

## LARA WEISIGER

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**From:** Angela Pallatto Hockabout <grenadinegirl@gmail.com>  
**Sent:** Tuesday, March 06, 2018 4:56 PM  
**To:** Frank Matarrese; Malia Vella; Jim Oddie; Marilyn Ezzy Ashcraft; City Clerk  
**Subject:** Denial of New Housing is The Real Evil

Dear City Council Members,

I hope this note finds you well. I'm a little upset right now. I recently learned that my parents are now being displaced. Their landlord just closed the sale of their rental home and they will be moving out of state to Texas this September. My dad does not want to be retiring to Dallas. He's sad that he will not be able to see his grandsons more regularly.

This is why I get upset when I hear that people believe that developer profits are evil. I haven't been speaking out as much because I'm really angry and anger doesn't do much to persuade people. However, I do become very disappointed when I hear people care more about the potential profits a developer makes over the fact that we are in a real housing crisis that is causing suffering this very moment.

With that suffering in mind, it is much more evil to deny others housing because of aesthetic concerns. There is a balance between the construction apocalypse that mostly well-housed people are afraid of and the reality. New developments will encourage folks to live more densely, coax them to take transit and house them closer to their jobs. Denser neighborhoods will be able to better support local small businesses, especially if they're not paying high ransom rents to landlords.

The fact of the matter is that we won't know exactly what will happen to Alameda until we actually build the housing. However, if judging from the developments already built: the world won't actually end, and in fact Alameda might be better for it, especially if one considers the past apocalypse that once was the movie theater development.

If Alameda does its part with the rest of California, new development might not be as world-ending as many fear, it might just offer us vibrant new neighborhoods, friendly new Alamedans and affordable homes for our workers.

Please do whatever you can to facilitate the construction of the Alameda Point Partners plan. This crisis can and will get worse before it gets better.

Sincerely,

Angela Hockabout

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Angela P Hockabout  
[www.twitter.com/knitluck](http://www.twitter.com/knitluck)

## LARA WEISIGER

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**From:** Ian Wright <ian@wrightspeed.com>  
**Sent:** Tuesday, March 06, 2018 3:47 PM  
**To:** Trish Spencer; Malia Vella; Marilyn Ezzy Ashcraft; Frank Matarrese; Jim Oddie  
**Cc:** City Clerk; DEBBIE POTTER  
**Subject:** Site A, Agenda item 6

Dear Mayor Spencer and Alameda City Council Members,

thank you for your support, I am very pleased that I moved Wrightspeed here from San Jose. Alameda is truly a lovely city, and Building 41 is a wonderful historic building. We count ourselves lucky to be here.

If we are amending the Site A plan, I would like to also see the amendment approved that we discussed with Joe Ernst and with City staff to give the businesses along the taxiway (Wrightspeed, DOER Marine, Saildrone, The Ocean Cleanup) permanent access (but not exclusive access, we hope there will be others who will also use it) to one of the existing ramps in the seaplane lagoon. This will allow launching and retrieval of prototype and development test vessels (such as water taxis) without having to transport them over public roads, or at least only over 200ft of public road. It's a very minor change to the site A plan, and would be harmonious with the use.

Thank you for your consideration,  
Ian Wright  
CEO, Wrightspeed, Inc.  
650 W. Tower Ave, Alameda 94501  
650 444 1385  
[ian@wrightspeed.com](mailto:ian@wrightspeed.com)

## LARA WEISIGER

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**From:** Liz Taylor <liz@doermarine.com>  
**Sent:** Tuesday, March 06, 2018 3:25 PM  
**To:** Trish Spencer; Malia Vella; Marilyn Ezzy Ashcraft; Frank Matarrese; Jim Oddie  
**Cc:** City Clerk; DEBBIE POTTER  
**Subject:** Agenda item 6A, Site A development plan

**Importance:** High

Dear Mayor Spencer and City Council members

I am writing to express concerns around Agenda item 6A of this evening's meeting, the "Site A" development plan. Specifically, I am concerned about the request for changes/concessions and the proposed \$10M ferry terminal in Sea Plane Lagoon.

