴은 것은 것은 것은 것은 것은 것은 것은 것은 것은 것이다. 같은 것은	Documentation must be provided to demonstrate all included CalEEMod Measures, except where noted below.
가려 <u>가지 않</u> 다. 이는 것은 것은 것은 것은 것은 것은 것이다. 문화 <u>가 관련적</u> 것 같아? 것 같아? 것은 것은 것은 것은 것이다. 이는 것이다.	Applicants are requested to name the input and output files using the following format:
CalEEMod Input/Output files	"[Pin#] [ProjectName] input/output" not to exceed 20 characters. For example, if the application pin number is "12345
상업에 관한 상상을 받으며 있는 것이 가지 않는다. 같은 것 같은 것 같은 것은 것 같은 것은 것이 있는 것이다.	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

Cost Efficiency of Reductions

 Total Project GHG Reductions (Enter value from GHG Summary Tab in Calculator) :
 144204:15

 Total AHSC funds requested (autopopulated from Funds)
 \$12,055,858

 Request)
 Total Project GHG Reductions/AHSC \$ Request:

 Total Project GHG Reductions/AHSC \$ Request:
 0.011961334

AHSC Excel Calculator Uploaded into FAAST as required? Yes

CALEEMOD Inputs

Required CalEEMod Inputs

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

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
LUI-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	1 r d ybe 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 a	pplicable): Bike
Additional Type of Service (if a	pplicable): 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)		Х	X		
Length of average trip for auto access to transit (LL)		Х	X	~~~~~	
Average Daily Traffic (ADT)		********		x	
Bicycle Paths/Lanes ADT Adjustment Factor (A)		*********		х	
Bicycle Paths/Lanes Activity Center Credit (C)				Х	
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.

	Piequaed F4AST Uploads.
FAAST File Name	Description
AT Safety Issue	Documentation of at least one active transportation safety issue of access barrier along Project corridor
AT User Volumes	Documentation of current active transportation user volumes along the Project corridor

(1)

Project Purpose and Need

Please provide a narrative below to demonstrate the need for the active transportation component of the proposed Project and steps that occurred to have the project If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded. Providing a continuous, low traffic stress, safe biking and walking network on Treasure Island and Yerba Buena Island is of critical regional significance to the San Francisco Bay Area. The existing transportation network on Treasure Island and Yerba Buena Island is not conducive to safe and low traffic-stress bicycling and walking. Roadways are wide, the sidewalk network is incomplete, dedicated bike lanes are not typically provided, and the roadway design encourages high vehicle speeds. The lack of protected bicycle facilities forces bicyclists to share the road with fast moving vehicles, such as along Treasure Island Road, Macalla Road, and and California Avenue, and creates a high traffic stress environment for biking. These conditions are prohibitive for bicyclists who do not feel comfortable sharing the road with vehicles such as families, new cyclists, less experience bicyclists, and/or older bicyclists. The proposed projects will provide protected bicycle lanes (Class IV separated bikeways or "cycle tracks"), which are comfortable and safe for novice bicyclists and parents with children, including special signals for bicyclists at intersections to provide separate signal phases for bikes. The lack of a continuous pedestrian network, long block sizes, and limited crossing opportunities also create a high barrier to walking. The project proposes more frequenct crossings with strong traffic control, such as full signals and flashing beacons, in addition to reduce crossing distances and continuous sidewalk/path networks connecting all destinations on the islands. With the large amount of development proposed, the residential, employment, and visitor populations are expected to increase substantially. This project will not only serve future resident and employees, but it will also serve the disadvantaged communities living on Treasure Island today as well as pedestrians and bicyclists using the new Bay Bridge East Span Bicycle & Pedestrian Path (I-80), a significant investment from Caltrans with expected completion this year (2016). The proposed bicycle and pedestrian improvement projects will enhance the quality of San Francisco Bay Trail and connect the East Span Path with the existing portions of the Bay Trail along Avenue of the Palms and Avenue N. In order to ensure safety and comfort and to build on significant regional investments, such as the Bay Trail and Bay Bridge East Span Path, it is critical that connected, protected, low traffic stress, and safe biking and and walking network be build, as is proposed with this project.

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

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

Please describe current user types (e.g. students, seniors, commuters, recreational) and provide estimated user volumes. If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded Current users of the Treasure Island transportation network include residents, tourists, students employees, and recreational users. Many of the residents of the island are low-income or formerly homeless. Students are of various ages, inclusing those from on-island high schools and the federal Job Corps vocational traning program. Today, those users must arrive to the island either by private automobile or bus service. In the future, the proposed project will allow for better on-island circulation and will allow for walking and biking to occur between Treasure Island, Oakland, and Emeryville. The proposed project will allow for better on-island circulation 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 solit to the **Tigo** survey this means .626 new residents biking and 1.377 new residents.

Yes

Survey Control of the control of the

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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Yes

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



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(2)

Project Solution and Implementation

Identify the	Identify the intended outcome of the proposed active transportation component of the Project. Please identify all of the following that apply.				
If there is r	no Active Transportation component to the proposed AHSC f	unded 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 petvork with comfortable sidewalk widths and attractive streatscapes, including landscaping

- 4.0 miles of new sidewalks to create a continuous pedestrian network with comfortable sidewalk widths and attractive streetscapes, including landscaping and street trees

- 2.5 miles of new Class IV separated bikeway (also known as "protected bike lanes" or "cycle tracks"). These are low traffic stress, highly protected bicycle lanes that are suitable for cyclists of all ages and abilities, including families and those who may be new to cycling

- 1.8 miles of new Class II bike lanes that are considerd "low traffic stress" based on roadway speed, number of travel lanes, and bicycle lane design (per the Mekuria, Furth, and Nixon 2012 methodology: http://transweb.sjsu.edu/PDFs/research/1005-low-stress-bicycling-network-connectivity.pdf)
 - 0.7 miles of new mixed-use paths, including some segments with separated bicycle and pedestrian paths to minimize bicycle/pedestrian conflicts and provide additional comfort

- 15 redesigned intersections with crosswalks, traffic control, and traffic calming enhancements benefiting active mode users:

- 3 signalized intersections, all of which include separate signal phasing for bicyclists to remove conflicts between turning autos and through bicyclists in addition to support for turning bicyclists, including "protected intersections" where bikes can safely queue protected by median refuges from auto traffic as well as oreen two-state 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-tocurb dimensions of the roadways, narrowing travel lanes, and installing traffic calming devices such as tables and reduced curb radii.

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



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What innovative solution does the Proposed Project utilize to address the identified need? If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded. Refer to FAAST Upload AT Exhibits for figures referenced in this section. The proposed Projects applies innovative solutions to address the needs of people biking and walking. An example of a proposed innovative facility is a one-way contraflow cycle track on Macalla Road on in the uphill direction, while downhill cyclists also have a protected bicycle lane (cycle track). This design approach accomodates the speed discrepany between bikes and vehicles on roadways with steep grades. The Intersection of Avenue C and California Avenue provides pedestrian refuge areas between the crossings of bike lanes and vehicular lanes to allow for phased crossings. Refuge areas are also provided for turning bikes to allow for two-stage turns (See Fig. 1). The intersection of California Avenue and Avenue of the Palms includes parallel separated bicycle and pedestrian crossings to avoid conflicts between those modes. The bike crossing includes a "jug handle" that allows bicyclists traveling in the northbound Class II bike lane to pull out of the lane and into a refuge area before making the crossing movement. The crossing also includes yield markings and flashing beacons to alert drivers to the crossing (See Fig. 2). The primary mid-block crosswalk in front of the Intermodal Hub is very wide with a full dedicated traffic signal to support high volumes pedestrian crossings (See Fig. 3). The design of the intersection at Avenue of the Palms and Clipper Cove Avenue makes left turns for bicyclists easier by allowing the turn to be made in two stages by providing a designated area for bicyclists to wait before completing the movement. This intersection also provides a seperated designated space for bicyclists to cross from pedestrians (See Fig. 4). The intersection of Macalla Rd and Treasure Island Rd. includes separate bike and pedestrian crossings, refuges for bicyclists entering and exiting cycletracks, and pedestrian refuges for phased street crossings (See Fig. 5). The design of the intersection of Macalla Road and Yerba Buena Road provides turning bicyclists with a refuge while they wait for a gap in traffic (See Fig. 161 How will the proposed Project increase future use by pedestrians and cyclists along the corridor/project area? If there is no Active Transportation component to the proposed AHSC funded Project; please enter N/A below. No points will be awarded. The addition of a bike share pod will allow those who don't own a bike or who don't want to bring their bike from surrounding areas to still access destinations on the island by bicycle. The addition of bike share overcomes the barrier to bicycling that is convenient access to a bicycle. The creation of a low-stress bicycle network increases the number of people biking by broadening the types of users who feel comfortable biking on the available facilities. Families, children, seniors and new bicyclists are more likely to bike given the protected network proposed in this project. Residents and visitors are also more likely to walk given the presence of designated pedestrian facilities. The midblock crossings provide pedestrians with a sense of safety by increasing the yielding of motorists. How will the proposed Project increase network connectivity to key destinations and amenities? If there is no Active Transportation component to the proposed AHSC funded Project, please enter N/A below. No points will be awarded. The proposed project increases access to key destinations on Treasure Island including proposed dense multi-family housing, grocery stores, schools, open space, and the Intermodal Hub. Treasure Island Job Corps Center is a major destination on the Island; the proposed projects will provide safe access and connectivity for students and employees of this location. Improved bike and pedestrian access to the Intermodal Hub will allow for easier access to transit which will connect to regional destinations in San Francisco and Oakland. The bicycle and pedestrian improvements on Yerba Buena Island will not only improve connection to destinations on that island, including open space and housing, but will also provide a connection to the Bay Trail on the east span of the Bay Bridge. This connection will allow bicyclists and pedestrians to access an extensive network of bike and pedestrian paths connecting numerous destinations in the East Bay. 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 FAAST Uploads:
FAAST File Name	Description
WEG_UG Maintenance	Copy of the planting maintenance agreement documenting 2 year agreement to establish urban greening features
WEG_CalGreenCompliance	Documentation to demonstrate the Project exceeds minimum mandatory CalGreen measures or local ordinance, as 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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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.
infiltration is not feasible, they can be designed as flow-through systems that are contained within an impermeable liner and use an underdrain to dire
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 adju
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 preven
large water loss due to pipeline breaks and valves that are stuck on. The system is designed so that zones with different exposures, plant types, and
irrigation types are on separate valves. Top of slopes are valved separately from bottom of slopes. Designing the irrigation system using the above
components will provide highly efficient and water conserving irrigation to the plant material while maintaining a healthy, green environment.
Site Development and Energy Efficiency Standards (4 points)
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

35554

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 exeeds minimum standards using on-site renewable energy at time of building permit. Projects must indicates that there is intent and funding budgeted to support such elements.

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

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

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 IEAASIMUPleadies

 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.

	Click on hyperlink below to go to the appropriate table:	Points
Colort the one!!	For Owner Occupied Units (Pursuant to Guidelines Section 107(d)(1)-(3))	
Select the applicable methodology:	For Rental Units (Pursuant to Section 107(d)(4)-(7))	32432, 0 34,24
· · · · · · · · · · · · · · · · · · ·	For Rental Units using 9% Tax Credits (Pursuant to Section 107(d)(8))	0

		Owner Occupied	the refer to the state of the state of the state of the		
A	B	C	$\mathbf{D}^{\mathbf{b}}$	\mathbf{E} is the set of \mathbf{E}	999 - Contest (2019)
- Total humber 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-poin 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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<u>A</u>	В	<u> </u>	D	E	F
Total number of Restricted units in the Project (excluding Jnrestricted 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	T	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
el de la desta de la desta Nomenta de la desta de la d	·	Section	107(d)(4)-(7) total score (10 points maximum):	0

Rental Units (using TCAC Affordability score)

End of Section

Α	В	С	D
For 9% TCAC projects only, enter in Column B the TCAC Affordability points score.	· .	0.192	0
	Section 107(d)(4)-(7) total sco	ore (10 points maximum):	0
Please note that the Guid	elines reference to Section 107(d)(8) on pg. 40 is subject to the	following change:
have their rental units sco lowest income point categ every 1 point they would b	sing Developments utilizing 9% low i red in accordance with the scoring s ory. Applicants making this election be eligible to receive using TCAC's s he 9% scale receive 10 points (vs. 3	system used for this purpos shall be awarded 0.192 po system (so that applications	e by TCAC, under the ints (vs. 0.577 points) for eligible for the maximum



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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. Yes or transportation Infrastructure? (4 points)

If yes, please enter the	name of each eligible	Joint Applicant below:
--------------------------	-----------------------	------------------------

Housing Developer Treasure Island Community Development (TICD)	
Public Agency Treasure Island Development Authority (TIDA)	
Additional Applicant	

Please describe the role each party to the joint application plays in the direct implementation of the Project and if, and how, the joint application was successful in creating necessary collaboration for project design and implementation. Treasure Island Community Development is a joint venture between Lennar Urban (a division of Lennar Corp.) and KSWM. Members of KSWM include: Stockbridge Capital Group; Wilson Meany Sullivan LLC; and Kenwood Investments, LLC. Collectively, the development team has been responsible for many of California's most innovative urban infill developments including, new residential construction, large master planned communities and historic renovations. The members of TICD are currently developing hundreds of homes throughout California. Treasure Island Community Development (TICD) is the master developer for the Project, and is responsible for the managing the design, entitlement, permitting, financing and construction of the proposed improvments. Although the proposed Project for the AHSC program does not include a housing component, TICD and/or its affiliates will develop housing on parcels adjacent to the proposed STI and TRA components of the proposed Project.

The Treasure Island Development Authority (TIDA) is a non-profit public benefit agency dedicated to the economic development of former Naval Station Treasure Island. TIDA has authority over public transit and transportation in two important ways: 1) TIDA provides entitlement approvals for infrastructure Improvements, including the TRA and STI projects proposed as part of this grant application; 2) TIDA will be the long-term owner the streets and parks on Treasure Island and will be responsible for maintaining certain transit and transportation improvements within those areas.

TICD and TIDA has been collaborating on the design and implementation of the project for more than 10 years, from master planning to detailed design. For the purpose this joint application, TICD and TIDA have collaborated with each other and with the Treasure Island Mobility Management Agency (TIMMA) and the Treasure Island Homeless Development Initiative (TIHDI) to develop the vanpool program that is included in this application proposal. The need for a vanpool to serve low-inclome residents of the island has long been identified, however the AHSC Program provided the impetus for the parties to collaborate on its planning. If awarded AHSC program funds, TICD, TIDA, TIMMA and TIHDI will further collaborate on the planning and implementation of the vanpool program.

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

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

AHD]
HRI		
STI	,	

(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 benefit or contribute to the proposed AHSC-funded Project:	d GGRF program funds will direct
Is the proposed Project located within an environmentally cleared High Speed Rail Station Planning Area? (1 Point)	No
If yes, please identify the applicable High Speed Rail Planning Area:	•
Date of environmental clearance:	
Provide a narrative explanation of how the proposed Project demonstrates the thoughtful integration of housing and trans investments. The description should include a discussion of both the planning process between the housing and transpo 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

[1] A set of the set of t set of the set	Description Applicants may provide up to 5 letters of recommendation from key public and governmental stakeholders that describe
RecommendationXX	how the Project meets an identified community need.
(1)	Overview of Community Engagement (1.5 points)
	d in the identification and development of this Project. Please include any public (i.e. community leaders, advocacy emmental stakeholders involved (i.e. other departments, agencies, jurisdictions);
sland Residents and General Co	
San Francisco Board of Supervise	ors and Committees
Pedestrian Safety Advisory Comn	nittee
Freasure Island Development Aut	
Treasure Island/Yerba Buena Isla	nd Citizens Advisory Board
Planning Commission	
San Francisco Department of Put	
San Francisco Public Utilities Con	
San Francisco Planning Departmo San Francisco Fire Department (S	
San Francisco Mayor's Office of L	
San Francisco Municipal Transpo	
San Francisco Department of the	
San Francisco Department of Tec	
San Francisco County Transporta	ition Authority (SFCTA)
Urban Forestry Council	
Interagency Biodiversity Council	
Treasure Island Mobility Managen	
San Francisco Arts Commission (
Association of Bay Area Governm	and Development Commission (BCDC)
Metropolitan Transit Commission	
Regional Water Quality Control B	
Galifornia Department of Substan	
Alameda-Contra Costa Transit (A	
SF Water Emergency Transporta	tion Authority (WETA)
US Department of the Navy	
US Coast Guard	
US Department of Labor National Park Service	
population of the city or neighborh these discussions? Applicants ma meets an identified community ne	
Applicants may provide up to 5 le	tters of recommendation from key public and governmental stakeholders that describe how the Project meets an identified
the second se	
<i>community need.</i> The City and County of San Franc	cisco began its community review of the reuse of Treasure Island and Yerba Buena Island beginning in 1994 with a Citizens
community need. The City and County of San Franc Reuse Committee. Following sele	nction of TICD as the exclusive developer in 2003, several iterations of proposed development programs were reviewed by the
community need The City and County of San Franc Reuse Committee. Following sele city with extensive public participa	ction of TICD as the exclusive developer in 2003, several iterations of proposed development programs were reviewed by the tion. This public participation included the TI/YBI Citizens Advisory Board, the Treasure Island Development Authority, the
community need The City and County of San Frank Reuse Committee. Following sele city with extensive public participa Board of Supervisors (BOS) and	inction of TICD as the exclusive developer in 2003, several iterations of proposed development programs were reviewed by the tion. This public participation included the TI/YBI Citizens Advisory Board, the Treasure Island Development Authority, the the various city departments, eg, DPW, PUC, MTA, Planning. It also included meetings with neighborhood groups including
community need The City and County of San Franc Reuse Committee. Following sele city with extensive public participa Board of Supervisors (BOS) and i those on the island, the North Bea	action of TICD as the exclusive developer in 2003, several iterations of proposed development programs were reviewed by the titon. This public participation included the TI/YBI Citizens Advisory Board, the Treasure Island Development Authority, the the various city departments, eg, DPW, PUC, MTA, Planning. It also included meetings with neighborhood groups including ach Residents (a neighborhood across the Bay with views to the island), and citywide open house sessions, as well as other
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community need The City and County of San Franc Reuse Committee. Following sele city with extensive public participa Board of Supervisors (BOS) and those on the Island, the North Bei stakeholders such as the US Coa Engineers, National Marine Fishe Environmental Impact Reports. There was considerable participat • Current TI and YBI residents an	action of TICD as the exclusive developer in 2003, several iterations of proposed development programs were reviewed by the tition. This public participation included the TI/YBI Citizens Advisory Board, the Treasure Island Development Authority, the the various city departments, eg, DPW, PUC, MTA, Planning. It also included meetings with neighborhood groups including ach Residents (a neighborhood across the Bay with views to the island), and citywide open house sessions, as well as other ast Guard, the Department of Labor, state agencies such as RWQCB, DTSC and federal agencies such as Army Corps of rise Service, etc. The project undertook an extensive environmental review per CEQA with the publication of draft and final
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community need The City and County of San Franc Reuse Committee. Following sele city with extensive public participa Board of Supervisors (BOS) and it those on the Island, the North Ber stakeholders such as the US Coa Engineers, National Marine Fishe Environmental Impact Reports. There was considerable participation • Current TI and YBI residents an • San Francisco Bicycle Coalition • East Bay Bicycle Coalition • City-wide community project pre • Bay Conservation and Develop • State Lands Commission	Action of TICD as the exclusive developer in 2003, several iterations of proposed development programs were reviewed by the titon. This public participation included the TI/YBI Citizens Advisory Board, the Treasure Island Development Authority, the the various city departments, eg, DPW, PUC, MTA, Planning. It also included meetings with neighborhood groups including ach Residents (a neighborhood across the Bay with views to the island), and citywide open house sessions, as well as other ist Guard, the Department of Labor, state agencies such as RWQCB, DTSC and federal agencies such as Army Corps of ries Service, etc. The project undertook an extensive environmental review per CEQA with the publication of draft and final tion by those impacted by the project, including d businesses, made easier by holding meetings on-island
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Community Benefit



