

# EXHIBIT V

## RESPONSES TO COMMENTS ON TREASURE ISLAND DEVELOPMENT PLAN AND TERM SHEET AND EXHIBITS

The following document consolidates into specific categories the comments received on the Development Plan and Term Sheet for the Redevelopment of Naval Station Treasure Island (Development Plan) at the following public meetings or submitted in writing by members of the respective boards:

- September 25, 2006 – Treasure Island/Yerba Buena Island Citizen’s Advisory Board (TICAB) Meeting
- September 26, 2006 – Treasure Island Development Authority (TIDA) Meeting
- October 11, 2006 – Joint TIDA/TICAB Meeting
- October 24, 2006 – TICAB Meeting Endorsing Development Plan
- October 30, 2006 – TIDA Meeting Endorsing Development Plan

Responses are provided to the comments and in many instances language was either revised or added to the Development Plan or its exhibits. The reference and language for these additions or revisions are provided in this summary, where relevant.

COMMENT		RESPONSE
	<b>LAND USE, OPEN SPACE &amp; URBAN DESIGN</b>	
1	Who will review design guidelines prior to implementation?	The DDA will include specific design guidelines based on the more general principles reflected in the Development Plan. That Design for Development document will be vetted through the public review process involving the TICAB, TIDA Board, the Planning Commission, the Board of Supervisors and the public.
2	Would like to see inclusion of Treasure Island historic elements, such as Treasure Island Museum.	Section X.E.2 refers to the establishment of the Treasure Island Museum in Building One. In addition, all historic structures on Treasure and Yerba Buena islands will be retained for adaptive reuse. There will be opportunities for inclusion of historic elements as part of the open space program and public art component that will be developed as part of the design guidelines included with the final Transaction Documents.
3	Wants to see more acknowledgement of the importance of developing visitor experiences on Treasure Island, consistent with the requirements of the Tidelands Trust.	Section II.A.5 of the Development Plan has been revised to include the following language: “Visitor and Tourist Attractions. The development program for the Project includes many elements that are designed not only to create a vibrant and sustainable residential community on the Islands, but also to make the Islands an attractive destination for visitors and tourists. The diverse array of Project improvements and amenities should offer something to attract a variety of visitors. The development of a unique and authentic visitor experience on Treasure Island accomplishes many important goals, including furthering the objectives of the Tidelands Trust, supporting on-Island businesses and creating jobs that help mitigate the economic impacts of the closure of NSTI.”
4	Can you put the additional 500 housing	The acreage being used for residential uses is consistent with the Tidelands Trust Exchange

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	units on the original residential footprint?	legislation, SB 1873. The project plans include an enormous amount of open space - approximately 300 acres – and high density residential housing. The relatively small amount of additional acreage (approximately 10 acres) for residential uses from the last version of the land use plan enhances the ability to provide a spectrum of housing types, including family-oriented housing which is a priority for the project.
5	Why have wetlands moved from last plan?	The project has made a commitment to constructing storm water treatment wetlands to treat storm water runoff on the island and linked to the new wastewater treatment facility. The location of the wetlands in the Illustrative Land Use Plan is conceptual and the final location will require additional analysis regarding soils condition and system efficiency.
6	Need off-leash dog park areas in open space plan.	The following language has been added as a bullet to Section II.A.2 of the Development Plan: “• Off-leash dog park areas”
7	Preserve land for potential tidal wetlands if funding is available.	The following language has been added to the end of Section II.A.2: “In addition, land located on the eastern shore of Treasure Island near the wastewater treatment facility would be available for creation of a tidally-influenced marsh should sufficient non-Project generated monies be obtained to fund the improvements in a manner that does not create or exacerbate adverse environmental conditions, or adversely impact the integrity of the seismic reinforcement of the seawall or the core utilities.”
8	Design, layout and plans need to provide maximum flexibility and adaptability to respond to future conditions.	The following language has been added to Section II.A of the Development Plan: “The Land Use Plan and the Design Concepts and Strategies are intended to be flexible and adaptable enough to allow the Project to respond to future conditions. ”
9	Wants to be sure that reference to “Art Park” does not preclude art in other places or programs.	It is the intention of TIDA and TICD that arts and art programming is not only provided in the proposed Cityside “Art Park.” Language that supports this intention is reflected in the Development Plan in the following locations: bullet number 7 on Page 7; bullet number 11 on Page 11; and bullet number 4 on Page 12.
10	Exhibit E, Introduction third bullet: Add the goal that the Islands need to attract visitors to provide supplemental population for businesses to succeed	We agree that this is an important concept. Bullet numbers 1 and 7 on Page 7, under “Vision” reflect this concept.
11	Early military occupation is preserved in the Nimitz House, Officer Quarters and Torpedo Building, the Golden Gate International Exposition will be represented by Buildings #1, #2, and #3.	Historic buildings on the Islands that will be retained and adaptively reused include the following: Building 1 (Administration Building), Buildings 2 and 3 (Historic Seaplane Hangars), Nimitz House, Historic Officer’s housing (Great Whites) buildings 2, 3, 4, 5, 6, 7, 10, 53, 87, 205, 230 and 267, and the Torpedo House. No other structures are considered historic and expected to be retained.