As you know, DOER was displaced from the Alameda Marina but had the enormous good fortune to enter a sub-lease arrangement with Wrightspeed. During the lease negotiation, it was made abundantly clear to River Rock and to City Staff that working access to the water was critically important to DOER. Ian Wright told us that he too had been working with the City to assure working access to the water as his technology has maritime applications. We have talked with city staff and with Joe Ernst about our continued collaboration with Wrightspeed on development of a cross estuary water taxi.

There have been several face to face meetings talking about the importance of securing working access to the sea plane lagoon ramps that included Joe Ernst, River Rock, Jennifer Ott, Nanette Mocanu and Debbie Potter. In every meeting we have been told that access could be worked out and/or "easily accommodated" in the Site A plan which includes the two ramps most proximate to Wrightspeed. We mentioned that other businesses along the lagoon also required direct working access including Sail Drone and now The Ocean Cleanup. DOER continues to work to attract more blue economic development to Alameda and eventually to establish an Ocean Exploration center as outlined to the city previously. Blue Endeavors, the Wild Oyster Project and CASA have been collaborating with DOER on that effort with the intention of incorporating Sea Plane Lagoon and the public tidelands trust lands into the effort. Despite repeated assurances that securing working access to the water and ramps would be "no problem" nothing has happened to give us any assurance that water access will be preserved. What we need is an amendment to the master lease and DOER's sub lease that will unequivocally ensure and preserve working access for the existing businesses/buildings now along sea plane lagoon and new blue economic development in future. Once true access is replaced by landscaping and strolling paths, it will be nearly impossible to reclaim. We need access secured and included as a part of the final Site A approval. I am asking that if Council moves to approve the Site A plan tonight that access to the water for DOER, Wrightspeed and others be made part and parcel of the plan.

This then brings us to the \$10M ferry terminal proposed for Sea Plane Lagoon. The developers own illustrations show public interaction with the water using kayaks, paddle boards and small sailing craft. Last week, Sail Drone was actively testing systems that will be used this spring to help track great white sharks and the Ocean Cleanup will soon be assembling their equipment along the shoreline. All of these activities are in direct conflict with the proposed ferry terminal. Sea Plane Lagoon is a fairly shallow body of water that is ideally suited to equipment testing and beginner water sports. Having ferries transiting back and forth through the lagoon will create a safety hazard for the public and make equipment testing problematic due to wake waves produced by the ferries propellers. In addition, the propeller action will disrupt sediments on the bottom of the lagoon smothering oysters and mussels that help to naturally strengthen the shore line. Over time, the constant movement of sediments will require more frequent dredging. During various maritime meetings that I have been invited to by city staff, the issue of dredging always comes up. It is expensive and time consuming. Why would we set up a situation that will require more dredging than absolutely necessary? Happily, a logical solution exists just a few hundred yards away adjacent to the new ferry repair center. Deep water and existing new infrastructure make it a natural, value added leveraging opportunity.

I am asking for Council to disallow a ferry terminal in Sea Plane Lagoon and to instead add passenger transfer elements to the ferry center already under build. This will bring new ferry capacity on line much faster while preserving blue economic development and public safety in the lagoon.

It is unfortunate that these kinds of practical, logical assurances can't be done on a handshake and good faith but we have seen many promises made and very few kept during the rush to build new housing. Yes, we need housing but we also need to protect economic opportunities that small businesses can bring to Alameda along with iconic historic buildings and features such as Sea Plane Lagoon. Do we want Alameda to be just another bedroom community or do we want it to stand out as a pearl of sustainability and best practices in the Bay Area?

Thanks for your time and consideration

Liz Taylor  
President  
DOER Marine  
Tel: 510-530-9388

March 6, 2018

Alameda City Council  
City of Alameda  
2263 Santa Clara Avenue  
Alameda, CA 94501

Dear City Council Members:

This letter is to express the Water Emergency Transportation Authority's (WETA) support for the staff recommendation to authorize the City Manager to execute an amendment to the Disposition and Development Agreement with Alameda Point Partners, LLC.