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(2)

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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Stakeholder engagement (1.5 points)

Please describe how the stakeholders were engaged. For consideration of full points all of the following must be addressed: What types of meetings or events and how many were held to engage stakeholders? How were meetings or events noticed? Where did meetings or events take place? Were meetings or events accessible by public transportation? Were translation services provided at meetings or events? If so, in what language? What time of day were meetings or events held? Was childcare provided during the meetings or events? Were stakeholders part of a decision-making body that identified this project/plan? If so, what body? Stakeholders have been engaged in the planning and design of the project through hundreds of meetings and events over a twenty-one year period. Over that period stakeholders have comprised numerous decision-making bodies including the Citizens Reuse Committee, Board of Supervisors, Planning Commission, Treasure Island Development Authority (TIDA) and the TI/YBI Citizens Advisory Board (CAB). Meetings with stakeholders have taken many forms including workshops, design charettes, presentations, informational open houses, and board meetings. The public is currently engaged multiple times a month through regular meetings of the TIDA Board, TIDA Board Housing Committee, TIDA Board Infrastructure and Transportation Committee and the TI/YBI Citizens Advisory Board, where design updates are routinely presented and discussed. The project team periodically reaches out directly to stakeholder groups such as the San Francisco Bicycle Coalition or Lighthouse for the Blind to solicit feedback on project plans. Additionally, the project team routinely presents project updates to special committees such as the Urban Forestry Council and the Pedestrian Safety Advisory Committee. Meetings are regularly held with accessibility stakeholders including the Mayors office on Disability and Accessibility Coordinatirs from the SFMTA and SFDPW. Public meetings have been held on Treasure Island at the main Administration Building, in the TIDA-operated Casa de la Vista event venue or at the Ship Shape Center, which is a community center and food pantry operated by the Treasure Island Homeless Development Initiative. Public meetings have also been held at San Francisco City Hall. All of the public meeting venues are accessible by public transit. Public meeting notices are posted on the City and County of San Francisco website and outreach is periodically done door-to-door on the island. Meetings are generally held at the published standing meeting times of each

(3) Additional Community Benefits (5 points)

agency, which ranges from mornings to evenings. Meetings are generally held in accessible venues and American Sign Language interpreters and multiple-

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

Additional Community Benefit #1

language translators are are made available at some meetings.

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

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

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

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

Additional Community Benefit #2

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

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 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 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 program. TICD and TIDA also collaborated on the design of the GGIE. Finally, as an obligation of their development agreement, TICD and TIDA will provide TIMA additional improved space to operate an expanded museum facility. These programs represent a fruitful collaboration between TICD, TIDA and TIMA, and will result in the Integration of historic interpretive moments into the Project, which will educate and delight residents and visitors.

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

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



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on the GGIE history of the site.	
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Community Benefit

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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 obsciles 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 nonresidential parking on the island. These dedicated funding sources will enable the expansion of sustainable transportation options on Treasure Island from one bus to three buses, ferry, three on-island shuttle routes, as well as bike and car share services. The subsidy will also augment the budget for a Travel Coordinator who will be employed by TIMMA as part of the project Transportation Implementation Plan. The Travel Coordinator will play a key role in providing residents, 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 acccessible 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
	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)

(2)

Location Efficiency (6 Points)

Using <u>Walkscore.com</u>, 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:

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

End of Section

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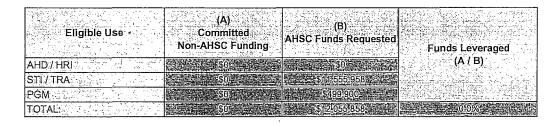
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Scoring Elements - Policy Objectives

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.
1 2000년 - 중요 영화법원 문화 영양 : 실망 같은 것 같은	have been committed



AFFORDABLE HOUSING DEVELOPMENT - AHD and HRI only

	Table 1 Construction Period - Enforceable Funding Commitments (AHD/HRI)										
HCD for finar	or AHD and HRI Capital Projects, please list the construction period enforceable funding commitments in the table below. As this information is collected by ICD for financial feasibility reviews and underwriting purposes, no further documentation to substantiate identified construction period. EFCs is equired to be uploaded for these funding sources. Please note, however, the total construction period commitments must equal the total period and the unding commitments so applicants should be sure to include deferred costs as needed.										
AHD/HRI	Name of Funding Source	Source Type	Lien Position	Gommitted by Full App Deadline?	Commitment Date (Actual or Anticipated)	Amount	-Term (# of mos.)	Interest Rate	Rate Type (Fixed vs. Variable: vs. Residual Receipts)	Balloon ?	
HRI	AHSC Program 2 (FRU Grant funde requested) 2 	State=HCD		Yes and	N/A	\$0 	i NA	N/AU-	N/A	N/A	
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Table 2

Permanent Period - Enforceable Funding Commitments (AHD/HRI) For AHD and HRI Capital Projects, please list the permanent enforceable funding commitments in the table below. Documentation to substantiate identified EFCs are only required for commitments that are new or which have changed since the concept application submittal. Please note, however, the total construction period commitments must equal the total permanent funding commitments so applicants should be sure to include deferred costs as needed.										
AHD/HRI	Name of Funding Source	Source Type	Lien Position	Committed by Full App Deadline?	Commitment Date (Actual or Anticipated)	Amount	Term (# of mos.)	Interest Rate	Rate Type (Fixed vs. Variable. vs. Residual Receipts)	Balloon ?
AHD	AHSC Program - (AHD-R Loan funds requested)	State=HCD		Yes.	N/A	se = \$0	660	3.00%	residual; receipts	Y
HRI	AHSC Program (HRI Grant funds requested)	State-HCD		Yes	N/A	r\$0	N/A	N/A	N/A	N/A
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Permanent Enforceable Funding Commitments - STI and TRA only

				Table 3						
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For SII and EFCs are on	TRA Capital Projects, pleas ly required for commitment	se list the permane s that are new or v	ent enforceab which have cl	le funding con nanged since i	nmitments in the t the concept applic	able below, Docur ation submittal.		1 to subst		red
STI/TRA	Name of Funding Source	Source Type	Lien Position	Committed by Full App Deadline?	Commitment Date (Actual or Anticipated)	Amount	Term (# of mos.)	Interest Rate	Rate Type (Fixed vs. Variable, vs. Residual Receipts)	Balloon ?
STI .	AHSC Program (STI Grant funds requested)	State-HCD	N/A-	Yes			− N/A ₃	N/A	N/A	N/A
TRA	AHSC Program = (1 (TRA Grant funds requested)	State-HCD	×. N/A	Yes	N/A 1	0	Ň/A	N/A	N/A	N/A
				160	7					



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Transportation Projects Total Committed Non-AHSC Funds: \$0

Permanent Enforceable Funding Commitments - PGM Only

N/A AHSC Program (Down Gram Bander requested) NA Yes N/A \$0 N/A N/A -	PGM	Name of Funding	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)	Balloor ?
Image: series of the series	N/A	AHSC Program (PGM Grant funds requested)	il. State-HCD	. , N/A	Yes	N/A+	\$0 	N/A	N/A	N/A	N/A
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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 lowerincome households. (1 point) Example sion anti-displacement strategies can be found on page 45 of the f

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

Strategy #1	The Treasure Island Development Authority (TIDA) is currently the sole commercial landlord on Treasure Island. Over the past 18 months, TIDA has implemented it's relocation process that provides a relocation opportunity to all existing commercial tenants in good standing that are directly affected by development of the Project. As part of this process, TIDA staff met with each tenant to identify their specific needs. For those tenants who chose to relocate on-Island, TIDA worked with each to identify a new location. Once a new location was identified, TIDA staff worked with tenant to prepare the location for occupancy, often providing early entry and some other assistance with tenant improvements. All commercial tenants, regardless of the income status of their employees, have had the opportunity to relocate to some other suitable location on Treasure Island.
Strategy #2	Both the City's First Source Hiring Program and the project's own Jobs and Equal Opportiny Program (JEOP) sets a hiring goal of 25% of work hours to be performed by economically disadvantaged San Franciscans at businesses on the island. The 25% hiring goal is already a requirement in the subleases with the Treasure Island Development Authority for current employers on Treasure Island. The JEOP will require employers to sign a First Source Agreement with the SF Office of Economic and Workforce Department (OEWD) indicating how it will meet its 25% hiring goal. The Treasure Island Homeless Development Initiative (TIHDI), recruits and trains economically disadvantaged people to access these jobs through its established Job Broker Program that works with a network of 15 community based employment programs. Any businesses moved to other locations by TIDA will still be required to abide by these hiring goals. Far from causing job displacement, the island's development will increase job opportunites for economically disadvantaged San Francsicans dramatically over the course of its implementation as these hiring goals are also the same for construction employers.
	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

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 Strategy #3 businesses will provide many more job training and employment opportunities for lower income households than currently exist today. These programs are governed by an agreement between TIDA and TIHDI ("the Amended and Restated Base Closure Homeless Assistance Agreement") and will be implemented by TICD, TIDA and TIHDI. Similar to Strategy #2, this program will actually increase the number of employment opportunities on the island for low income individuals as a result of the project.

- OR -

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

Please indicate "Yes" if the Project WILL NOT result in the physical displacement of businesses owned by or employing lower-income residents

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

No



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	For Projects with policies or programs to prevent economic displacement of lower-income nouseholds and promote the recruitment, training and/or hiring or disadvantaged populations with barriers to employment. (3 points)								
	E E	camples of economic displacement and workforce training programs and policies can be found on pages 45-46 of the Pregram Guidelines							
To receive maximum available points, descriptions must include 1) identification of the strategy, 2) who is responsible for implementing strategy it will achieve anti-displacement objectives									
	Strategy #1	The development project for Treasure Island has a Jobs and Equal Opportunity Program (JEOP) as an attachment to the Disposition and Development Agreement (DDA) with Treasure Island Community Development (TICD). It has very specific goals and objectives that will greatly expand the amount of employment opportunities on Treasure Island for economically disadvantaged San Franciscans and those with barriers to employment. In addition the Housing Plan, also an attachment to the DDA, greatly expands the number of affordable units that will be available on Treasure Island. Lastly, the Treasure Island Homeless Development Initiative (TIHDI) also has a legal agreement with the City that reinforces these employment and housing obligations and opportunities. The JEOP sets a hiring goal of 25% of work hours to be performed by economically disadvantage San Franciscans. Each contractor and permanent employer on Treasure Island must sign a First Source Agreement with the SF Office of Economic and Workforce Department (OEWD) indicating how it will meet its 25% hiring goal. The Treasure Island Homeless Development Initiative (TIHDI), working with DEWD's Citybuild program, recruits and trains economically disadvantaged people to access these jobs through is established Job Broker Program. Far from being displaced, the amount of job training and job placement that the project will generate significantly expands the opportunities for economically disadvantaged San Franciscans and those living on Treasure Island. The JEOP calls for a \$3.8million subsidy from TICD for the jobs program over the 10 year build out of the project to assist in the training and barrier removal efforts and to ensure that economically disadvantaged San Franciscans benefit from the Island's development.							
		The JEOP also has goals to support small, locally-owned and disadvantaged businesses and contractors. The following participation goal is set for contracting for Construction Work: (a) For construction contracts, 41% of the total dollar value of the Horizontal Development Work (including the improvements proposed for the AHSC Program) shall be performed by subcontractors that are qualified Small Business Enterprises (SBEs) located in San Francisco or elsewhere, provided that First Consideration shall be given to SBEs located in San Francisco. (b) For professional services contracts, 38% of the total dollar value of the professional service contracts shall be performed by qualified							
	Strategy #2	SBEs located in San Francisco or elsewhere, provided that first consideration shall be given to SBEs located in San Francisco. TICD has surpassed this goal to-date, acheiving a cummulative 52% SBE paricipation for professional services.							
		To support the implementation of this goal, TICD is supporting a SBE Mentorship Program. This Program will provide direct support for emerging SBE firms to assist them in building their capacity to increase their access to range of work for which they can successfully compete.							
	Strategy #3	The JEOP provides business opportunities for TIHDI members (comprised of community based organizations) who operate social enterprises or who collaborate with other businesses that provide extensive training and employment opportunities for economically disadvantaged people and people with barriers to employment. This includes janitorial, property management and landscape maintenance training programs as well as other businesses such as a café, restaurant, special event venue, catering, urban farm and retail shop.							
		Low-income units that are currently operated by TIHDI housing providers will be replaced before they are taken down. No one will be displaced through the island's development as the number of new affordable units (2,176) far exceeds the number that currently exists (250). At least 27.2% of the new 8,000 units in the plan will be affordable units. The Housing Plan calls for a housing subsidy from TICD of approximately \$105million to support the production of the affordable housing. Most of the affordable housing development will be done by affordable housing developments.							
	Strategy #4	In summation, the amount of opportunities on Treasure Island will expand greatly and will not only provide employment and housing opportunities for those currently living and working on the island but will increase these opportunities tremendously. Through specific hiring and SBE participation goals, opportunities for social enterprises and affordable housing, Treasure Island is poised to be a model for a successful and vibrant mixed income community.							
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SCORING ELEMENTS - POLICY OBJECTIVES

Program Need and Readiness - 3 Points

(1)

Need and Benefit of Program Activities (2 Points)

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

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

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

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

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

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

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

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

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



(2)

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Program Readiness and Sustainability (1 Point)

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

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

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

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

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

(1)

Transit Priority Areas (1 point)

Is your project reflected in a regional plan as a Transit Priority Area, or the equivalent area pursuant to SB 375?

(2)

Climate Adaptation (0.50 points)

How does your project implement climate adaptation and mitigation efforts that integrate multiple sectors to optimize climate and public benefits? The Treasure Island/Yerba Buena Island Development project has prepared and is implementing an adaptive management plan (Sea Level Rise Risk Assessment and Adaptation Management Plan, attached) that integrates the following measures into the project:

1. Raise grades for all new development to accommodate sea level rise over a 70-year horizon (typical will be +30 to 36 inches over base flood elevation) 2. Improve the perimeter protection (through heightened shoreline embankments and other constructed methods) and interior drainage up to mid-century levels at a minimum to prevent obstruction of view corridors and ponding, while providing protection against coastal flooding.

3. Develop an Adaptation Strategy for improvements beyond mid-century levels (as described in bullet 2 above) to the shoreline protection system and drainage system in the event that actual sea level rise exceeds certain thresholds.

4. Include development setbacks to allow sea level rise projection improvements along the perimeter.

5. Identify a stream of funding to construct these improvements as part of the Adaptation Strategy.

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

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

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

• On-island, high-frequency, free shuttle service

• An extensive and connected island-wide bicycle network, including bike share.

 Highly walkable public realm and building design, including extensive design standards for pedestrian-friendly building facades, entries, and accessible facilities

• Provision of extensive new street trees on every new and existing street, providing shade on extreme heat days, and increasing the comfort of walking

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

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

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

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

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

1. Raise grades for the new development to accommodate sea level rise over a 70-year horizon.

2. Improve the perimeter protection and interior drainage up to mid-century levels at a minimum to prevent obstruction of view corridors and ponding, while providing protection against coastal flooding.

3. Develop an Adaptation Strategy for improvements beyond mid-century levels (as described in bullet 2 above) to the shoreline protection system and drainage system in the event that actual sea level rise exceeds certain thresholds.