As you know, WETA operates ferry service to San Francisco and South San Francisco from terminals at Main Street and Harbor Bay. Ferry ridership has grown significantly over the past five years, making the ferry a true success story in Bay Area transit. Clearly there is healthy demand for ferry service in Alameda but limited terminal facilities serve as an impediment. The vision of expanding that ferry service – the WETA Board calls for a ferry departing Alameda every 15 minutes in the *WETA 2016 Strategic Plan* – will be made possible by expansion in terminal capacity represented by the Seaplane Lagoon Terminal.

In April, 2016 the City of Alameda and WETA executed an agreement to cooperatively plan for and advocate for a third terminal in the City at Seaplane Lagoon. This productive partnership has worked since that time to pursue grant funding, support a new bridge toll measure and plan for improved access at the ferry terminals. In the spirit of the agreement and our ongoing partnership, WETA strongly supports the removal of the metering provision and extending the deadline for Alameda Point Partners to April, 2018. The potential benefit of \$10 million in capital funding towards the new Seaplane Lagoon Terminal is a top priority of WETA and hopefully of the City of Alameda.

WETA will soon also be a major employer at Alameda Point with the completion of the Ron Cowan Central Bay Maintenance Facility in June 2018. As an employer and development partner of the City, WETA can attest to the fact that development projects do not always follow a linear path forward. WETA's maintenance facility has struggled with the challenge of building infrastructure at Alameda Point, which drives up development costs and introduces schedule risk. Flexibility and understanding is required from all members of a partnership if a project is to succeed.

Thank you for your consideration and WETA looks forward to a continuing successful partnership with the City of Alameda.

Sincerely,



Kevin Connolly  
Manager, Planning & Development

## LARA WEISIGER

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**From:** Jennifer Ott  
**Sent:** Tuesday, March 06, 2018 2:53 PM  
**To:** LARA WEISIGER  
**Subject:** FW: Statement in support of amendment for Site A  
**Attachments:** Sieloff letter to editor\_Alameda Sun 3\_6.docx.pdf

fyi

Jennifer Ott, Director  
Base Reuse and Transportation Planning Department  
City of Alameda  
2263 Santa Clara Avenue  
Alameda, CA 94501

(510) 747-4747 (office)  
(510) 867-8237 (mobile)

**From:** Sarah Sieloff [mailto:ssieloff@gmail.com]  
**Sent:** Tuesday, March 6, 2018 1:57 PM  
**To:** Sarah Sieloff <ssieloff@gmail.com>  
**Subject:** Statement in support of amendment for Site A

Dear Mayor, Council Members and City Staff,

Attached is a letter to the editor that I wrote this morning for the Alameda Sun, expressing my thoughts about the need for more infill in Alameda. Site A, which you will discuss tonight, is an excellent example of the kind of thoughtful redevelopment we need to welcome into this city. As such, I am in favor of the proposed amendment to the DDA for Alameda Point Site A. Infill is complicated, more expensive than sprawl, and for a variety of reasons, can take more time to materialize. APP has shown its willingness to engage with the City and other stakeholders, and now the City of Alameda needs to return the favor by approving this DDA amendment.

Thank you. I look forward to tonight's meeting.

Sincerely,  
Sarah Sieloff

March 6, 2018

Alameda Sun  
3215J Encinal Ave.  
Alameda, CA 94501

Dear Editor,

I am a resident of Alameda, a renter and a millennial. I also lead an Oakland-based national non-profit called the Center for Creative Land Recycling (CCLR). CCLR provides technical assistance to help communities sustainably and equitably reuse underutilized land. Think gas stations to parks, urban gardens, shops and housing and former factories to mixed use centers – infill development. What follows is my personal opinion, not that of my organization, but I share my professional affiliation because it gives me a particular perspective on Alameda's redevelopment situation.

Infill delivers greater economic and environmental benefits than the sprawl alternative. While infill is Alameda's only option for growth, sprawl is eating up other parts of the region, and it will accelerate if places like Alameda do not grow inward. Among its many benefits, infill leads to environmental assessment and remediation, which removes or sequesters pollutants and protects public health, as well as soil, air, and groundwater. Infill development can help meet our needs for parks, housing, retail space, and many other amenities. It is also a powerful tool for addressing the region's housing crisis, since many underutilized properties are often connected to existing infrastructure like transit.

Alameda does not lack available land, but the will to put existing land to its highest and best use. The 23-acre Encinal Terminals project that the City Council rejected in December is an excellent example of creative infill development, and would have turned a vacant pier into a thriving mixed use community, adding to the vibrancy of Alameda's northern waterfront and providing homes and park space for hundreds of families. I have repeatedly heard Alamedans complain about the City's lack of connection to its own waterfront. Encinal Terminals represented an opportunity to remedy this disconnect, but the project has now been delayed, which threatens its financing and viability.

Some in Alameda who oppose redevelopment projects claim to be pro-infill but love projects to death by saddling them with unfinanceable requirements to ensure that little to nothing gets built ([a letter to the Editor](#) from the Alameda Citizen's Task Force of Feb. 8th is a good local example). Others question the safety of environmental remediation when their real goal is to stop redevelopment. Maintaining a pro-building stance on the surface allows groups like these to claim the progressive mantle while continuing to ensure that affordable, quality housing and other publicly serving amenities remain out of reach for the next generation. It's cynical, obstructionist, and stands directly between Alameda and a sustainable, healthy future. By all means, let's debate projects, but let the debate be open, without kabuki dancing.

That our region must build to support its economic growth should come as no surprise at this point in the public discourse. To do that we must use all available land optimally. That means approving projects like Encinal Terminals, the Alameda Marina, the North Housing site, and of course Alameda Point Site A. By rejecting infill development projects like Encinal Terminals (where no housing currently exists and redevelopment will therefore displace no one), Alameda contributes actively to its own unaffordability and to the larger housing crisis. Alameda's unique geography gives it the opportunity to

chart a different course through infill, but to do that it must have the courage to make informed, visionary choices for the long term.

Sincerely,

A handwritten signature in blue ink that reads "Sarah Sieloff". The signature is written in a cursive style with a long horizontal flourish extending to the right.

SARAH SIELOFF

DENI ADANIYA  
3233 Briggs Avenue  
Alameda, CA 94501  
510/ 337-9380

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March 6, 2018

Mayor Trish Herrera Spencer  
Vice Mayor Malia Vella  
Councilmember Frank Matarrese  
Councilmember Marilyn Ezzy Ashcraft  
Councilmember Jim Oddie  
City of Alameda  
2263 Santa Clara Avenue  
Alameda, CA 94501

VIA EMAIL

Re: Alameda Point – Site A  
In support of 3<sup>rd</sup> amendment to DDA removing the “metering provision”

Dear Members of the City Council:

I am writing in support of removing the “metering provision” from Section 4.2 of Exhibit M of the Disposition and Development Agreement (DDA) with Alameda Point Partners with the conditions imposed by city staff.

The original concept for the “metering provision” was a good one – to ensure that APP remain engaged with the production of the affordable housing and facilitate the affordable developer’s ability to secure Low Income Housing Tax Credits. But those objectives have been met.

Eden Housing has already secured 75% of the financing required for the Family project and 45% for the Senior project, with pending applications for all remaining funds. For those, Eden has strategically positioned both projects to compete well for the final sources of competitive financing from the State’s Affordable Housing and Sustainable Communities program, the Infill Infrastructure Grant program, and 9% Low Income Housing Tax Credits. The fact that these remaining sources of funds are significant and are the “last in” is by design of those program regulations. Each of those State programs, including the 9% Tax Credits, requires that all other sources of financing be committed in order to meet the

minimum requirements to submit applications. And while there is no way to know for certain whether those currently pending applications will receive awards in May or June 2018, I can say, as an affordable housing professional observing from the outside, that I have zero doubt that they will in the next immediate rounds (if they are not able to secure awards in the current rounds).

Therefore, to continue to legally tie building permits to the affordable housing developer's ability to secure Low Income Housing Tax Credits is absolutely counterproductive – if APP is not able to close on the sale of their blocks at a price sufficient to support the horizontal infrastructure improvements, not only would the entire redevelopment of Alameda Point cease, but so would the 130 units of affordable family and senior housing.