4. Include development setbacks to allow sea level rise projection improvements along the perimeter.

5. Identify a stream of funding to construct these improvements as part of the Adaptation Strategy.

(3)

Local Long Range Plans (0.25 Points)

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

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

(4)

Project Specific Plans (0.25 Points)

Which of the following proj	ect-specific plans does the proposed Project implement?
	The Treasure Island Transportation Implementation Plan (TITIP) was adopted by the Treasure Island Development Authority
و معمد ملکار این می کارند. این می از این می کارند این می این این این این این این این این این ای	(TIDA) and the San Francisco Board of Supervisors in 2011. The TITIP calls for a comprehensive, multimodal program of new
If other inlease describe	and expanded transit; pedestrian and bicycling networks; TDM; and disincentives for single occupant vehicles. The proposed
	Project directly fulfills these goals. Refer to Section 2 of the TITIP for program goals and Sections 3, 4, 5 and 7 for
	implementation strategies.

End of Section

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

AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (AHD-R LOAN) COSTS AHD-R State-HCD Тура Туре Type Туре Туре Тура Туре Турв Туре Тура Residentia! Commercial Total AHSC Cost Rental Program AHD-R Loan Name Component Development Name Name Name Name Name Nama Name Name Name Capa Component Costs Costs Costs ACOHISITION Lesser of Land Cost or Value :::: \$0 SC. Demolition **.** \$0 Legal & Closing Costs SC. 50 SC Verifiable Carrying Costs SO \$0 50 Subtota) \$0 \$0 \$0 \$0 50 \$0 50 sn \$0 ·\$0 \$0 \$0 Existing Improvements Cost \$0 Other: (specify) . **\$**0 **Total Acquisition** \$0 . . \$0 \$0 \$0 : . . . \$0 \$0 \$0 \$0 1.\$01 \$0 REHABILITATION Off-Site Improvements \$0 ER Environmental Remediation Site Work Siructures \$0 General Regulrements \$0 Contractor Overhead -----\$0 \$0 \$0 \$0 Contractor Profit General Liability Insurance Other: (specify) 2 Total Rehabilitation Costs \$0 \$0 '. 1. 2. \$0 .\$0 - Fa \$0 \$0 . . -\$0 J. \$0 \$0 RELOCATION Temporary Relocation \$0 1. \$0 7 \$0 Permanent Relocation 1. Total Relocation \$n 50 50 50 50 . \$0 50 . 50 50 50 \$0 50 NEW CONSTRUCTION Off-Sile Improvements \$0 ER Environmental Remediation Site Work (hard costs) + :: \$Q Structures (hard costs) General Regulrements 5.5 Contractor Overhead \$0 Contractor Profit \$ General Liability Insurance Other: (spacify) 50 \$0 **Total New Construction** . 1 \$0 .\$0 \$0 \$0 \$0 \$0 \$0 50 \$0 :\$0 . \$0 ARCHITECTURAL Design Supervision \$0 -\$0 \$0 \$0 \$0 Total Architectural Costs SC . \$0 50 , **\$**0 50 \$ 50 . \$0 1.475 .\$0 SURVEY & ENGINEERING Engineering ALTA Land Survey Total Survey & Engineering DNTINGENCY COSTS e . . \$0 \$0 SC . \$0 . 5(\$0 \$0 \$0 50 \$0 · 50 Hard Cost Contingency \$0

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			COSTS							AHD-R					
					State-HCD	Туре	Тура	Туре	Туре	Туре	Тура	Туре	Туре	Тура	Туре
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Davelopment 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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AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (AHD-R LOAN)

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			COSTS					·		AHD-R					
	ļ,				State-HCD	Туре	Туре	Туре	Туре	Туре	Туре	Туре	Тура	Туре	Туре
	Cost Caps	Residentiat Rental Component Costs	Commarciai 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			1. No.	\$0											
Origination Fee				\$0											
Credit Enhancement & App, Fee				\$0								1			
Owner Pald Bonds/Insurance				\$0											·
Lender inspection Fees	SC			\$0					+	·					
Taxes During Construction				\$0					<u>+</u>			l			
Prevailing Wage Monitor	SC			\$0		·			<u> </u>						· · · ·
Insurance During Construction				\$0				1							
Title and Recording Fees				\$0											
Construction Mgmt. & Testing	SC			\$0								!			
Predevelopment Interest Exp.				\$0 \$0											
Other: (specify)				\$0								· · · · · · · · · · · · · · · · · · ·			
Other: (specify)				\$0							·····				····
Total Construction Expenses		\$0	\$0			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PERMANENT FINANCING EXPENSES								1.21							
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															<u> </u>
Construction Lender Legal Expenses				\$0											
Permanent Lender Legal Fees				\$0											
Sponsor Legal Fees				\$0											
Organizational Legal Fees				\$0											
Syndication Legal Fees				\$0											
Olher: (specify)				\$0											
Total Legal Fees	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAPITALIZED RESERVES							1.1.1.1	a she she s							
Operating Reserve				\$0											
Replacement Reserve				\$0											
Rent-Up Reserve				\$0											
Transition Reserve				\$0							•				L
Olher: (spacify)				\$0											·
Olher: (specify)				\$0											
Total Capitalized Reserves		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REPORTS & STUDIES		1. A		1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -		100 C 100 C			1. A. 1997 A.						
Appraisal(s)				\$0											
Market Study				\$0											
Physical Needs Assessment				\$0							•				
Environmental Studies				\$0											
Diher: (specify)				\$0											
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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16 PIN 35554

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AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (AHD-R LOAN) ٠ COSTS AHD-R State-HCD Туре Type Type Type Туре Type Туре Туре Тура Type Residential Commercial Total AHSC Rental Cost Component Davalopmen Program Name Name Name Name Name · Name Name Name Name Name Caps Component AHD-R Loan Costs Costs Costs Olher: (specify) Olher: (specify) 50 \$0 SC Total Reports & Studies \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 OTHER TCAC App./Alloc./Monitor Fees \$f CDLAC Fees Local Permit Fees \$0 AHSC Eligible impact Fees: Drainage IF Parks & Recreation IF IF Streets/Signals Traffic Fees IF IF Waste Water IF Water Facility Other Impact Fees (Non-AHSC Eligible) Other Costs of Bond Issuance Syndicator / investor Fees & Expanses Furnishings SC Final Cost Audit Expense Marketing SC Financial Consulling Other: (specify) Other: (specify) Olher: (specify Other: (specify) Total Other Costs \$0 \$0 \$0 \$0 \$0 \$0 SUBTOTAL \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 HOUSING-RELATED INFRASTRUCTURE COSTS (autopopulated from the HRI TAB) Soft Costs of Eligible HRI Costs 4 SC7 Other Capital Asset Costs Total HRI Costs 4 State 2 Sta DEVELOPER COSTS Developer Fee/Overhead/Profit \$0 \$0 SC Consultant/Processing Agent SC Project Administration Syndicator Consultant Fees SC

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

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						AFFORDA	BLE HOUSING	DEVELOPM	ENT (AHD-R)	BUDGET [Re	ntal Housing] - FUNDING	SOURCES (AF	ID-R LOAN)	
			COSTS							AHD-R					
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Total Development cost per sf		#DIV/01													
Total Square Footage for All New															
Construction															
Total Square Footage for Total Development															,

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

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

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						AFFORD	ABLE HOUS	ING DEVELO	MENT (AHD-	R) BUDGET	[Rental Hous	ng] - FUNDING	SOURCES ((HRI GRANT)				7
			COSTS					1	HRI (autopop	ulated from	"Budget - HRI	" tab)	•					
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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16

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	T	· ·			AFFORDABLE HOUSING DEVELOPMENT (AHD-R) BUDGET [Rental Housing] - FUNDING SOURCES (HRI GRANT)
			COSTS		HRI (autopopulated from "Budget - HRI" tab)
			00313		
	ļ	······································			Sauchon at the state of the second state of th
	Cost Caps	Residential Rental Component Costs	Commerciai Component Costs	Total Development Costs	Addiga Briogram BRIOgram
ONSTRUCTION PERIOD EXPENSES					
nstruction Loan Interest					STRUCTURE AND STRUCTURE AND STRUCTURES
IgInation Fee					
edit Enhancement & App. Fee	1				
ner Pald Bonds/Insurance	1-2-1				
nder Inspection Fees	SC				
xes During Construction	sc				
availing Wage Monitor	1-20				
le and Recording Fees	+				
nstruction Mgmt. & Testing	SC				
development Interest Exp.					ACCURATE AND A CONTRACTORS A
nor. (specify)	11				A CONTRACT OF A
ner: (specify)					
tal Construction Expenses		\$0	\$0	\$0	ANALY AND A ANALY AND ANALY
RMANENT FINANCING EXPENSES	Section Sec.		شدين الشير	<u> </u>	
n Origination Fee(s)		~~~ <u>~</u> ~~~~			RECEIPTION CONTRACTOR CONTRA
e and Recording					
party Taxes	1				
urance					ACCOUNT OF A DESCRIPTION OF A DESCRIPTIO
ner: (specify)				\$(ANALY AND A A A A A A A A A A A A A A A A A A
ner: (specify)				\$(
tal Permanent Financing		\$0	\$0	\$(UNIVERSITY OF A CONTRACTOR OF A CO
GAL FEES State of Provident States of the state				lan an the state of the state o	
nstruction Lender Legal Expenses					STATUTION AND AND AND AND AND AND AND AND AND AN
manent Lender Legal Fees				\$0	
onsor Legal Fees	Į				STEDERATING PERFECTION PERFECTION AND AND AND AND AND AND AND AND AND AN
panizational Legal Fees	·}				
ndication Legal Fees	1				
tal Legal Fees	SC	\$0	\$0		
PITALIZED RESERVES		45		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	
perating Reserve				S(
placement Reserve	11				10
nt-Up Reserve					STATISTICS DESCRIPTION DESCRIPTION DESCRIPTION DESCRIPTION AND DESCRIPTION DES
nsilion Reserve				\$(
ier: (spacify)					ACCEPTION ACCEPTION ACCEPTION AND A A A A A A A A A A A A A A A A A
ner: (specify)					
tal Capitalized Reserves	11	\$0	\$0	\$(
PORTS & STUDIES			5	· · · · · · · · · · · · · · · · · · ·	
pralsal(s)	 				
rket Study	 				ACCESSION AND A A A A A A A A A A A A A A A A A
ysical Needs Assessment	↓ ↓				PERCENTRATE DESCRIPTION OF DESCRIPTION
vironmental Studies	↓			<u>ې چې</u>	
her: (specify) her: (specify)	++		·····	31	

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

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	<u> </u>					AFFORDA	BLE HOUSI	NG DEVELOP	MENT (AHD-R) BUDGET [R	ental Housing] - FUNDING	SOURCES (RI GRANT)			
			COSTS					ł	IRI (autopopul	ated from "B	udget - HRI" t	ab}				1	
					State-Heb	R. DOPU	Type	i caliyesty	UN TYPE	Type	VETVEE	- Dype	U. Uypelar	A TYPE	A DETYPENT		
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	A156 Repain LiBlGrub	Rhue	NEMP:	Almo		n Rimo	,Xime	Namo	Nume	Nime	e Name	SOURCES TOTAL	Comments
Other: (specify)				\$0	ACCORDENCE.	SHOW SHEET		UN ATTRONOMICANON	U PARMARIAN	UNITED TO STATE	RESISTANT CONTRACTOR	STATES AND STORE OF	CONTRACTOR NO.	10127-2001-149	ITS ALL STATE	\$0	· · · · · · · · · · · · · · · · · · ·
Olher: (specify)									W MILLION PERSONNEL							\$0	
Total Reports & Studies	SĆ	\$0	\$0	\$0	MALE ZACHOSO	THE BERGER		so month and the	50 SALE 30 SE \$0	HULL HAR STATES	1000 A 100 A 10	200 A 100	HIS CONTENT 50	AND SHORE SO	SCHOOL SC	\$0	
OTHER TCAC App./Alloc./Monitor Fees					SCUMPNARD	NonCertain an Palacet	1 Children Shin Don The	101 March 19 March 19	ti luenchicken	Did - and P 17a Line (1.6	and the set of the set		STATUTE AND ADDRESS	Think States and State		S0	and the second
CDLAC Fees																	
Local Permit Faes																	
AHSC Eligible Impact Fees:	<u> </u>		· · · · · · · · · · · · · · · · · · ·	·					C MARLENCE								·····
Drainage	lF			- \$0					I INSTRUMENT								
Parks & Recreation	IF			\$0	務委員会を	State State	I BE SHERE			THE SHOW	1920後日期後未完		SCHOOL STREET	Bale Statutes	Charles States	\$0	
Streets/Signals	IF								张 动导导性的的 现象								
Traffic Fees	풔																
Waste Water	1F IF								s serverser								
Water Facility Other Impact Feas (Non-AHSC Eligible)									s shekandera B shekandera								
Other Costs of Bond Issuance									CONTRACTORISCIE								
Syndicator / Investor Fees & Expenses																	
umishings									B CRAME COR								
cInal Cost Audit Expense	SC								e ezerstatista								
Markeling									D DAR DIN HAR DO								
Financial Consulting	SC			\$0	SALE STATISTICS	ASTERNARD CO.		TI MERCARETERINE	E SELECTION DOWN	In the lot of the	BELEVEL	國際的國際情報的	Not the second second	BELADOLING KAAD	ALC: NOT THE OWNER	\$0	
Other: (specify)																	
Other: (specify)																	
Other: (spacify)									a Riskingaria								
Olher: (specify)									a bekerrener								
Total Other Costs		\$0							0 7760 400 80								
SUBTOTAL HOUSING-RELATED INFRASTRUCTURE (COSTS	\$0 (autopopulator			HEADERSON SU	1 Martin Martin			ie Referenzaisce so	NEW YORK ST	(And a second		NUMBER OF STREET, ST	1. 网络西班牙格米格米克多兰		\$0	
·····Sife Acquisition (HRIstonly) 回归(回道运				*************	Sike Skiller So	E.B. Story Mars	16276-5 Shirks	n Statestations	o www.sawaidirso	KARLISS ACCHS	11 12 X 20 10 15 15 15 10	1325 4 4104 250	ASAN DAY 10 AS SO	Carlo and a solution	4114 414 414 44250	Guber States	
Site Preparation (HRIstonly)																	
Utilities Participation of The States																	
Surface Improvements			ALEAN PROVE														
Landscape and Amenitias	対定に			Sec. 417-14-66 \$0	HILL BUCK	经现代委托银书	MAR SHOLES	O LASS ACTORNES	0 10047 12 14 50	14 2 11 12 12 50	This to the setso	SERVER STORES	COLUMN STARS	3653 1.50	STATES SC	STREET STORE	
Environ Mitigation/Remediation									0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0								
Replacement Transit Parking	心理	125962341355	新闻研究和社						0 777722356740								
Residential Parking									0								
				Rol													
Soft Costs of Eligible HRI Costs				50													
			TO STALLOR						0 1-5227-20250								
Total HRI Costs																	
SUBTOTAL	149.84	12. Tel J 21 5 1 50	T lis de 50	TEL MARLE SO	100000000000000	BARALAUSICISC	BASHLESHI,	o Managera	0	G2UPP LORISO	17101-1-1-1-2230	1.7. 4.1.5. 8.50	PERCENTION	Chastic Lifeso	1.Hasking avenue	23 24 0407 4/\$0	
DEVELOPER COSTS		1. The second	and the second second	and the second	and the second				1.00								and the second second second
Developer Fee/Overhead/Profit									61、地址就用油料地口的包								
Consultant/Proces onl	SC				REAL PORTE						Dissident the Party						
Project Administr	SC				KING SELECTION OF						NKEL-VINARI						
Syndicalor Consu	SC			\$0	出まず留実は出たと	的过去的现在分词	HE BOARD	N 1022137555	ASTERNARY.	和自己的问题的	PLAN AND SE	以及这些形式	日本的名称西方代	的政治政府也主义	WELFELT BERTHERE	\$ <u>0</u>	

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

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						AFFORD	ABLE HOUS	ING DEVE	LOPMEN	NT (AHD-R) BUDGET [F	ental Housh	ıg] - FUNDIN	G SOURCES	(HRI GRANT	}		
			COSTS								ated from "B				+			
					State-HCD	i Topo			per est	· type]	C aype in	IC TYPE	Type	ŪVPO.		Vypy		
	Cost Caps	Residential Rental Component Costs	Commercial Component Costs	Total Development Costs	Atise Regrin HillGraft	Nim o	i Neme	ž		Nano	Nim	Namo	Name	Rime	Neme	Romo	SOURCES TOTAL	Comments
Guarantee Fees																		0
Broker Fees Pald to Related Party																		0
Construction Oversight & Mgmt,	SC																	þ.
Other: (specify)																		0
Olher: (specify)																		0
Total Developer Costs		\$0	\$0													ISO CERCENTERIALSO		0
TOTAL DEVELOPMENT COST		\$0	\$0	\$	0 以北京日本市市大学	D. BRIDERIC	to Research	750 % # # # # # # # # # # # # # # # # # #	temesto en	SHEPPERAL	100000000000000000000000000000000000000		10 DECEMBER	D RED SHEET.	I PROPERTY	SO DESERVESSION	5 - S	0
New Construction cost per sf		#DIV/01																
Total Development cost per sf		#DIV/01	· ·															
Total Square Footage for All New			1															
Gonstruction	_		1									1						
Total Square Footage for Total			1															
Development			1															