The choices are clear. I urge you to vote YES for the proposed 3<sup>rd</sup> amendment to the DDA and allow the redevelopment of Alameda Point to proceed, as approved, in the Site A Development Plan.

Sincerely,

A handwritten signature in black ink, appearing to read 'Deni Adaniya', with a stylized flourish at the end.

Deni Adaniya  
Alameda resident

Cc: Jill Keimach, City Manager  
Jennifer Ott, Base Reuse Director

## LARA WEISIGER

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**From:** Jennifer Ott  
**Sent:** Monday, March 05, 2018 3:36 PM  
**To:** LARA WEISIGER  
**Subject:** FW: I Support Site A

fyi

Jennifer Ott, Director  
Base Reuse and Transportation Planning Department  
City of Alameda  
2263 Santa Clara Avenue  
Alameda, CA 94501

(510) 747-4747 (office)  
(510) 867-8237 (mobile)

**From:** Vicki Sedlack [mailto:vsedlack@gmail.com]  
**Sent:** Monday, March 5, 2018 3:34 PM  
**To:** Trish Spencer <TSpencer@alamedaca.gov>; Malia Vella <MVella@alamedaca.gov>; Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>; Jim Oddie <JOddie@alamedaca.gov>; Frank Matarrese <FMatarrese@alamedaca.gov>; Jill Keimach <JKeimach@alamedaca.gov>; Jennifer Ott <JOtt@alamedaca.gov>; Becca Perata-Rosati <becca@voxpathulpr.net>  
**Subject:** I Support Site A

Dear Mayor Spencer and City Council:

I encourage a YES vote on the final amendment to the Site A proposal, paving the way for a spring groundbreaking on a project that will bring critical infrastructure, sought-after workforce housing, and construction jobs to the 68-acre mixed-used development at Alameda Point.

Alameda has been waiting over two decades to re-develop the former Naval Base. Alameda Point Partners is ready to make the investment in our island to bring:

- 800 housing units
- 200 affordable units
- Up to 600,000 square feet of commercial space
- New transportation amenities, including a ferry terminal
- New on-and off-site infrastructure
- Hundreds of union construction jobs

Please vote YES on March 6th and let's move forward with this very, very long-awaited project!

Sincerely,

Vicki Sedlack

## LARA WEISIGER

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**From:** Jill Keimach  
**Sent:** Friday, March 02, 2018 5:07 PM  
**To:** LARA WEISIGER; Janet Kern  
**Subject:** Fwd: I DO NOT Support Site A

----- Original message -----

From: Kelly Kearney <Kelly@pacificfinefood.com>  
Date: 3/2/18 3:35 PM (GMT-08:00)  
To: Trish Spencer <TSpencer@alamedaca.gov>, Malia Vella <MVella@alamedaca.gov>, Marilyn Ezzy Ashcraft <MEzzyAshcraft@alamedaca.gov>, Jim Oddie <JOddie@alamedaca.gov>, Frank Matarrese <FMatarrese@alamedaca.gov>, Jill Keimach <JKeimach@alamedaca.gov>, Jennifer Ott <JOtt@alamedaca.gov>, becca@voxpulipr.net  
Subject: I DO NOT Support Site A

Dear Mayor Spencer and City Council;

Becca Perata asked that we send the Council our support in regards to Site A.

I can't. Unlike the majority of the developers & Union Labor who want to build & PROFIT from this project and DO NOT actually live here on this small ISLAND, I am not in favor of any more building whatsoever. I live here and own a business on Alameda Point, where there are so many problems with the infrastructure currently, I can't imagine what more construction will do. The character our city & quality of life is quickly diminishing before our eyes. Sadly it's no longer the sleepy little beach town it once was, heck, people don't even know their neighbors. I am NOT in favor of further residential building or traffic or noise.

We don't need more cars and we definitely DO NOT need a freeway coming thru the middle of town! I know the argument, the all the new building will bring more funds to repair the infrastructure problems.. yeah right, after working here for 15 years, I just do not believe it. We don't even have street lights. Somehow any extra funds will be squirrelled away to pay benefit plans for all those public safety employees who don't live here. Stop selling us short. We're sick of it.