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

															
	[FUNDING SOL	JRCES					
		COSTS	State-HCD	Туре	Туре	Туре	Туре	Туре	Type	Туре	Туре	Туре	Туре		
	COST CAPS	TOTAL AMOUNT	AHSC Program- HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
SITE ACQUISITION (Not related to Parking) Site acquisition of the Capital Improvement Project, including easements and right of ways Other:	SC .													\$0 \$0	
Total Site Acquisition Costs (Not related to Parking)		\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0		
SITE PREPARATION		a de la serie					1.1 ¹¹		9 <u>1.641</u>	· · · · · · · · · · · · · · · · · · ·			· · · ·		1997 - S. M. S.
Clearing and Grubbing	_550.7												•		
Demolition			•											\$0	
Excavation	3.01 C + 1			-										\$0	
Grading (excluding grading for housing and mixed use structural improvements)														\$0	
Soll Stabilization (Lime, etc.)									1		•			\$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	
UTILITIES		2 - 1 (g.2. (2)	的现在分词的现在分	1990. The Addition	and a di	100 Mar	er at eachdar	alan Ngalasi	n en anversaget solar	gi la la tra		ang tan kana	1. 1913 ⁽¹ . 1. 1. 1.	25 1	an an tain ta
Sanltary Sewer														\$0	
Potable Water							•							p \$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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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16 PIN 35554

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

							TIGHIGOWIGISI	1		•					
									FUNDING SOU	IRCES					
	(COSTS	State-HCD	Туре	Туре	Туре	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST GAPS	TOTAL AMOUNT	AHSC Program- HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
SURFACE IMPROVEMENTS							- 9	Section Sector	an 11			· · · · ·			
Aggregate Base														\$0	······································
Asphalt Pavement														\$0	
Curb, Gutter, Sldewalk														\$0	
Street Lights			·						1					\$0	
Striping/Signage/Barricades														\$0	
Traffic Mitigation														\$0	
Other:														\$0	
Total Surface Improvements Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
LANDSCAPE AND AMENITIES								<u></u>	Kanada (1			e reconstruction - article
Parks:															
Irrigation														\$0	
Concrete Work											•	· · · · ·		\$0	· -· .
Landscaping									l					. \$0	
Tot Lot														\$0	
Playground Facilities														\$0	
Walking/Bike Path														\$0	
Drinking Fountains														\$0	
Structures														\$0	
Lighting														\$0	
Open Space														\$0	
Other:														\$0	
Total Landscape/Amenities Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	. \$0	\$0	\$0	
ENVIRONMENTAL MITIGATION/REMEDIATION															
Wetland Mitigation									1					\$0	
Endangered Species														\$0	
Tree Mitigation														\$0	
Environmental Remediation														\$0	
Other:														\$0	
Total Mitigation/Remediation Costs	ER	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

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HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET

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Sources

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(Rental and/or Homeownership Projects) FUNDING SOURCES COSTS State-HCD Type Туре Туре Type Type Туре Type Туре AHSC TOTAL Program-Name Name Name Name Name Name Name Name AMOUNT HRI Grant

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 Other: \$0 \$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: #DIV/01 \$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 TRANSIT Transit Facilities: Access Plazas \$0 Pathways \$0 **Bus Sheiters** \$0 Transit Shelters \$0 \$0 Pedestrian Foolities \$0 Bicycle F \$0 Other:

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

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

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	AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION
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PIN 35554 HOUSING RELATED-INFRASTRUCTURE (HRI) BUDGET (Rental and/or Homeownership Projects)

		·							FUNDING SOL	JRCES					
		COSTS	State-HCD	Туре	Туре	Туре	Type	Туре	• Туре	Туре	Туре	Туре	Туре		
MPACT EES	COST CAPS	TOTAL AMOUNT	AHSC Program- HRI Grant	Name	Name	Name	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
IMPACT FEES			n is analyzing in	the second of the				a de ser en s							
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	리													\$0	
Streets/Signals	IF													\$0	
Traffic Fees	١F													\$0	
Waste Water	١F													\$0	
Water Facility	IF													\$0	
Other Impact Fees (non-AHSC Eligible)										· ·				· \$0	
Other:														\$0	
Total Impact Fees		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SOFT COSTS RELATED TO ELIGIBLE COS	TS	1.0				an the state		18.000 ·	N. 1111						and the second
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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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC) PROGRAM FULL APPLICATION Fiscal Year 2015-16 PIN 35554

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

		FUNDING SOURCES													
	(COSTS	State-HCD	Туре	Туре	Туре	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS	TOTAL AMOUNT	AHSC Program- HRI Grant	Name	Name	Name	Name	Name) Name	Name	Name	Name	Name	Sources Total	Comments
OTHER CAPITAL ASSET COSTS Other:												1		\$0	in an an head and a star
Other:									1					\$0	
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	j- \$0	\$0	\$0	\$0	\$0		
TOTAL HOUSING RELATED INFRASTRUCTURE PROJECT COSTS		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	en en en forsteren de ser de
 Pursuant to Section 103(a)(1)(C)(III), the tol The AHSC soft costs in this budget are: 	al amour	t of eligible soft	costs for an Aff	ordable Housing	g Development (Capital Project	cannot exceed	10 percent of th	e total AHSC P	rogram award.				\$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			
 Pursuant to Section 103(a)(2(A)(vii), the tot The AHSC Impact fees for HRI in this budg 		t of eligible imp	act fees for a Ho	ousing-Related I	nfrestructure Ca	upital Project ca	nnot exceed 15	percent of the	AHSC Program	n award up to \$3	00,000.			\$0	Rev. 05/03/18



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			SUSTAINAB	LE TRANS	PORTATIO	N INFRAST	RUCTURE	(STI) BUD	GET				
	С	OSTS					AL	L FUNDING SO	URCES				
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS		STIIGrant		Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
		S	IUSTAINABL	e treation	ORTATION	INFRASTI	RUCTURE (STA) BUDC	er <i>(</i> A				
PRELIMINARY ENGINEERING													
PA&ED (Environmental)	il Carlos	\$0	\$0	\$0		1993 (M. 1997)						\$0	
PS&E (Plan Specification and Estimates)	Sec. at	\$5,735,000	\$3,000,000	\$2,735,000								\$5,735,000	
Other:	的印度就	\$0	\$0	\$0						1		\$5,735,000	
Total Preliminary Engineering	SC	\$5,735,000	\$3,000,000	\$2,735,000	\$0	sets en 11 \$0		\$0	\$0	\$0	\$0	\$11,470,000	0 0
RIGHT OF WAY COSTS													
Right of way support costs	长的时代	\$0	\$0	\$0	<u> </u>							\$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	\$Ó	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SITE PREPARATION												<u>_</u>	1
Clearing and Grubbing	和自然的法	\$0	\$0	\$0							L	\$0	
Demolition	in Star is	\$0	\$0	\$0		[[·	1		\$0	
Grading		\$1,211,670	\$1,211,670	\$0						ļ		\$1,211,670	
Soil Stabilization (Lime, etc.)	104251 - 1042	\$6,228,288	\$6,228,288	\$0			ļ	ļ		ļ	J	\$6,228,288	
Erosion/Weed Control	174-62-672-72	\$70,500	\$0	\$70,500								\$70,500	· · · · · · · · · · · · · · · · · · ·
Dewatering	and the second	\$0	\$0 \$0	\$0	·····						 _	50	
Other:		\$0		\$0	and the second second		المتعد بالم المراجع	Star Land		50	<u> </u>	\$0	
Total Site Preparation Costs	The second second	\$7,510,458	\$7,439,958	\$70,500	\$0	<u> </u>	\$0	\$0	\$0	\$0	\$0	\$7,510,458	

			SUSTAINAB	LE TRANS	PORTATIO	N INFRAS	TRUCTUR	E (STI) BUD	GET				
	C	OSTS					A	LL FUNDING SO	URCES				
			State-HCD	Other	Туре	Туре	Type	Туре	Туре	Туре	Туре		
	COST CAPS	TIOTALI AMOUNT	AHSCIRrogram StillGrant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
UTILITIES													in a the second state
Sanitary Sewer		\$0	\$0	\$0				1				\$0	en de la servició de la sectoria
Irrigation		\$0		\$0			1			1		\$0	
Storm Drain	- Astronomia	\$0		\$0	-		1					\$0	
Detention Basin/Culverts		\$0		\$0						1		\$0	
Other:	date the said	\$0	\$0	\$0			1					\$0	
Total Site Utilities Costs	Sheet States	\$3.31 X \$0	SI-1011\$0	\$0	2 \$0	\$0	SCHEWICKES	D	Grid) \$ 0	\$0	\$0	
CONSTRUCTION: COMPLETE STREETS IMPROVEMENTS													
Aggregate Base	网络武法	\$1,701,900	\$0	\$1,701,900		-				1		\$1,701,900	an an tha an
Asphalt Pavement	and the second	\$447,348						1				\$447,348	
Sidewalk, Curb, and Gutter	- Decision	\$3,168,000	\$0	\$3,168,000								\$3,168,000	
Street Lights	1.5	\$0										\$0	
Striping/Barracades (Bicycle Facilites)	5763685	\$210,000	\$0	\$210,000								\$210,000	
Signage	Sec. 2	\$10,500	\$0	\$10,500								\$10,500	
Crossing and Traffic Signals	100000	\$900,000	\$0	\$900,000								\$900,000	
Roundabouts, median Islands, curb extensions, or other traffic calming surface Improvements		\$0	\$0	· \$0			!						
Other: Curb Ramps	ين المراجعة المراجعة مواد المراجعة	\$144,000		\$144.000								\$0 \$144,000	
Other: Flashing Beacons	Marcia Carda	\$12,000						1.				\$144,000	
Other: Crossing Signal	1765 AC	\$45,000	\$0									\$45,000	
Other:	Sec.	\$0		\$0						+		\$45,000	
Total Complete Streets Construction					S		CONCERNIES,	0	1	n State State	3.99.99.00.00	\$6 629 749	
CONSTRUCTION: TRANSIT AND STATION AF					4420220				MUNICES 20172 621 112 49		CONFIGURATION OF A CONFIGURATION OF	[⊴::i¢0;030](#0]	Sector 11
Striping/Barracades (for dedicated bus lanes)	No. A CARLON	\$0	\$0	\$0		in the second	i					\$0	and a strength of the strength
Sidewalk, Curb, and Gutter		\$127,400	\$0									\$127,400	
Street Lights	and the second second	\$0										\$127,400	
Signage	10 California	\$0						·		1	l	\$0	
Signaling Prioritization Technology	1	\$0										\$0	
Boarding infrastructure		\$0		\$0								\$0 \$0	
Seating/Benches		\$0		\$0						1		\$0	~
Bus/Transit Shelters	REALERS	\$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:	1	\$0	\$0	\$0								\$0	
Total Transit Costs		\$4,062,400	ja (* 1915) 1915 - \$0	\$4,062,400	50	14-1	30 14 C 14 S) \$0	\$0	\$0	\$0	\$4,062,400	

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			SUSTAINAB	LE TRANS	PORTATIC	N INFRAST	RUCTURE	(STI) BUD	GET				·
. <u></u>		OSTS	J				AL	L FUNDING SC	URCES		·····	Ferr .,	·····
			State-HCD	Other	Туре	Туре	, Туре	Туре	Туре	Туре	Туре		······································
	COST CAPS	I AMOUNT OF	AHSC Program- STIIGrant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
ANDSCAPING, AMENITIES, AND GREEN							en de la composition An de la composition						
Street Furniture		\$0	\$01	\$0								\$0	
Bicycle Repair Kiosks		\$0	\$0	\$0		<u>+</u>				<u> </u>	· · · · · · · · · · · · · · · · · · ·	\$0	
Bicycle Storage or Parking	Sherry all 1	\$0	\$0	\$0								50	
treet Trees		\$0	\$0	\$0						1		\$0	
andscaping	Stat South	\$0	\$0	\$0								50	
Prinking Fountains		\$0	\$0	\$0		1						\$0	
Other:	1.00	-										\$0	
)ther:	Stand B											\$0	
otal Landscaping Costs	Act Distance	\$0		\$0	\$0	1. Salta	\$0	50 SO \$0	\$0	\$0	\$0	\$0	
MPACT FEES													alger som
oplicant: Provide Name of Impact Fee	· 유명 하 전 1					· · · · ·]				\$0	
pplicant: Provide Name of Impact Fee	Seguelation of the											\$0	······································
otal Impact Fees	K IF	\$0		SC		1. 5. 5. 5. 5. 50	\$0	\$0	\$0	St	\$0	\$0	
ACTIVITY DELIVERY COSTS	<u>建立的</u>											\$0	and a sa
Other:	A CONTRACTOR OF CONTRACT CONTRACTOR OF CONTRA						·				······	\$0	
otal Activity Delivery Costs		S. S.	s	CONTRACTOR SO	sõ	50	5.0.5	50	S-S-S-TISTIST	To a second second	202300-360		
THER CAPITAL ASSET COSTS	12 341	CALLER STREET, BALLARDER & SC.	THE REAL PROPERTY AND ADDRESS OF	THE R. P. LEWIS CO., LANSING MICH.	Contract of the State of the St	12220 0 15 CALLS (20/1424 0-1		Construction of the second sec	Construction of the second sec	100000000000000000000000000000000000000	9409523728496230623 94 0	Learner States and Land	
ther:	in state of the											\$0	
Other:	的時間。					1		·				\$0	
otal Other Asset Costs	S. Tread state	5	50 St. 199	S0	\$0	1	\$0	S		\$ 0	1. (PAR	\$0	
OTAL STI #1 PROJECT COSTS	(学校)	\$23,946,606	\$10,439,958	\$13,506,648	\$0	\$0	\$0	\$0 \$0	\$0	5 ALL 11 50	\$0	\$29,681,606	

		COSTS					Al	L FUNDING SC	URCES				
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS		AHSCIProgram- STI Grants	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
ure Island is a man-made island built by creatin 330s. The Project areas must be raised severa te this static settlement. Additional geotechnic columns will be used to strengthen the perime	ig a rock dyk I feet to com al mitigations	AIN ANY EXT the that was filled pensate for the s are required for	RAORDINARY SI with sandy soils over ost elevation and to the sandy fill mate	TE CONDITION or the natural bay account for futur rial, which is subje	mud bed of the re sea level rise ect to liquefacti	e San Francisco e. The additiona on during seismi	Bay. ¹ The bay m weight of the fill events. Vibroo	ud is susceptible material and pro compaction will b	e to static settlen oposed improve e used to mitiga	nent, and the Isl ments will Induce te the liquefactio	and has sunk s further settler n risk for the fi	everal feet since the nent. Surcharging v I material. Finally, c	vill be employed leep soil mixing
ST NARRATIVE: USE THE SPACE BELOV sure Island is a man-made island built by creatir 1930s. The Project areas must be raised severa late this static settlement. Additional geotechnic e columns will be used to strengthen the perime Stabilization" (row 24).	ig a rock dyk I feet to com al mitigations	AIN ANY EXT the that was filled pensate for the s are required for	RAORDINARY SI with sandy soils over ost elevation and to the sandy fill mate	TE CONDITION or the natural bay account for futur rial, which is subje	mud bed of the re sea level rise ect to liquefacti	e San Francisco e. The additiona on during seismi	Bay. ¹ The bay m weight of the fill events. Vibroo	ud is susceptible material and pro compaction will b	e to static settlen oposed improve e used to mitiga	nent, and the Isl ments will Induce te the liquefactio	and has sunk s further settler n risk for the fi	everal feet since the nent. Surcharging v I material. Finally, c	vill be employed leep soil mixing

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			SUSTAINABL	ETIRANS	ORTATION	INFRASIA	UCTIURE(STI) BUDC	町722				
PRELIMINARY ENGINEERING													
PA&ED (Environmental)													\$0
S&E (Plan Specification and Estimates)	1. A											111111	\$0
Dther:	al and Fran	6					1						\$0
otal Preliminary EngineerIng	SC	HILTER	0	a Caulta S) i	106 ASACC \$0	41.45 SC	\$0	\$0	\$0	1	at Berlo	\$0
IGHT OF WAY COSTS				<u>.</u>		1. Starting of the	·	· · · · · · · · · · · · · · · · · · ·				<u> </u>	and where the shall the
ight of way support costs													\$0
ite or right of way acquisition for the Capital												1.1	\$0
Other:	10.1111											di Nalasi na	\$0
Fotal Right of Way costs (not related to	SC	1000 B - 245 - \$1	0	S	\$(\$0	S	SALE - 50 \$0	\$0	\$0	\$0	1.1	\$0

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			SUSTAINAB	LE TRANSI	PORTATIO	N INFRAST	RUCTURE	(STI) BUD	GET	•			
	c	OSTS					AL	L FUNDING SC	URCES				
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS	- TOTAL AMOUNT	State-HCD AHSC/Program- ST[Grant	Treasure Island Series 1, LLC	Name	 Name	Name	Name	Name	Name	Name	Sources Total	Comments
SITE PREPARATION	·								· · · · · ·		• • •	· · · · · · · · · · · · · · · · · · ·	
Clearing and Grubbing	100203266	1						•	·			\$0	
Demolition		[[\$0	
Grading												\$0	
Soil Stabilization (Lime, etc.)												\$0	
Erosion/Weed Control	10 and											\$0	
Dewatering	1450000	i										\$0	
Other:	Wernal Water has											\$0	
Total Site Preparation Costs	ALC: ALC: N	1 N	\$0	50 H \$0	\$0	JULE SO	1	\$0	\$0	\$0	1	50	
UTILITIES													a she a sa sa sa sa sa
Sanitary Sewer	和思考的神											\$0	
Irrigation	a chianter											\$0	
Storm Drain	「新設金のな	1										\$0	
Detention Basin/Culverts	1.1.1.1.1.1.1.1											\$0	
Other:	1.243.33											\$0	······
Total Site Utilities Costs	WE STATISTICS	Standens)\$0	In contract \$0	EMINSEN Harter\$0	1411 (AL 32) \$0	A	The tool and \$0	GLEENSING \$0	10-11-11- 5 0	11.00 A	Maria S. S.)	
CONSTRUCTION: COMPLETE STREETS					·								
Aggregate Base	國際利益會											\$0	
Asphalt Pavement	1203463436											\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights	a secondaria											\$0	1
Striping/Barracades (Bicycle Facilites)	12122										·	\$0	
Signage	المجتمعة والمتحقية											\$0	
Crossing and Traffic Signals	والمتحج والمحادث											\$0	
Roundabouts, median islands, curb extensions,	Recent		•									\$0	
Other:	A Starting of the st										1	\$0	
Other:	والتجاير الإلم المرار										1	\$0	
Other:										1	1	\$0	
Other:	1. 1. 20 - 20											50	
Total Complete Streets Construction	المراجع والمعروب	\$0	sia	50 SO	\$0	50	\$0	\$0	\$0	\$0	5		

05/31/16

	c	OSTS					AL	L FUNDING SO	URCES			•	
			State-HCD	Other	Туре	Туре	Туре	Тура	Туре	Туре	Туре	· · ·	
	COST CAPS	AMOUNT	AHSCIProgram: STI/Grant	Treasure Islan <u>d</u> Serles 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
ONSTRUCTION: TRANSIT AND STATION AF				· · · · · · · · · · · · · · · · · · ·		e e e e e e e e e e e e e e e e e e e							e se
triping/Barracades (for dedicated bus lanes)					·							\$0	
idewalk, Curb, and Gutter												\$0	
treet Lights												\$0	
Signage												\$0	
Signaling Prioritization Technology												\$0	
Boarding Infrastructure		·										\$0	
Seating/Benches	la de la companya de	l							·			\$0	
us/Transit Shelters												\$0	
'ehicles			· · · · · · · · · · · · · · · · · · ·									\$0	
Other ITS Technology												\$0	
Other:	1						· · · · · · · · · · · · · · · · · · ·				· · · · · · · · · · · · · · · · · · ·	\$0	
Other:		L			·····		and the second second					\$0	
Total Transit Costs	1. 1. 1. 1. 1. 1.	\$0	\$0	50 \$ 0	\$0	<u>1. (1997)</u> \$0	a da en \$0	a. San San So \$0	\$0	ia - \$0	\$(\$0	
ANDSCAPING, AMENITIES, AND GREEN				<u> </u>		<u> Kanada ka</u>	(<u></u>		· · · · · · · · · · · · · · · · · · ·				. Andrewski i se
Other:	1.1.1.1											\$0	
Other:												\$0	
Other:	1.0						1					\$0	
Other:												\$0	
Other:	594 Sec. 4											\$0	
)ther:	the second											\$0	
Other:												\$0	
Other:		,					!					\$0	
otal Landscaping Costs	Section 2	\$0	\$0	\$0 states	sa (51 5 5 \$0	\$0	\$0	2011-021-\$0	\$0	\$0	\$(\$0	
MPACT FEES							i and a second s						Stranger and State
Applicant: Provide Name of Impact Fee	192 0 5 2											\$0	
pplicant: Provide Name of Impact Fee	N. A.			and the spectrum of the second								\$0	
fotal Impact Fees	m all the	1230235 251 \$0	SI	Section \$0	15. Sec. 19.	Jan 1997 1998 1998 1998 1998 1998 1998 1998	后的是我们的是此\$0	334章之子,他。\$0	出版和正式公\$0	ick.(************************************	68) New State \$0	
CTIVITY DELIVERY COSTS				,		· · · ·						and the second	
Other:	<u> 1870) 1880 (</u>	4					·····					\$0	
Other:	A COURT					15		25 - 15 - 24 - 14 - 199 - 199 - 149 - 149			11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	\$0	
otal Activity Delivery Costs	ADC	\$0		\$0	sec. 1, 1, 1, 50	\$0	S 81-5-183 \$0	\$0	\$0	\$0	st\$(50	
THER CAPITAL ASSET COSTS							£						and the second
Other:	Sec. Sec.	ļ					ļ					\$0	
Other:	.nitrer likes	1	CALL FOR ANY ANY ANY ANY ANY ANY	Salaran ta Shirin edita		S 1			Low Jon make a			Sec	
otal Other Asset Costs	Same Same	\$0	S	50 SO	S. Harrishing \$0	\$0	\$0	\$0	111 TO 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Sec. 50	James and Sec. \$1)	

		OSTS					AL	L FUNDING SO	URCES				
·			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS		AHSCIProgram- STIIGrani	Treasure Island Serles 1, LLC	Name	Name	Name	Name .	Name	Name	Name	Sources Total	Comments
OST NARRATIVE: USE THE SPACE BELOW	TO EXPL	AIN ANY EXTR	AORDINARY SIT	TE CONDITION	IS WHICH RE	SULT IN DEVE	LOPMENT CO	DSTS TO BE H	IGHER THAN	ACCEPTED IN	NDUSTRY ST	ANDARDS.	an se Creat à Séla
Pursuant to Section 103(a)(3)(A)(iii), the total amou Pursuant to Section 103(a)(3)(A)(iv), the total amou							0.			\$01200000000000000000000000000000000000			
Pursuant to Section 103(a)(3)(A)(v), the total amou	in or engine	o concocata dam						Distant a lu		\$0			Rev. 05/3

			USTAINABL	e transf	ORTATION	INFRASTIR	UCTURE (STA) BUDG	副7#0				
PRELIMINARY ENGINEERING													- trade to constanting
PA&ED (Environmental)	THE STREET												\$0
PS&E (Plan Specification and Estimates)	al and the second s	li l		•								1 (de Cal.	3\$0
Other:		4											\$0
Total Preliminary Engineering	SC	\$0	\$0	State 5 - 6\$0	\$0	\$0	\$0	5er \$0	sec \$0	\$0	\$0		(\$0
RIGHT OF WAY COSTS						States.							and the state of the state of the
Right of way support costs													\$0 G
Site or right of way acquisition for the Capital													\$0
Other:													\$0
Total Right of Way costs (not related to	No SC +it	\$0	на. 1975 - Карала \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	1994 - A.	\$0
SITE PREPARATION													
Clearing and Grubbing	10.1980-001				•								\$0
Demolition													\$Ó
Grading	122 202											ولي الما الماني	\$0
Soil Stabilization (Lime, etc.)	1 Section States					1							\$0
Erosion/Weed Control	1.6												\$0
Dewatering	We ripho Bach												\$0
Other:	650056			•									\$0
Total Site Preparation Costs	the Calenter	\$0	17 H ST (THE R \$0	\$0	\$0	\$0	\$0	\$0	u	\$0	\$0		\$0
UTILITIES		·	<u></u>			<u> </u>							
Sanitary Sewer	ولأسترك المشاكلين المجرور في												.\$0
Irrigation													\$0
Storm Drain													\$0
Detention Basin/Culverts	in the second												\$0
Other:	12112-144							•				and the second	\$0
Total Site Utilities Costs	10.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	.\$0	\$0	· · · ·	\$0

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			SUSTAINAE	LE TRANS	PORTATIO	N INFRAS	TRUCTURE	(STI) BUD	GET				<u> </u>
	С	OSTS	1			······································	AL	L FUNDING SC	OURCES	······			
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS		AHSCProgram STIGrant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
CONSTRUCTION: COMPLETE STREETS	11. a. Jaka		pagadan ji p	under die gestellte.		netter en	a da an	29.2.3. 29.2 1					
Aggregate Base											1	\$0	
Asphalt Pavement												\$0	
Sidewalk, Curb, and Gutter												\$0	
Street Lights	- 1									· ·		\$0	j –
Striping/Barracades (Bicycle Facilites)												\$0	
Signage	1. 01											\$0	
Crossing and Traffic Signals							· · · · · · · · · · · · · · · · · · ·					\$0	
Roundabouts, median islands, curb extensions,	11. Mar 1990						!	-				\$0	
Other:										1		\$0	
Other:												\$0	
Other:	Second Second											\$0	
Other:												\$0	
Total Complete Streets Construction	Hannesser	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION: TRANSIT AND STATION AR	EAS		•			a the second second							Sector Strategy
Striping/Barracades (for dedicated bus lanes)	$[M^{(1)}] \cong [M^{(1)}] \cong [M^{(1)}]$				•							\$0	
Sidewalk, Curb, and Gutter									1		1	\$0	
Street Lights	والمرتج الريخ						1					\$0	
Signage												\$0	
Signaling Prioritization Technology	Maria La Salar											\$0	•
Boarding infrastructure	1											\$0	
Seating/Benches										1	1	\$0	
Bus/Transit Shelters									1	1	1	\$0	
Vehicles										1	1	\$0	
Other ITS Technology	Contraction of							· · · · · · · · · · · · · · · · · · ·				\$0	
Other:			· · · · · · · · · · · · · · · · · · ·				1		1	1	1	\$0	
Other:									1		1	50	
Total Transit Costs		\$0	\$00 Sec. \$0	So So	5		Service so	S-1-1-50	50	sn.		\$0 \$0	
LANDSCAPING, AMENITIES, AND GREEN	The second s	the second second second					- All Markovice All		a an	1 * 1.20 Str. 201 Str. 10	The second s	1	a sector and the sector of the
Other:	14. C. M. M.						1					\$0	
Other:	13. 19. 19			i			Ì					\$0	
Other:	14 / 25 57								1	1		\$0	
Other:									1	t	+	\$0	
Other:							·····	<u>-</u> .		1	+	\$0	
Other:					······			·····		<u> </u>		\$0	
Other:										l	·	\$0	····
Other:												\$0	
Total Landscaping Costs		1. 1	215/2 and 15 \$0	A PERSON PAR		State Charlen	a balanta a mén	A ANT THE REAL	1000000000	200 202	\$0		

	c	OSTS					AL	L FUNDING SC	URCES				
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST		AHSC Program- STIIGrant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
MPACT FEES				· · · ·							er i na beser en e		
Applicant: Provide Name of Impact Fee	新闻的名称的	4		•								5.04(500) S. \$0	
Applicant: Provide Name of Impact Fee	Second States			A DESCRIPTION OF THE PARTY OF	The second second		and the second second second	TO DESCRIPTION OF THE PARTY OF	and the second sec		11 11 11 11 11 11 11 11 11 11 11 11 11	\$0	
Total Impact Fees	16441月23年	5 \$0	\$0	in the second	Sharing and Son \$0			Contractor and \$0	6-17	10-10-10- \$0	5 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C	\$0	المسبق بيستار الأخاري
ACTIVITY DELIVERY COSTS	的复数											24	
Other:	1.000000000000000000000000000000000000											\$0 \$0	
	ADC		\$0	1.1.1.1.1.1. en	Chelling the set S.O.		R. CLARKER MORE	Sale Color Sen	Second Second	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.			
Cotal Activity Delivery Costs	ADG.	1 Saddala Bradala D	Constraint Strain Strai	3369232666666666666666	1209113 Newbords 90.	and the second	2.2million 5.80.2323 4 0	177 C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Territor Baseling Contract of	The second size of	認識的形式の意識語言語のし、	100.mmthttelesen 5 中U	and the second second
Other:		4										\$0	
Other:	and a second s								<u>†</u>			\$0	
50101		48 11 1271 - 11 12 12 128 12 12 12		STORAGE STORA	¢n	Section of the sectio	5	430 State 40	¢0				
Cotal Other Asset Costs	1.2.2.1.1.1.1	SO:	5- 1. main and 50 50	A STATE OF A DAME TO BE AND DU	Capital Additional Ignoration of the	Up of a star of the star of the DU							
Total Other Asset Costs		50 - The second s	5. Karing and Son \$0.	Asida Pinanaisisis	ta grana gin si kastr a U r	aboya starteral QU	· IF SECTOR STREET STREET OF	Transfer of the Action of the	19913-000111-0003-00	Diangenting, Post	ala <u>n</u> ,4**,3494 Ast 4 ∪	and an angle state of the second s	
Total Other Asset Costs TOTAL STI #3 PROJECT COSTS COST NARRATIVE: USE THE SPACE BE	12 HOLLING			1	\$0	\$0	50		50 SO	\$0	so 50	\$0	
OTAL STI #3 PROJECT COSTS COST NARRATIVE: USE THE SPACE BE	LOW TO EXPL	e impact fees ca e soft costs can e Activity Deliver	AORDINARY SI AORDINARY SI nnot exceed 15 per not exceed 30 perc y Costs associated	rcent of the AHS ant of the total A with the Capital	NS WHICH RE C Program awar HSC Program a Project cannot e	SO SULT IN DEVE d up to \$300,00 ward. xceed 10 percen	ELOPMENT CO	DSTS TO BE	SO IGHER THAN	\$0	so 50	\$0	Rev. 05/
TOTAL STI #3 PROJECT COSTS COST NARRATIVE: USE THE SPACE BE 1. Pursuant to Section 103(a)(3)(A)(iii), the tota 2. Pursuant to Section 103(a)(3)(A)(iii), the tota	LOW TO EXPL LOW TO EXPL al amount of eligibit a amount of eligibit	a Impact fees ca e soft costs canr a Activity Deliver	AORDINARY SIT	rcent of the AHS ant of the total A with the Capital	NS WHICH RE C Program awar HSC Program a Project cannot e	SO SULT IN DEVE d up to \$300,00 ward. xceed 10 percen	elopment of o. nt of the Capital	Project costs.	IGHER THAN	SOUTH ACCEPTED IN	so 50	\$0	Rev. 05/
TOTAL STI #3 PROJECT COSTS COST NARRATIVE: USE THE SPACE BE 1. Pursuant to Section 103(a)(3)(A)(iii), the tota 2. Pursuant to Section 103(a)(3)(A)(iii), the tota	LOW TO EXPL LOW TO EXPL al amount of eligibit a amount of eligibit	e impact fees ca e soft costs can e Activity Deliver	AORDINARY SI AORDINARY SI nnot exceed 15 per not exceed 30 perc y Costs associated	rcent of the AHS ant of the total A with the Capital	NS WHICH RE C Program awar HSC Program a Project cannot e	SO SULT IN DEVE d up to \$300,00 ward. xceed 10 percen	elopment of o. nt of the Capital	Project costs.) BUDGET	IGHER THAN TOTALS RCES	\$0 ACCEPTED IN \$0 \$0 \$0 \$0	so 50	\$0	Rev. 05
TOTAL STI #3 PROJECT COSTS COST NARRATIVE: USE THE SPACE BE 1. Pursuant to Section 103(a)(3)(A)(iii), the tota 2. Pursuant to Section 103(a)(3)(A)(iii), the tota	LOW TO EXPL LOW TO EXPL al amount of eligibit a amount of eligibit	a Impact fees ca e soft costs canr a Activity Deliver	AORDINARY SI AORDINARY SI nnot exceed 15 per not exceed 30 perc y Costs associated	rcent of the AHS ant of the total A with the Capital	NS WHICH RE C Program awar HSC Program a Project cannot e	SO SULT IN DEVE d up to \$300,00 ward. xceed 10 percen	elopment of o. nt of the Capital	Project costs.	IGHER THAN	\$0 ACCEPTED II \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	so 50	\$0	Rev. 05

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:
 Pursuant to Section 103(a)(3)(A)((v), the total amount of eligible soft costs cannot exceed 30 percent of the total AHSC Program award. The total STI soft costs are:
 Pursuant to Section 103(a)(3)(A)(v), the total amount of eligible soft costs cannot exceed 30 percent of the total AHSC Program award. The total STI soft costs are:
 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:

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\$0101446522555 \$34000;00015155 \$011725575507