I'm happy to invite my employees, (20 of whom actually live in Alameda) to this meeting and they too will have a thing or two to say in regards to yet more building and traffic on the Point. It shouldn't take 25 minutes to get thru the tube! I probably know 1000 people of that live here in town and if all 1000 people came to a meeting and asked you not to build it, I personally don't think it would stop anything. That's HOW BROKEN this system is.

I vehemently disagree and will be delighted to share my perspective & opinion at Tuesday's City Council Meeting.

Ps – Please don't burn down my house.

Most sincere regards,

Kelly Kearney  
Alameda Point Business Owner & Franklin Park Resident.

Vote NO on March 6th.

Thank you.

Sent from [Mail](#) for Windows 10



2311 Buena Vista Ave.  
Alameda, California 94501

February 28, 2018

Trish Spencer  
Mayor  
Alameda City Council  
2263 Santa Clara Avenue  
Alameda, CA 9450

Dear Mayor Spencer and members of the Alameda City Council,

This letter is in support of the proposed Third Amendment to Disposition and Development Agreement between Alameda Point Partners and the City of Alameda for Site A being brought to you at your regular meeting of March 6, 2018.

Renewed Hope Housing Advocates fully supports the intent of the amendment to remove the Affordable Housing Metering Provision in order to hasten the ability of Alameda Point Partners to secure financing for the first phase of the project and begin constructing the infrastructure necessary to support the financing and construction of the 130 units of affordable housing by Eden Housing.

Sincerely,

A handwritten signature in black ink that reads 'Laura Thomas'. The signature is fluid and cursive, with the first name 'Laura' being more prominent than the last name 'Thomas'.

Laura Thomas  
Vice-President  
Renewed Hope Housing Advocates

## LARA WEISIGER

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**From:** Jennifer Ott  
**Sent:** Friday, February 23, 2018 5:00 PM  
**To:** LARA WEISIGER  
**Subject:** Fwd: Site A is on!

FYI

Sent from my iPhone

Begin forwarded message:

**From:** Peter Dreyfuss <[padreyfuss@att.net](mailto:padreyfuss@att.net)>  
**Date:** February 23, 2018 at 2:51:23 PM PST  
**To:** <[tspencer@alamedaca.gov](mailto:tspencer@alamedaca.gov)>, <[mvella@alamedaca.gov](mailto:mvella@alamedaca.gov)>, <[mezzyashcraft@alamedaca.gov](mailto:mezzyashcraft@alamedaca.gov)>, <[joddie@alamedaca.gov](mailto:joddie@alamedaca.gov)>, <[jott@alamedaca.gov](mailto:jott@alamedaca.gov)>, <[fmatarrese@alamedaca.gov](mailto:fmatarrese@alamedaca.gov)>, <[jkeimach@alamedaca.gov](mailto:jkeimach@alamedaca.gov)>  
**Subject:** Site A is on!

Dear Mayor Spencer, Council, and City Manager:

Joe Ernst gave a brief GOOD NEWS talk to the Alameda Pt. Merchants Association yesterday, **and we are thrilled.**

As a 17-year tenant in 2 different buildings, I look forward to getting this long-delayed project under way.

Third time's the charm, and Joe has the staying power to make this happen.

We look forward to ground breakings, and project completions.

**The future for Alameda Pt. and Alameda looks bright!**

Thank you for your consideration, and continued support.

Peter Dreyfuss  
Bldg. 29 - 1701 Monarch  
Alameda Point



Ms. Jennifer Ott  
Chief Operating Officer - Alameda Point  
2263 Santa Clara Avenue  
Alameda, CA 94501

22645 Grand Street  
Hayward, CA 94541

510.582.1460 Phone  
510.582.6523 Fax

**Re: Alameda Point Block 8 Financing Update**

Dear Ms. Ott,

Eden Housing (“Eden”) has made significant strides in securing financing for Site A’s Block 8, a 130-unit affordable housing development including a 60-unit Senior Building and a 70-unit Family Building. Please see the financing table attached that summarizes sources secured to date and those pending.