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International structure Structure </th <th></th> <th>cosr</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>,</th> <th>mitting a second</th> <th></th> <th></th> <th></th> <th></th> <th></th>		cosr						,	mitting a second					
Corr Anne Name Name <th< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>FUNDING SOUR</th><th>RCES</th><th></th><th></th><th></th><th></th></th<>									FUNDING SOUR	RCES				
CAPS Name Name <th< th=""><th></th><th></th><th></th><th></th><th>Other</th><th>Туре</th><th>Туре</th><th>Туре</th><th>Туре</th><th>Туре</th><th>Туре</th><th>Туре</th><th></th><th></th></th<>					Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
Symposychology System Sector System			TOTAL AMOUNT	AHSCIProgram- TRAGrant		Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
Statuline Ary Michige Bullow Statuline Ary Michige Bullow <th< td=""><td></td><td></td><td></td><td>যিনো</td><td>nspontation</td><td>Related</td><td>menities((</td><td>(RA)BUD</td><td></td><td></td><td></td><td></td><td></td><td></td></th<>				যিনো	nspontation	Related	menities(((RA)BUD						
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SAE (Pins Specification and (TRAmates) S2.001,000 S0 S2.01,000 S0 S0 <ths0< th=""> S0 <ths0< th=""> <t< td=""><td></td><td>Tabarra 1</td><td>\$0</td><td>\$0</td><td>\$0</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>50</td><td></td></t<></ths0<></ths0<>		Tabarra 1	\$0	\$0	\$0								5 0	
Ither SC 32,841,000 350 <th< td=""><td></td><td>0.01284.00</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>		0.01284.00												
otal Preliminary Engineering SC 22,261,000 50			\$2,601,000		\$2,601,000									
otal Preliminary Engineering SC \$22,001,000 \$0 \$20 \$0 \$0 \$0 \$0 \$22,000 (git of way support costs \$0	ener:		and the second	1.11.12	a constant en en en	Alter Anno Demonstra	المعمرة ومراجع والمراجع	14 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	a la companya a ana ang ang ang ang ang ang ang ang	A	<u></u>	a de seu contra de seu e		
light of way support costs S0 S0 <th< td=""><td>otal Preliminary Engineering</td><td>SC</td><td></td><td>1944 - 1945 - 1955 - 1946 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 -</td><td></td><td>\$0</td><td></td><td>\$0</td><td></td><td>\$0</td><td>\$0</td><td>Plane of the second</td><td></td><td></td></th<>	otal Preliminary Engineering	SC		1944 - 1945 - 1955 - 1946 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 -		\$0		\$0		\$0	\$0	Plane of the second		
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is or right of way acquisition for the Capital provement Project So S	Right of way support costs	الأهريانية تباد	\$0	\$0	\$0			í					\$0	
there \$0	Site or right of way acquisition for the Capital		\$0.	\$0	\$0			1					\$0	
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semailing \$0	ITE PREPARATION													
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Statusetion (Lime, etc.) Statuse	emolition		\$0	\$0	\$0								\$0	
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ewatering 50			\$1,116,000	\$1,116,000	\$0								\$1,116,000	
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rigation \$155,000 \$0 \$155,000 \$150,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,							· · · · · ·							the large start of the
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otal Site Utilities Costs\$698,000\$60\$698,000\$60\$0														
ONSTRUCTION: COMPLETE STREETS IMPROVEMENTS ggregate Base \$0							1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.							
ggregate Base \$0 <td></td> <td></td> <td>\$698,000</td> <td>984, 5 m d. 84 \$0</td> <td>\$698,000</td> <td><u></u>\$0</td> <td>Are stated in 1 \$0</td> <td>5 </td> <td>SO States SO</td> <td><u>-134 (+634) (-2</u> \$0</td> <td>\$0</td> <td>140.480.05.005</td> <td>D \$698,000</td> <td></td>			\$698,000	984, 5 m d. 84 \$0	\$698,000	<u></u> \$0	Are stated in 1 \$0	5 	SO States SO	<u>-134 (+634) (-2</u> \$0	\$0	140.480.05.005	D \$698,000	
sphalt Pavement \$0 </td <td></td> <td></td> <td></td> <td>**</td> <td>A.</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>The arts in Contact</td> <td></td>				**	A.								The arts in Contact	
idewalk, Curb, and Gutter\$0\$0\$0\$0\$0\$0treet Lights\$2,142,000\$0\$2,142,000\$2,142,000\$2,142,000\$2,142,000triping/Barracades (Bicycle Facilites)\$0\$0\$0\$0\$0\$0Ignage\$127,500\$0\$127,500\$0\$127,500\$0rossing and Traffic Signals\$0\$0\$0\$0\$0\$0oundabouts, median Islands, curb extensions, r other traffic calming surface improvements\$0\$0\$0\$0ther:\$1,095,600\$0\$0\$0\$0\$0ther:\$0\$0\$0\$0\$0\$0ther:\$0\$0\$0\$0\$0\$0ther:\$0\$0\$0\$0\$0\$0ther:\$0\$0\$0\$0\$0\$0ther:\$0\$0\$0\$0\$0\$0ther:\$0\$0\$0\$0\$0ther:\$0\$0\$0\$0\$0ther:\$0\$0\$0\$0\$0ther:\$0\$0\$0\$0ther:\$0\$0\$0\$0ther:\$0\$0\$0\$0ther:\$0\$0\$0\$0ther:\$0\$0\$0\$0ther:\$0\$0\$0\$0ther:\$0\$0\$0\$0		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~										ļ		
treet Lights \$2,142,000 \$0 \$2,142,000 \$0 \$2,142,000 triping/Barracades (Bicycle Facilites) \$0 \$0 \$0 \$0 \$0 ignage \$127,500 \$0 \$127,500 \$10 \$127,500 \$127,500 \$100		<u> </u>												
triping/Baracades (Bicycle Facilites) \$0														
ignage \$127,500 \$0 \$127,500 \$127,500 \$127,500 \$127,500 \$127,500 \$100									+					
Topsing and Traffic Signals \$0 </td <td></td> <td><u> </u></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>· · · ·</td> <td> </td> <td></td> <td></td> <td></td> <td></td> <td></td>		<u> </u>						· · · ·						
Start Start <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td><u>_</u></td><td></td><td></td><td></td><td>ļ</td><td></td><td></td></th<>								<u>_</u>				ļ		
r other traffic calming surface improvements \$0 \$0 \$0 ther: Plaza Paving \$1,095,600 <t< td=""><td>rossing and Traffic Signals</td><td>. 11 - A</td><td>\$0</td><td>\$0</td><td>\$0</td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td>\$0</td><td></td></t<>	rossing and Traffic Signals	. 11 - A	\$0	\$0	\$0				1				\$0	
ther: Plaza Paving \$1,095,600 \$1,095,600 \$1,095,600 \$1,095,600 \$1,095,600 \$1,095,600 \$0			· ·					1	· ·					
ther: \$0 \$0 \$0 \$0 \$0 \$0 \$0		<u> </u>												
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ther \$0 \$0 \$0			\$0 \$0	\$0 \$0				·····					\$0 \$0	



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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.

		-	Tra	ansportatio	n Related	Amenities	(TRA) BUD	GET					·
	0	OSTS					,,,,,,, _	FUNDING SOUP	RCES				
· ·		τοτάι	State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS		AHSCIProgram- JTRA/Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
other:		\$0	\$0	\$0								\$0	
otal Complete Streets Construction		\$3,365,100	\$0	\$3,365,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,365,100	

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			Tra	ansportatio	n Related	Amenities	(TRA) BUI	DGET					
	C	OSTS						FUNDING SOU	RCES				
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Тура		
ı	COST CAPS		State-HCD AHSCIPrograms TRAIGrant	Treasure Island Series 1, LLC	Name -	Name	Name	Name	Name	Name	Name	Sources Total	Comments
CONSTRUCTION: TRANSIT AND STATION ARI	EAS												
Striping/Barracades (for dedicated bus lanes)		\$0	\$0	\$0								\$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 INFI	RASTRUC												ene and street at State
Street Furniture	·	\$252,000	\$0	\$252,000				L	/			\$252,000	
Bicycle Repair Klosks		\$0	\$0	\$0								\$0	
Bicycle Storage or Parking		\$130,005	\$0	\$130,005				1				\$130,005	
Street Trees		\$1,280,000	\$0	\$1,280,000								\$1,280,000	
Landscaping		\$166,000	\$0	\$166,000			i					\$166,000	
Drinking Fountains		\$40,000	\$0	\$40,000			i					\$40,000	
Other: Bike Lockers		\$146,400	\$0	\$146,400			-	1				\$146,400	
Other:	· .						1					\$0	
Total Landscaping Costs	•	\$2,014,405	\$0	\$2,014,405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,014,405	



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

			Tra	ansportatio	n Related	Amenities	(TRA) BUD	GET					
	C	COSTS	<u> -</u>					FUNDING SOUR	CES	·····			
	· ·		State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS	ITOTAL AMOUNT	AHSC Program- TRA Grant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
IMPACT FEES					• • • • • • • •	in a manager and a second s	er fille om de skold i				· · · · · · · · · · · · · · · · · · ·		and the second state
Applicant: Provide Name of Impact Fee												\$0	
Applicant: Provide Name of Impact Fee			<u>.</u>								·	\$0	
Total Impact Fees	١F	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$(\$0	
ACTIVITY DELIVERY COSTS												*0	
Other:												\$0 \$0	
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	\$0	\$0	. \$0	\$0	\$0	· \$(,
OTHER CAPITAL ASSET COSTS	700			Ų.					40		1		Sec. Sec. (Sec.)
Other:			·		_							\$0	
Other:												\$0	
Total Other Asset Costs		\$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	\$(\$13,721,419	and the second
COST NARRATIVE: USE THE SPACE BELO		AIN ANY EXTR	RAORDINARY SI	TE CONDITION	S WHICH RE	SULT IN DEVE	LOPMENT CO	DSTS TO BE H					
Treasure Island is a man-made island built by creat													
he 1930s. The Project areas must be raised sever nitigate this static settlement. Additional geotechni													
stone columns will be used to strengthen the perime													
Soll Stabilization" (row 24).		na (molading are								geoteonniourn	ingi st shiftenta a	000011101010000	actumery obstation
. Pursuant to Section 103(a)(4)(A)(iii), the total an	nount of eligible	e impact fees ca	nnot exceed 15 per	rcent of the AHSC	Program awar	d up to \$300,000).			\$0 afe and risks.	,		
. Pursuant to Section 103(a)(4)(A)(Iv), the total an										\$0.72. NH 4444.]		
. Pursuant to Section 103(a)(4)(A)(v), the total am	ount of eligible	e Activity Deliver	y Costs associated	with the Capital F	Project cannot e	xceed 10 percer	t of the Capital	Project costs.		\$0 des des des de]		Rev. 05/31/*

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			Tr	ansportatio	on Related	Amenities	(TRA) BUI	DGET					
	C	OSTS						FUNDING SOU	RCES				
	1		State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS		State-HCD AHSC/Program - URA/Grant	Treasure Island Series 1, LLC	Name	Name	Näme	Nате	Name	Name	Name	Sources Total	Comments
			ារិកខា	nsporiation	n Related A	menitiles:(i	ira) BUD	Gett#2					
PRELIMINARY ENGINEERING				·		Sugar Station States	en la compositione de la composi				and the state	a salat setter	a Terra Alexandri Shaka
PA&ED (Environmental)												. \$0	
S&E (Plan Specification and ETRAmates)		-										\$0	
Other:												\$0	,
Fotal Preliminary Engineering	SC	\$0	\$0	\$0	\$0	\$0	\$	0 \$0	\$0	\$0	\$0	\$0	
NGHT OF WAY COSTS													
Right of way support costs		1			-							\$0	
Site or right of way acquisition for the Capital												\$0	
Other:]	\$0	
Fotal Right of Way costs (not related to	SC	\$0	\$0	\$0	\$0	\$0	\$	0 \$0	\$0	\$0	\$0	\$0	
SITE PREPARATION													and the state of the
Clearing and Grubbing												\$0	
Demolition												\$0	
Grading												\$0	
Soil Stabilization (Lime, etc.)												\$0	
Erosion/Weed Control												\$0	
Dewatering							1					\$0	
Other:	·											\$0	
Total Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$	0 \$0	\$0	\$0	\$0	\$0	



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			Tr	ansportatio	n Related	Amenities	TRA) BUD	GET					
	0	OSTS	l					FUNDING SOUR	RCES				
			State-HCD	Other	. Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS		State-HCD AHSC:Program- TIRAIGrant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
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													1.25
Aggregate Base	· · · ·							•				\$0	
Asphalt Pavement											······································	\$0	<u> </u>
Sidewalk, Curb, and Gutter	·····		[├						\$0	
Street Lights						<u> </u>						\$0	(
Striping/Barracades (Bicycle Facilites)												\$0	<u>'</u>
Signage	L	· · · · · · · · · · · · · · · · · · ·										\$0	
Crossing and Traffic Signals		ļ										\$0	
Roundabouts, median islands, curb extensions,		·	· · ·									\$0	
Other:	<u> </u>											\$0	
Other:												\$0	
Other:		-										\$0	
Other:												\$0	
Total Complete Streets Construction	1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		



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			Tr	ansportatio	n Related	Amenities	(TRA) BUE	GET					······
······································	0	OSTS						FUNDING SOUR	RCES	- <u> </u>		·····	
	COST CAPS		State-HCD AHSC Program TRAIGrant	Other Treasure Island Series 1, LLC	Type Name	Туре Name	Type Name	Type Name	Type Name	Type Name	Type Name	Sources Total	Comments
CONSTRUCTION: TRANSIT AND STATION AF	REAS										102 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
Striping/Barracades (for dedicated bus lanes)												\$0	
Sidewalk, Curb, and Gutter	1 · · ·	1								••••••••••••		\$0	
Street Lights							i					\$0	
Signage	1						1					\$0	
Signaling Prioritization Technology												\$0	
Boarding infrastructure												\$0	
Seating/Benches		1					F					\$0	
Bus/Transit Shelters		1					1					\$0	
Vehicles		•					1					\$0	
Other ITS Technology		1									1	\$0	
Other:							1					\$0	
Other:												\$0	
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
LANDSCAPING, AMENITIES, AND GREEN INF	FRASTRUC	TURE				No. 2 Standard							
Street Furniture	ŀ.											\$0	
Bicycle Repair Kiosks												\$0	
Bicycle Storage or Parking												\$0	
Street Trees												\$0	
Landscaping	·											\$0	
Drinking Fountains								ļ				\$0	
Other:												\$0	
Other:	· · ·	· · · · · · · · · · · · · · · · · · ·		ļ				ļ				\$0	
Total Landscaping Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
IMPACT FEES						te and the second second second	a second a s	j			1	in the second	San Can I Sha
Applicant: Provide Name of Impact Fee	·									-		\$0	
Applicant: Provide Name of Impact Fee	1											\$0	
Total Impact Fees	lF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



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			Tra	ansportatio	on Related	Amenities (TRA) BUD	GET					
	с	OSTS					F	UNDING SOUR	CES				
			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS	TOTAL AMOUNT	AHSC/Program- TRA/Grant	Treasure Island Serles:1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
ACTIVITY DELIVERY COSTS					· · ·						in an in the second		
Other:			ļ								·	\$0	
Other:		l										\$0	
Total Activity Delivery Costs OTHER CAPITAL ASSET COSTS	ADC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	. \$0	\$0	
Other:												\$0	
Other:	,											\$0	
Total Other Asset Costs	<u> </u>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		s \$0		
TOTAL TRA #2 PROJECT COSTS		50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$(\$0	é li de la companya de
COST NARRATIVE: USE THE SPACE BELOW T	O EXPLA												
-													
													Ŧ
 Pursuant to Section 103(a)(4)(A)(iii), the total amour Pursuant to Section 103(a)(4)(A)(iv), the total amour Pursuant to Section 103(a)(4)(A)(v), the total amoun 	nt of eligible	e soft costs can	not exceed 30 perc	ent of the total Al	HSC Program av	ward.		Project costs		\$0.442.045444444 \$0.449444544545 \$0.449445545545			Rev. 05/31/10



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			 Tra	ansportatic	on Related	Amenities	(TRA) BUD	GET	•	•			······
	C	COSTS	Γ					FUNDING SOUF	RCES				
			State-HCD	Other ·	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS		State-HCD AHSC-Program: TRAGrant	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
			Tinar	nspontation	n Related A	menities (i	∏R⁄A))BUDO	BET#3					
PRELIMINARY ENGINEERING PA&ED (Environmental)		t talah karapasan k		al a Maley a jika	e en sel distanta da	elen a Maria (MAR			<u>e.</u> Steland	<u>dada na sana</u>		\$0	and Congo y Killin I Shawali A
PS&E (Plan Specification and ETRAmates) Other:												\$0 \$0	
Total Preliminary Engineering RIGHT OF WAY COSTS	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	. \$0	\$0	<u> </u>	na king di santah kiti
Right of way support costs Site or right of way acquisition for the Capital Other:	<u></u>						i					\$0 \$0	
Other: Total Right of Way costs (not related to SITE PREPARATION	SC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	. \$0	\$0	\$0	\$0 \$0	i
Clearing and Grubbing												\$0 \$0	
Grading Soil Stabilization (Lime, etc.)	<u> </u>		· · · · · · · · · · · · · · · · · · ·		[]							\$0 \$0 \$0	
Erosion/Weed Control Dewatering	1											\$0	
Other: Total Site Preparation Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
UTILITIES Sanitary Sewer										•		\$0	
Irrigation Storm Drain	<u>.</u>			ē								\$0 \$0	
Detention Basin/Culverts Other:												\$0 \$0	
Total Site Utilities Costs	· ·	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	



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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.

			Tra	ansportatio	on Related	Amenities	(TRA) BUE	GET					
	0	COSTS	1					FUNDING SOUF	RCES			·····	
		a North States and States an	State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS	TOTAL AMOUNT	State-HCD AHSC Program: TRA/Grant C	Treasure Island Series 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
CONSTRUCTION: COMPLETE STREETS			1			and the second s				tanan meningkan periodikan sebagai keringkan sebagai keringkan sebagai keringkan sebagai keringkan sebagai keri T			محمد مثلا منظور بر الارامية من عن الحر ائية الع الأراض المركز الرابية
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	[·										1	\$0	
Roundabouts, median islands, curb extensions,												\$0	
Other:											1	\$0	. 1
Other:												\$0	L
Other:												\$0	
Other:												\$0	
Total Complete Streets Construction		\$0	\$0	\$0	\$0	\$0	\$0	\$0.	\$0	\$0	\$0		
CONSTRUCTION: TRANSIT AND STATION AR	EAS					1. 18							A Contract Sector
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											1	\$0	
Other ITS Technology												\$0	
Other:												\$0	
Other:												\$0	
Total Transit Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	the second s	

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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.

			Tra	ansportatio	n Related	Amenities	(TRA) BUI	DGET					
	C	OSTS					1	FUNDING SOUR	RCES				
,, <u>, , , , , , , , , , , , , , , , , ,</u>			State-HCD	Other	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
N	COST CAPS	TOTAL AMOUNT	State-HCD AHSC:Program TRAGrant2	Treasure Island Series 1, LLC	Name	Name	, Name	Name	Name	Name	Name	Sources Total	Comments
LANDSCAPING, AMENITIES, AND GREEN	NFRASTRUC	TURE	San Na		1	a an Sandharan	attijstera i s			in in an			n an
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	
IMPACT FEES													and all the states and a
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	\$(
ACTIVITY DELIVERY COSTS			· · · · ·					·					to Attack a second
Other:	l											\$0	
Other:					-					,		\$0	
Total Activity Delivery Costs	ADC	\$0	\$0	\$0	\$0	- \$0	\$0	\$0	\$0	\$0			
OTHER CAPITAL ASSET COSTS				·		· · · ·		·					
Other:		1										\$0	
Other:		1	1									\$0	<u> </u>
Total Other Asset Costs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$(
TOTAL TRA #4 BBO FOT COSTO		\$0	\$0	\$0	P 0		\$0	\$0		*			n Almah and Mills
TOTAL TRA #3 PROJECT COSTS		\$0	\$0	şu şu	\$0	\$0	ŞU	<u>1 \$0</u>	.\$0	\$0	\$0	\$0	



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			Tra	ansportatio	on Related	Amenities	(TRA) BUD	GET					
	С	OSTS				<u> </u>		FUNDING SOUR	CES			····	
			State-HCD	Other	Type	Туре	Туре	Туре	Туре	Туре	Туре		
	COST CAPS	AMOUNT	AHSC (Program- TRAGrant)	Treasure Island Serles 1, LLC	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments .
COST NARRATIVE: USE THE SPACE BELOW T	FO EXPLA	AN ANY EXTR	AORDINARY SI	FE CONDITION	NS WHICH RE	SULT IN DEVI	LOPMENT CO	OSTS TO BE H	IGHER THAN	ACCEPTED I	NDUSTRY ST	ANDARDS.	Nacional Sciences (Section 1997)
 Pursuant to Section 103(a)(4)(A)(iii), the total amount Pursuant to Section 103(a)(4)(A)(iv), the total amount Pursuant to Section 103(a)(4)(A)(v), the total amount Pursuant to Section 103(a)(4)(A)(v). 	nt of eligible	e soft costs cann	not exceed 30 perc	ent of the total A	HSC Program a	ward.		Project costs.		\$0.42 \$0.42 \$0.42			Rev. 05/31/16
		计数据算	TRANSPO	RTATION:R	ELATED A	MENITIES	(TRA) BUD	GET, TOTA	L S E STATE				and shares o
	С	OSTS						FUNDING SOUR	CES				U
			State-HCD	Other	Туре	Type:	Туре	Type	Type	Туре	Туре		-
	COST CAPS		AHSC Program- TRA Grant		Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
TOTALS FOR ALL TRAS	a and a start of the second	Set 11 120 1410	\$11116,000	0.FN/F/0100/1/470	60.000 (C	STAND STAND ON	Line and the second	0.0 - CO	A Medical Constant	-	Same funders Cr	1 Sect 21721-240	11 - 11 - 11 - 12 - 12 - 12 - 12 - 12 -
TOTALS FOR ALL IRAS	Real Production	1059.11151×U3913	AMARCAN PIGTO (00)	AUL 911 919 925 411 21	N 4.28540042604260426042		UNARCE STREET, STRE		TERSONAL AND A CONTRACTOR OF L		No. and the second s	(1999) (1977) (1977) (1999) (19777) (1977) (1977) (1977) (1977) (1977) (1977) (
 Pursuant to Section 103(a)(4)(A)(iii), the total amount Pursuant to Section 103(a)(4)(A)(iv), the total amount Pursuant to Section 103(a)(4)(A)(v), the total amount 	nt of eligible	a soft costs cann	not exceed 30 perc	ent of the total A	HSC Program a	ward. The total	FRA soft costs a	re:		DC 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) Bud	get					
					ALL FUNDIN	G SOURCES					
		State-HCD	Туре	Туре	Туре	Туре	Туре	Туре	Type		
	TOTAL COST	FAHSC Program PGM(Grant)	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
				PROC	GRAM#1		新新的教育 的			A STARS	
STAFF COSTS				ALTERNATION OF SCHOOL STREET, SCH						CONTRACTOR AND A CONTRACTOR OF STATES	
DirectiCosts (rational distance of the second	新期最後期間的市台	的行动在 新生业 的分析	希·新聞。 「新聞」	创建基金的基金的第三人称单	SAME STRATES			的资源的形式相关的资源的投资	No. HALLER MARK	Plan Barth State	all the second
TIHDI Oversight - Executive Director		\$41,200	A MORAL PROPERTY OF THE PARTY					Constant Constant Bishowing	I NO PERCENT CONTRACTOR OF THE PERCENT	\$41,200	an early free families for managements of a familie state
SFCTA - Senior Planner		\$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	\$Ō	\$0	\$0	\$0	\$0	\$0	\$0	\$159,900	
Subtotal IndirectiCosts	· 在有4月27日24日日日子日日子	AND WARRANT	ATTACAT	AND AND AND AND AND AND AND AND AND AND 	治视荡 动于1993年	Based of Sold A.F.	MARKEN BARKEN	SECTION NO.	APPENDER STATE	(i) is stated	
Other: (specify)						1		Construction of the second sec		\$0	Actual Constant Coll Coll Coll - Co
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 9 F district	\$01	\$0PS101-2011	\$0.52	\$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)			l			· · · ·				\$0	
Other: (specify)						:				\$0	•
Total Other Costs	\$340,000	\$340,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$340,000	
TOTAL COSTS											. San an ing sa ka
Total Program Costs	\$499,900	\$499,900 ****	\$0	\$0	\$0	\$0 →5660555	\$0	\$0	\$0	\$499,900	

				Program (PGM) Budg	get			······································		
					ALL FUNDIN	IG SOURCES					
		State-HCD	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	TOTAL · COST	AHSC Program PGM/Grant	Name	Name	Name	. Name	Name	Name	Name	Sources Total	Comments
				PROC	BRAMI#25					o reating	
STAFF COSTS	en en altra en el	a anti-							and Displayed a state	te de perte la seus	
Direct Costs 1276 Fin Low Contract Street Re	的名称为中国国家	私已经会会的自己的主义	Machine Hillings	会自动的中华生的公式 和	South and the second second	的历史的影响	ACTIVITY OF A CHARGES	ad a factor of the states	Statif managing	Madaling Service	Mandrasetense augenter.
Party 1: (specify)			· ·							\$0	NEW REAL DIST. PROP. 2 W. R. P. B. S. B. C. R. Z. B.
Party 2: (specify)							<u> </u>			\$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	· · · · · · · · · · · · · · · · · · ·	运动自然的回归的		的研究的建筑和影响	的问题的是是	Provide State Providence	达到达 到这些公式	1999年1月4日1月1日	Section 22	的影响是我的	新洲市的时间 和1994年。
Other: (specify)										\$0	
Other: (specify)										\$0	
Other: (specify)										\$0	
Subtotal	\$0	\$ 0	\$0	\$0	\$0 6 8 C 19 V	\$0	<u>\$0</u>	\$0		\$0	
Total Staff Costs	\$0	\$0	\$0	\$0.550 in 200 const.	\$0 minutes for more for	\$0 martines and the	\$0 are the transmission	\$0:15 P	\$0 1.2 ACT	\$0	
OTHER COSTS	· · · ·		·		· · · · · · · · · · · · · · · · · · ·	· .			et i		
Travel										\$0 ⁶³⁶³	
Equipment										\$0	
Supplies (specify)										\$0	
Supplies (specify)								ļ		\$0	
Supplies (specify)								ļ		\$0	2
Other: (specify)										\$0	
Other: (specify)										<u>\$0</u>	
Other: (specify)										\$0	'
Other: (specify)										\$0	
Other: (specify)							·			\$0	,
Other: (specify)	60	6.65.777		AO	Research Constant Office	#0				\$0	
Total Other Costs	\$0	⊅U nersteiselsteisels	Designation of the second	QU	\$U	⊅U ≣lasi in Singli Si	\$0 :	\$U.,	\$0, egeneration (energy)	\$0	
TOTAL COSTS Total Program Costs	\$0	\$0	\$0 ******	\$0	\$0	\$0 7535740550	\$0	\$0	\$0	\$0	

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·				Program	(PGM) Bud	get					
					ALL FUNDIN	IG SOURCES					
		State-HCD	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
		AHSC Program- PGMGrante	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
				PRO	GRAMI#3:						in the set of the t
STAFF COSTS					d an dan an	And and Andrew Charles and Andrew	No. of the local of the local design of the lo	and the transmission of the second			
Direct Costs to Anna Market Market	No. of the second second			Street State	Charles Provident	DHISMASSIN		10 main Statutes and	Market Market State	派法和法法问的法	Bathar and an an An Eastair
Party 1: (specify)							A REAL PROPERTY AND A REAL	Property of the second s	L DE REALEMENT DE LE PRESERVE (POR	\$0	AND A DESCRIPTION OF A
Party 2: (specify)			•							\$0	
Party 3: (specify)							1			\$0	
Party 4: (specify)										\$0	
Party 5: (specify)										\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Subtotal IndirectiCosts	DE LUNCH MALEN	建成的问题	Self Million Hall	的影响。如此是	用和空间运搬站的	北部间接的电池	CONTRACTOR OF	CONTRACTOR OF THE	AND AND A STATE	NAVAR HARAMO	
Other: (specify)										\$0	
Other, (specify)										\$0	
Other: (specify)										\$0	
Subtotal	\$0	\$0	\$0	\$0	\$0			\$0	\$0	\$0	
Total Staff Costs	\$0	\$0	\$0	\$0 'de la section de la secti	\$0	\$0	\$0 -t	\$0	\$0	\$0	
OTHER COSTS											and the second second
Travel			· .	• .			•			\$0	
Equipment					-	· ·				\$0	
Supplies (specify)						;				\$0	
Supplies (specify)						1				\$0	
Supplies (specify)										\$0	
Other: (specify)										\$0	Q
Other: (specify)						, t				\$0	
Other: (specify)						t .				\$0	¥
Other. (specify)				2						\$0	
Other: (specify)						•				\$0	
Other. (specify)										\$0	
Total Other Costs	\$0	\$0 meteration at	\$0-sisterior	\$0 minute of states	\$06 all belaching	\$0	\$0	\$0	\$0	\$0	
TOTAL COSTS											Not the second second
Total Program Costs	\$0	\$0	\$0 ⁻¹⁴ -14	\$0	\$0	\$0	\$0.00	\$0	\$0	\$0	

					ALL FUNDIN	G SOURCES					
	÷.	State-HCD	Туре	Туре	Туре	Туре	Туре	Туре	Туре		
	TOTAL COST	AHSC Program- PGM Grant-	Name	Name	Name	Name	Name	Name	Name	Sources Total	Comments
			Ţ	OTAL PROC (Prog	GRAMS BUI rams 1-3)	DGET					
STAFF COSTS					and the second sec						
Total Staff Costs	\$159,900, 50,00	\$159900	0 <u>r a cik</u> la	\$0	\$01 Hard Area H	\$0) II	\$0 Strate and	\$01	\$0 <u>9.300000000000000000000000000000000000</u>	\$159!900	
OTHER COSTS											
Total Other Costs	\$340,000	\$340,000	0	SOLTH, AND THE SAL	\$0.44	SOLUTION LAD	\$0,112 ^{,00} ,121,211	\$0.000 A 100	\$0 Molecular	340 000	
TOTAL COSTS							-				kasa <u>a</u> ta ata
Total Program Costs	1\$2001000000000000000000000000000000000	\$4991900	(A)转动。有效和特殊和中心	4一 の 日本 日本 日本 日本 日本 日本 日本	SOURCE FRANK	\$0x20x20x20x20x20	I CONTRACTOR AND	ISO2000 CONTRACTOR	ISO MERIONAL	2 \$200 000	

(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.

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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

Fiscal Year 2015-2016

Full Application Workbook

PIN 35554

UNIT MIX

Calculate Rent Revenues for Financial Feasibility Analysis

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

ti <u>Br</u> ein Arzi										1
			UNIT	MIX					RENT REVENUES	
A	В	C	D	E	F	G	н	1	J	К
# of Bedrooms	% of AMI	# of Total Units	# of Restricted Units	# of Manager's Units	# of Senior Units	# of Veterans Units	# of Supportive Housing Units	Gross Monthly Rents (including Utility Allowance) from Rent Limits Chart	Monthly Utility Allowance*	Rent (Not Including Utility Allowance) [D*(I-J)]
	Al State State	an Statistick) مەن، شىغەل ^ى يەر، ئۇرۇشى	RESTR	ICTED:	and the second states of the	和福泉在泉谷和		是法律和法律法律法
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al ang sara di an Sara di ang sara di ang					UNREST	RICTED: < 기관			Restricted Rents (Annualized)	\$0`
, daging a sina a si si si a sa si				देस्ट्री से धरी करें। 	Second UNREST	RICTED:			Restricted Rents (Annualized)	\$0
		s. 87 (12 (5) - 14		4992 A.M. 1967 	UNREST	RICTED: ನಕ್ಕನ			Restricted Rents (Annualized)	\$0 \$0
		x. Y : / M (M) : 4			UNREST	RICTED: 4745			Restricted Rents (Annualized)	\$0 \$0 \$0
					UNREST	RICTED:			Restricted Rents (Annualized)	\$0 \$0 \$0 \$0 \$0
					UNREST	RICTED:			Restricted Rents (Annualized)	\$0 \$0 \$0 \$0 \$0 \$0
						RICTED:			Restricted Rents (Annualized)	\$0 \$0 \$0 \$0 \$0 \$0 \$0
						RICTED:			Restricted Rents (Annualized)	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
	TAL:				UNREST				Restricted Rents (Annualized)	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
то	TAL:								Restricted Rents (Annualized)	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
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TO Fenant Assist (Describe Operating Su (Describe	TAL:								Restricted Rents (Annualized)	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
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TO Tenant Assist (Describe Operating Su (Describe *Source for	TAL: tance): bsidy):		0	0			T , N , O , S , N , O , S , N , O , S , S , N , O , S	Effectiv	Restricted Rents (Annualized)	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
TO enant Assist (Describe Derating Su (Describe *Source for AAST File	TAL: tance): Utility Allowance Name	e:	Descrip		0			Effectiv	Restricted Rents (Annualized)	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
TO enant Assist (Describe Derating Su (Describe *Source for AAST File	TAL: tance): -Utility Allowance Name -HERA HCD r	e:	Descrip Page as	tion sociated with	equined #Av the county in	NSTER Joloade	D ect is located,	Effectiv	Restricted Rents (Annualized)	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0



AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

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PIN_35554



End of Section



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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				The second s			an an the state of
TOTAL:	#DIV/01	#DIV/01		\$U.	\$0 \$0	ŞU	\$U	1999 - 1999 - 1999 - 1999 - 1999 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999

Next Step: Operating Budget AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM



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		ON-SITE EMPLOYEE INFORM	ATION	· ··· <u>· ···············</u> ········
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	要認識強制的意思
6	6711	Payroll Taxes		Show free rent as an
6	6722	Workers Compensation		expense?
6	6723	Employee Benefits		
	On-Si	te 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	Square Footage
		······································	(No. of bdrms.)	
None		On-Site Manager(s)	0	0
			0	0
			0	0
			Total Square Footage	••••••••••••••••••••••••••••••••••••••
		Annual Operating Budget		
Acct.		REVENUE - INCOME	Residential	Commercial
5120/5	140	Rent Revenue - Gross Potential		
		Restricted Unit Rents	\$0	
		Unrestricted Unit Rents		
512	1	Tenant Assistance Payments	\$0	
		Other: (specify)		
· ·		Other: (specify)		
		Operating Subsidies	\$0	
		Other: (specify)		
5910		Laundry and Vending Revenue		
517		Garage and Parking Spaces		
5990	0	Miscellaneous Rent Revenue		
<u> </u>		Gross Potential Income (GPI)	0	
		Vacancy Rate: Restricted Units	5.00%	
		Vacancy Rate: Unrestricted Units	5.00%	
		Vacancy Rate: Tenant Assistance Payments	5.00%	
	<u></u>	Vacancy Rate: Other: (specify)	5.00%	
		Vacancy Rate: Laundry & Vending & Other Income	5.00%	
		Vacancy Rate: Commercial Income		50.0
		IVACADOV RAIE: COMMERCIALIDODORE		
5220/5	5240	Vacancy Rate: Commercial Income	0 0	