The next major milestone for Block 8’s financing efforts is our application for 9% federal Low Income Housing Tax Credits for the 60-unit Senior Building, due February 28<sup>th</sup>, 2018. Allocation of the federal 9% tax credit is delegated to the State, through the Tax Credit Allocation Committee (“TCAC”), a division of the State Treasurer’s Office.

Although the allocation process for 9% credits is very competitive, Site A’s senior project scores well. It earns maximum points by virtue of its location (half a mile from transit, a mile from the College of Alameda and Alameda Landing shopping center, Safeway and Target). The key factor in securing 9% tax credits is the project’s tiebreaker score – which essentially considers how successful the affordable housing developer has been in securing other sources of financing and how cost effective the project design is. Our anticipated tiebreaker leverages Alameda Point Partners’ \$3 million contribution, funding commitments from the County, State, Federal Home Loan Bank and the 25 VASH (Veterans Affairs Supportive Housing) vouchers from the Department of Housing and Urban Development, allocated by the Housing Authority of the City of Alameda. If we are awarded 9% tax credits, TCAC requires construction to start within 180 days of receiving an award, or by December 14, 2018. If we are not able to start construction by that time, Eden Housing may be penalized in future application rounds.

Although the tiebreaker score required to secure 9% tax credits varies from year-to-year, Eden believes the Site A Senior Project will be highly competitive as we will be applying in the Non-profit Homeless Assistance set-aside. Again, a significant contributor is HACA’s allocation of the 25 VASH vouchers, which have a value of \$5.5 million. In order to keep the allocation of vouchers, we understand from HACA that HUD require the construction period financing to close by the end of November 2018.

The conveyance of Site A to Alameda Point Partners at this time supports development of the affordable Senior and Family projects in two ways. First of course APP’s \$3 million contribution is an important funding source for the Senior Building and helps our tie-breaker score. Second, we understand that APP will immediately start construction of the backbone infrastructure, including demolition and grading, which our projects will need and which will contribute to our year-end deadlines. Finally, should APP be unable to proceed, Eden does have a plan to proceed independently. This plan will require Eden to secure additional



funding to complete the necessary infrastructure improvements for our affordable buildings to operate. This would make meeting the year-end deadlines much riskier. It is therefore preferable that APP proceed and start construction of the backbone infrastructure as soon as possible.

Eden therefore supports the City of Alameda's plan to convey land to Alameda Point Partners on March 8, 2018.

Sincerely,



Linda Mandolini  
President  
Eden Housing

## ALAMEDA BLOCK 8: SUMMARY OF FINANCING

### Site A/Eden Affordable Housing – Family Building

<i>Source of Funds</i>	<i>Amount</i>	<i>Status</i>
Land Donation	\$5.1 million	Committed
County of Alameda Measure A1	\$2.0 million	Committed
Bank Loan	\$4.2 million	Committed
VASH Voucher Loan	\$3.0 million	Committed
AHSC State Grant	\$9.0 million	Applied in January 2018*
LIHTC 4% Investor Capital	\$14.5 million	Apply June 2018
Section 811 Loan	\$3.1 million	Committed
HCD Infill Infrastructure Grant	\$3.0 million	Applied in January 2018*
GP Equity	\$3.4 million	Committed
<b>TOTAL SOURCES</b>	<b>\$47.3 million</b>	

*\*Results of application to be publicized in May/June 2018.*

### Site A/Eden Affordable Housing – Senior Building

<i>Source of Funds</i>	<i>Amount</i>	<i>Status</i>
Land Donation	\$4.4 million	Committed
County of Alameda Measure A1	\$3.0 million	City Committed/County Approval Pending
Bank Loan	\$1.8 million	Committed
VASH Voucher Loan	\$5.0 million	Committed
Affordable Housing Program (AHP)	\$0.6 million	Committed
Master Developer Contribution	\$3.0 million	Committed if APP Closes
Veteran Housing Homelessness Program Loan	\$1.4 million	Committed
LIHTC 9% Investor Capital	\$16.1 million	Apply February 2018*
HCD Infill Infrastructure Grant	\$1.3 million	Applied in January 2018*
<b>TOTAL SOURCES</b>	<b>\$37.2 million</b>	

*\*Results of application to be publicized in May/June 2018.*