Operating Budget

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cct. No.	EXPENSES	Residential	Commercial
	ADMINISTRATIVE EXPENSES: 6200/6300	A STANDARD	oonnineroidi
6203	Conventions and Meetings	1	1
6203		-	
6250	Advertising and Marketing		
6310	Other Renting Expenses Office/Administrative Salaries – from above	0	2
6311	Office Expenses	U server a <u>server a server a server a server</u> e	·
6312			
6320	Office or Model Apartment Rent		
6325	Management Fee Social Services Coordinator – from above		·
6330		0	
	Site/Resident Manager(s) Salaries from above	0	
6331 6340	Administrative Free Rent Unit – from above	<u> </u>	
	Legal Expense Project	· · · · · · · · · · · · · · · · · · ·	
6350	Audit Expense		
6351	Bookkeeping Fees/Accounting Services		
6390	Miscellaneous Administrative Expenses		
6391	Social Programs/Social Services		
6263T	TOTAL ADMINISTRATIVE EXPENSE	S AREA TO A SECOND	
	UTILITIES EXPENSES: 6400		<u></u>
6450	Electricity		
6451	Water		
6452	Gas		
6453	Sewer		1
	Other Utilities: (specify)		
6400T		S	
6400T	Other Utilities: (specify)		
6400T 6510	Other Utilities: (specify) TOTAL UTILITIES EXPENSE	S 0	
	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500		
6510	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above	0	
6510 6515	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies		
6510 6515 6520	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts	0	
6510 6515 6520 6521	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above	0	
6510 6515 6520 6521 6525	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal	0	
6510 6515 6520 6521 6525 6530	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract	0	
6510 6515 6520 6521 6525 6530 6531	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above	0	
6510 6515 6520 6521 6525 6530 6531 6546	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above Heating/Cooling Repairs and Maintenance	0	
6510 6515 6520 6521 6525 6530 6531 6546 6548	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above Heating/Cooling Repairs and Maintenance Snow Removal	0	
6510 6515 6520 6521 6525 6530 6531 6546 6548 6548 6570 6590	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses	0	
6510 6515 6520 6521 6525 6530 6531 6546 6548 6548 6570 6590	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports	0	
6510 6515 6520 6521 6525 6530 6531 6546 6548 6548 6570 6590	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSE	0	
6510 6515 6520 6521 6525 6530 6531 6546 6548 6548 6570 6590 6590	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSE TAXES AND INSURANCE: 6700 Real Estate Taxes	0	
6510 6515 6520 6521 6525 6530 6531 6546 6548 6548 6570 6590 6590 6590	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSE TAXES AND INSURANCE: 6700 Real Estate Taxes Payroll Taxes (Project's Share) – from above	0 0 0 5 0	
6510 6515 6520 6521 6525 6530 6531 6546 6548 6570 6590 6500T 6710 6711 6720	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSE TAXES AND INSURANCE: 6700 Real Estate Taxes Payroll Taxes (Project's Share) – from above Property and Liability Insurance (Hazard)	0 0 0 5 0	
6510 6515 6520 6521 6525 6530 6531 6546 6548 6570 6590 6500T 6710 6729	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSE TAXES AND INSURANCE: 6700 Real Estate Taxes Payroll Taxes (Project's Share) – from above Property and Liability Insurance (Hazard) Other Insurance (e.g. Earthquake)	0 0 0 5 0	
6510 6515 6520 6521 6525 6530 6531 6546 6548 6570 6590 6500T 6710 6711 6720 6721	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSE TAXES AND INSURANCE: 6700 Real Estate Taxes Payroll Taxes (Project's Share) – from above Property and Liability Insurance (Hazard) Other Insurance (e.g. Earthquake) Fidelity Bond Insurance	s 0 0 0 0 0 0 0 0	
6510 6515 6520 6521 6525 6530 6531 6546 6548 6570 6590 6500T 6710 6711 6729 6721 6722	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSE TAXES AND INSURANCE: 6700 Real Estate Taxes Payroll Taxes (Project's Share) – from above Property and Liability Insurance (Hazard) Other Insurance (e.g. Earthquake) Fidelity Bond Insurance Worker's Compensation – from above	S 0	
6515 6520 6521 6525 6530 6531 6546 6548 6570 6590 6500T 6710 6712 6720 6721	Other Utilities: (specify) TOTAL UTILITIES EXPENSE OPERATING AND MAINTENANCE EXPENSES: 6500 Payroll – from above Supplies Contracts Operating & Maintenance Free Rent Unit-from above Garbage and Trash Removal Security Contract Security Free Rent Unit – from above Heating/Cooling Repairs and Maintenance Snow Removal Vehicle & Maintenance Equipment Operation/Reports Miscellaneous Operating and Maintenance Expenses TOTAL OPERATING & MAINTENANCE EXPENSE TAXES AND INSURANCE: 6700 Real Estate Taxes Payroll Taxes (Project's Share) – from above Property and Liability Insurance (Hazard) Other Insurance (e.g. Earthquake) Fidelity Bond Insurance	s 0 0 0 0 0 0 0 0	

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AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM



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		PIN	00001
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	
	TOTAL OPERATING EXPENSES	0	
	FUNDED RESERVES: 7200	Residential	Commercial
7210	Required Replacement Reserve Deposits		
7220	Other Reserves: (specify)		
7230	Other Reserves: (specify)		
7240	Other Reserves: (specify)		
	TOTAL RESERVES	0	
	GROUND LEASE	Residential	Commercial
	GROUND LEASE		
	Ground Lease		
	Ground Lease TOTAL GROUND LEASE	0	
	Ground Lease TOTAL GROUND LEASE NET OPERATING INCOME		
6820	Ground Lease TOTAL GROUND LEASE NET OPERATING INCOME FINANCIAL EXPENSES: 6800	0	AN PETROP TO LE PARA
6820 6830	Ground Lease TOTAL GROUND LEASE NET OPERATING INCOME FINANCIAL EXPENSES: 6800 1st Mortgage Debt Service (Specify)	0	AN PERIODE CONTRACTOR
	Ground Lease TOTAL GROUND LEASE NET OPERATING INCOME FINANCIAL EXPENSES: 6800 1st Mortgage Debt Service (Specify) 2nd Mortgage Debt Service (Specify)	0	AN PETROP TO LE PARA
6830	Ground Lease TOTAL GROUND LEASE NET OPERATING INCOME FINANCIAL EXPENSES: 6800 1st Mortgage Debt Service (Specify) 2nd Mortgage Debt Service (Specify) 3rd Mortgage Debt Service (Specify)	0	AN PETROP TO LE PARA
6830 6840	Ground Lease TOTAL GROUND LEASE NET OPERATING INCOME FINANCIAL EXPENSES: 6800 1st Mortgage Debt Service (Specify) 2nd Mortgage Debt Service (Specify)	0 0	
6830 6840 6890	Ground Lease TOTAL GROUND LEASE NET OPERATING INCOME FINANCIAL EXPENSES: 6800 1st Mortgage Debt Service (Specify) 2nd Mortgage Debt Service (Specify) 3rd Mortgage Debt Service (Specify) 3rd Mortgage Debt Service (Specify) Miscellaneous Financial Expenses: (specify) TOTAL FINANCIAL EXPENSES	0 0	
6830 6840 6890	Ground Lease TOTAL GROUND LEASE NET OPERATING INCOME FINANCIAL EXPENSES: 6800 1st Mortgage Debt Service (Specify) 2nd Mortgage Debt Service (Specify) 3rd Mortgage Debt Service (Specify) Miscellaneous Financial Expenses: (specify)	0 0	
6830 6840 6890	Ground Lease TOTAL GROUND LEASE NET OPERATING INCOME FINANCIAL EXPENSES: 6800 1st Mortgage Debt Service (Specify) 2nd Mortgage Debt Service (Specify) 3rd Mortgage Debt Service (Specify) 3rd Mortgage Debt Service (Specify) Miscellaneous Financial Expenses: (specify) TOTAL FINANCIAL EXPENSES	0 0	
6830 6840 6890 6800T	Ground Lease TOTAL GROUND LEASE NET OPERATING INCOME FINANCIAL EXPENSES: 6800 1st Mortgage Debt Service (Specify) 2nd Mortgage Debt Service (Specify) 3rd Mortgage Debt Service (Specify) 3rd Mortgage Debt Service (Specify) Miscellaneous Financial Expenses: (specify) TOTAL FINANCIAL EXPENSES CASH FLOW	0 0 0	
6830 6840 6890 6800T 6800T	Ground Lease TOTAL GROUND LEASE NET OPERATING INCOME FINANCIAL EXPENSES: 6800 1st Mortgage Debt Service (Specify) 2nd Mortgage Debt Service (Specify) 3rd Mortgage Debt Service (Specify) 3rd Mortgage Debt Service (Specify) Miscellaneous Financial Expenses: (specify) TOTAL FINANCIAL EXPENSES CASH FLOW Social Programs/Social Services	0 0 0 0 0 \$0	\$0
6830 6840 6890 6800T 6391 6590	Ground Lease TOTAL GROUND LEASE NET OPERATING INCOME FINANCIAL EXPENSES: 6800 1st Mortgage Debt Service (Specify) 2nd Mortgage Debt Service (Specify) 3rd Mortgage Debt Service (Specify) Miscellaneous Financial Expenses: (specify) Miscellaneous Financial Expenses: (specify) CASH FLOW Social Programs/Social Services Asset Management/Similar Fees	0 0 0	
6830 6840 6890 6800T 6391 6590 tal Operati	Ground Lease TOTAL GROUND LEASE NET OPERATING INCOME FINANCIAL EXPENSES: 6800 1st Mortgage Debt Service (Specify) 2nd Mortgage Debt Service (Specify) 3rd Mortgage Debt Service (Specify) Miscellaneous Financial Expenses: (specify) Miscellaneous Financial Expenses: (specify) CASH FLOW Social Programs/Social Services Asset Management/Similar Fees ing Expenses Per Unit	0 0 0 0 0 0 \$0 <u>Per Year</u>	\$0 Per Month
6830 6840 6890 6800T 6391 6590 tal Operati	Ground Lease TOTAL GROUND LEASE NET OPERATING INCOME FINANCIAL EXPENSES: 6800 1st Mortgage Debt Service (Specify) 2nd Mortgage Debt Service (Specify) 3rd Mortgage Debt Service (Specify) Miscellaneous Financial Expenses: (specify) Miscellaneous Financial Expenses: (specify) CASH FLOW Social Programs/Social Services Asset Management/Similar Fees	0 0 0 0 0 \$0	\$0

Next Step: 15-Year Pro Forma

End of Section

Operating Budget

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

15-Year Pro Forma

								PIN 3	35554							
INCOME FROM HOUSING UNITS	Inflation	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15
Restricted Unit Rents	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unrestricted Units	2.5%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tenant Assistance Payments	2.5%	0	0	0	0	0	0	0	0	0.	0	0	0	0	0	0
Program:	2.5%	0	0	0	0	0	0	D	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%	2.3.4.100	01	-0-	≥ ₹ 20 20	070	0	0	0	2.83 70 8	 0	0	STE 70 S	0	0	0
GROSS POTENTIAL INCOME - HOUSIN		0	0	0	0	O	0	0	0	0	Ð	0	0	0	0	D
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%	· o	0	0	õ	0 0	õ	Ö	Ő	Ő	Ő	0	ő	Ö	0	õ
Commercial Income	2.5%	0	õ	0	õ	õ	õ	Ő	0	ő	0 0	õ	ŏ	o o	0	0 0
GROSS POTENTIAL INCOME - OTHER	2.070	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GROSS POTENTIAL INCOME - OTHER		U	U	Ū	U	v	U	v	U	U	Ŭ	v	v	U	Ŭ	U
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%	ő	ŏ	0	Ō	0	ō	õ	0	õ	0 0	Ö	õ	õ	õ	Ő
Tenant Assistance Payments	5.0%	ő	ñ	0	D	0	ō	o	n	Ő	0 0	0 0	ŏ	ñ	õ	Ő
Tenant Assistance Payments (Pgm 2)	5.0%	0	ő	0 0	ŏ	n	ő	ő	0	ő	0	ů N	ő	n n	Ő	0
Tenant Assistance Payments (Pgm 2)	.5.0%	ő	0	0	ő	0	Ő	ő	ő	ő	Ő	0	ů	õ	Ő	ő
Other: (specify)	5.0%	0	ő	n	Ő	n	ő	ů	ő	õ	Ő	Ő	õ	õ	õ	n n
Laundry & Vending & Other Income	5.0%	0	ő	0	ŏ	0	ő	õ	n	ő	Ő	ő	Ő	0	Ő	0
Commercial Income	50.0%	0	0	0	0	0	0	0	0	0	0	0	o	0	0	0
	00.078	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VACANCY LOSS		U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
EFFECTIVE GROSS INCOME		. 0	0	0	0	0	0	0	· 0	0	. 0	0	0	0	0	0
OPERATING EXPENSES & RESERVE D	EPOSITS															
Residential Expenses (w/o Real Estate	的复数形式								-							
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	4 0.0%	0	0	0	0	0	0	0	0	0	0	0	O	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%	l o	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL EXPENSES & RESERVES	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VET OFFICENCE NOONE			0			L										
NET OPERATING INCOME		0	U	0	0	0	0	0	0	00	0	0	0	0	0	0
DEBT SERVICE							Â				_	_	_			
1st Mortgage Name:		. 0 29년 2월 51	0	0 1941 - 1945	0	0	0	0	0	0	0	0	0	0	0	0
Bridge Loan (repaid from Investor equity)		والانتقالية ستحدد الأ	Second Contraction			1										
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: (speci	fy)	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	00	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		#D1V/01	#DIV/01	#DIV/01	#DIV/01	#DIV/01	#DIV/01	#DIV/01	#DIV/01	#DIV/01	#DIV/01	#DIV/01	#DIV/01	#DIV/01	#DIV/01	#DIV/01
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

Pag

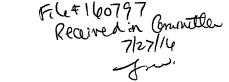
Affordable Housing and Sustainable Communities Program Fiscal Year 2015-2016 Full Application Workbook

15-Year Pro Forma

								PIN 3	35554							
Use of Cash Flow After Debt Service - HCD Project	s	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	Ó	0	0	Ö
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 payr	nent pri	or														
to distributions and residual receipt payments		0 566.666	asta:D	ZESE)	IN CO	End o	Section	C MARIA	Mereni			REALE	ang <u>er</u> ta	o na si		

PrintForm	
Introduction Form By a Member of the Board of Supervisors or the Mayor	•
	Time stamp or meeting date
1. For reference to Committee. (An Ordinance, Resolution, Motion, or Charter Amendmen	t)
2. Request for next printed agenda Without Reference to Committee.	
3. Request for hearing on a subject matter at Committee.	
4. Request for letter beginning "Supervisor	inquires"
5. City Attorney request.	
6. Call File No. from Committee.	
7. Budget Analyst request (attach written motion).	
8. Substitute Legislation File No.	
9. Reactivate File No.	
10. Question(s) submitted for Mayoral Appearance before the BOS on	:
Please check the appropriate boxes. The proposed legislation should be forwarded to the followin Small Business Commission I Youth Commission Ethics Commission Planning Commission Building Inspection Commission Note: For the Imperative Agenda (a resolution not on the printed agenda), use a Imperative H	ssion
Sponsor(s):	
Supervisor Jane Kim	
Subject:	
Resolution Authorizing the Treasure Island Director to Accept and Expend Grant Funds in the Am \$12,055,858 Under the State of California's Affordable Housing and Sustainable Communities Pro	
The text is listed below or attached:	
See attached.	
Signature of Sponsoring Supervisor:	
For Clerk's Use Only:	

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Treasure Island Development Program

Affordable Housing and Sustainable Communities Grant Application

Budget & Finance Committee July 27, 2016



667

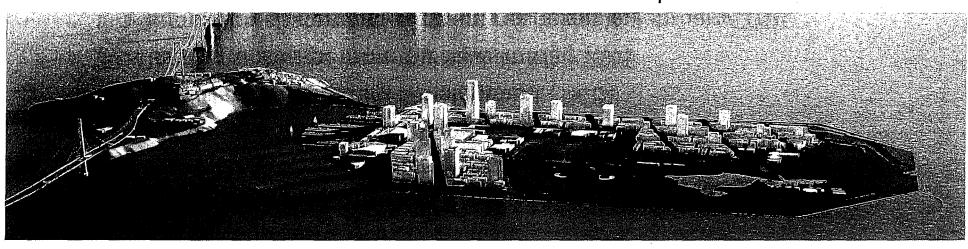
AHSC Program

- The Affordable Housing and Sustainable Communities Grant Program:
 - Developed and administered by the State of California's Strategic Growth Council
 - Targets implementation of transportation, housing and infrastructure elements of the AHSC Program
 - Provides grants and loans for the development of projects that achieve greenhouse gas reductions and benefit disadvantaged communities through increased accessibility to affordable housing, employment centers, and key destinations via low-carbon transportation
 - Application requires commitment to accept and expend prior to consideration for award

Treasure Island Program

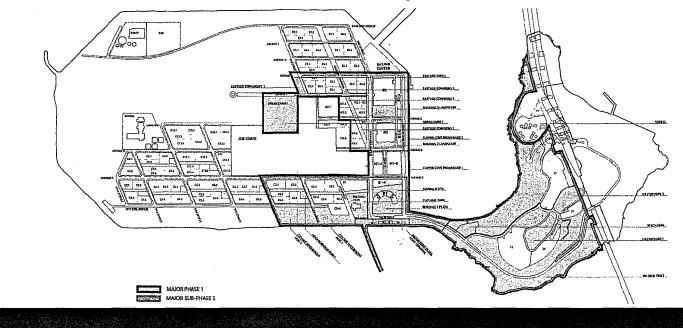
- Up to 8,000 homes (25% Affordable)
- Up to 500 Hotel Rooms
- Up to 450,000 sf Retail & Historic Reuse
- Up to 100,000 sf Office

- 300 acres Open Space
- New Utility Infrastructure
- Geotechnical Improvements
- Sea Level Rise Adaptations



Treasure Island Program

- Program entitlements were adopted in June 2011
- Treasure Island Community Development (TICD)
- First lands transferred from the Navy in May 2015
- Pre-demolition abatement of structures began in February 2016
- Demolition and initial infrastructure packages awarded with several additional infrastructure contracts to be awarded this year



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Co-Applicant

- In the Disposition and Development Agreement, TIDA and TICD pledge to mutually pursue grant opportunities
- TICD and TIDA have developed an application, as co-applicants, to pursue a grant for transit and transportation related project costs under the AHSC Grant Program
- Worked with Treasure Island Mobility Management Agency (TIMMA) and Treasure Island Homeless Development Initiative (TIHDI) to develop & review the scope of the application

AHSC & Affordable Housing

- Affordable housing is not included in the current application, but the AHSC Program will be an important source of funds for affordable housing in future cycles
- First affordable housing projects will not begin construction until 2018
 - Construction would not be completed within the expenditure deadlines of the current AHSC cycle
- Will pursue affordable housing funds in future cycles
 - Substantial additional transportation related scope to include in future applications – ferry and MUNI bus acquisition, ferry terminal construction, etc.

Scope of Application

- Sustainable Transportation Infrastructure \$10.4 million
 - Three bus stops at the Intermodal Hub
 - Three AC Transit buses
 - 4.0 miles of sidewalks
 - 2.5 miles of Class 1 and 1.8 miles of Class 2 bike lanes
 - 0.7 miles of mixed-use paths
 - 14 intersections with traffic and pedestrian safety features
 - A new bike-share station with approximately 20 bicycles

Scope of Application

- Transportation-Related Amenities \$1.1 million
 - 62,000 square foot Ferry Plaza including all features and amenities
 - Streetscape amenities including lighting, benches, bike racks, waste receptacles, wayfinding, and other street improvements
- Vanpool Program \$0.5 million
 - In TIMMA outreach, current low-income residents have indicated the need for off-island shared ride or vanpool services
 - Would partner with TIHDI and TIMMA to develop and operate a vanpool service for existing and future residents
 - Seeking funds to develop service and business plan and the first two years of initial operations

Discussion