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	It would be good to save some representatives for the more recent military uses.	
12	What is the process needed to bring some "destination" facilities to TI? Will TICD pursue this or will TIDA need to make this part of their efforts?	Several components of the development program serve as "destination" facilities to attract visitors to the Islands. These components include extensive and diversely programmed open space, recreational facilities and waterfront access, a new 400-slip marina, lifestyle retail, entertainment and restaurant districts and the establishment of significant public art. Additionally, Buildings 2 and 3 can provide an opportunity to attract major indoor uses that serve as "destination" facilities for Treasure Island. As discussed in Section III.C.2.d, TICD will prepare and present a proposal for the adaptive reuse of the hangars, including the phasing of the adaptive reuse, within 12 months after the Board of Supervisors endorsement of the Development Plan.
13	There should be some attempt to increase businesses and bring jobs to TI so the residents don't have to commute off island.	The following new bullet is added to the list in Section II.A of the Development Plan: "Establish new businesses on the island to support a jobs-housing link."
14	Consider adding a youth hostel on the Islands.	To the extent youth hostels are considered trust consistent uses, a hostel could be incorporated into the overall land use plan and Trust land would be available to do so.
<b>PHASING</b>		
15	Why not apply 1% for art on horizontal construction costs? Would like to see early implementation of art park.	The Cityside Park, which is the open space that has been proposed for an art park, will be implemented in phases in conjunction with the adjacent development as the land sales will fund the capital needed to create the open space. The first half of the Cityside Park is proposed to be developed in the first phase of vertical development. As a practical matter, it is most efficient for the open space to be constructed after the completion of the adjacent vertical development so that the open space is not damaged by the adjacent vertical construction activity. Additionally and more importantly, because the 1% for public art is associated with vertical development, it will generate substantially more funds (approximately \$25 million compared to approximately \$5 million if it was applied to horizontal construction costs) for public art and art programming on Treasure Island.
<b>INFRASTRUCTURE</b>		
16	Has projected sea level rise been adequately factored into plans?	Projected sea level rise has been adequately factored into plans. According to the 2003 Treasure Island EIR, the EPA estimates for sea level rise are 8-inches in 50-years. According to the Corps of Engineers the current 100-year high tide for Treasure Island is approximately 6.5 (this includes storm surge). Adding the predicted 8-inches of sea level rise increases the 100-year high tide to approximately 7.2. The minimum floor elevations for new buildings will be set at 8.2, or

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	<p>approximately 1-foot above the flood elevation.</p> <p>Additional protection is afforded by an appropriate height of the island's perimeter levee. The design of levee heights includes the following factors; 1) tide elevations (includes storm surge), and 2) wind waves. Based on FEMA regulations, the highest levee elevation has been calculated to be 9.9 at the northern portion of Treasure Island. It is proposed that the perimeter levee be constructed to an elevation of 10.5. Thus the levee provides a safety factor of 3.3 feet above the sea-level rise flood elevation of 7.2 discussed above.</p> <p>The land use plan has included significant open space around the perimeter of the Island which would allow for increasing levee heights in the future if the rise in tide estimates are much larger than anticipated at this time as to be beyond the mentioned safety factor of 3.3 feet.</p> <p>It should also be noted that the proposed levee elevation of 10.5 for TI is approximately 1.5 to 2.0 feet above standard and customary levee and seawall protection elevations utilized by communities around San Francisco Bay. The larger community of the Bay Area ( and indeed the world) will need to address the issue of sea level rise at elevations below that of the proposed levee for TI.</p> <p>For planning purposes the elevation of 10.5 NGVD for the final levee heights is sufficient to protect TI from tides and storms.</p>
17	<p>Exhibit I, Site Grading- As discussed during the September CAB Meeting, the final grade and levee height should be high enough for extreme tides with storm surge. Any output from the ongoing FEMA flood analyses should be included in the design.</p> <p>The design of levee heights includes the following factors; 1) tide elevations (includes storm surge), and 2) wind waves. Different heights for each of these factors have a percentage chance of occurring during any given year. In general, FEMA regulations require a calculation to determine which combination of these events would equal a 1% chance of occurring.</p> <p>Combining these factors creates the follow approximate design wave height</p> <ul style="list-style-type: none"> <li>• West Shore – 9.8</li> <li>• North Shore – 9.9</li> <li>• East Shore – 8.4</li> <li>• South – protected by YBI</li> </ul> <p>The levees are proposed to be constructed at 10.5. Some overtopping of levees is allowed by FEMA.</p>

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		<p>They will review the setback to the proposed improvements as well as the storm drainage system proposed behind the levee. The site plan has included significant open space around the perimeter of the Island which allow an increase in levee heights in the future if the rise in tide estimates are larger than anticipated at this time.</p> <p>The final surveys of the existing levees and calculation for the proposed levee heights on Treasure Island will be completed during the DDA process. This information will then be submitted to FEMA for approval during the final design process. For planning purposes the elevation of 10.5 NGVD for the final levee heights is sufficient to protect TI from tides and storms.</p> <p>The following language has been added to the Infrastructure Plan: “Outputs relevant to Treasure Island from the current FEMA floodplain mapping process for the City and County of San Francisco will be incorporated into the infrastructure designs for Treasure Island.”</p>
18	Wastewater treatment facility should use most advanced secondary treatment methodology available.	The proposed wastewater treatment facility will replace the existing facility which is aging and in need of various maintenance repairs. The new facility will incorporate then current technology to treat wastewater to quality levels established by the Regional Water Quality Control Board for Treasure Island for discharge to the Bay. As part of the final system design, options for treatment of secondary effluent to improved levels via treatment wetlands will be explored to determine cost and land use impacts. The following language has been added to the Infrastructure Plan: “Working with the builder and operator of the new wastewater treatment facility, the facility will use the most appropriate treatment technology available and feasible at the time, with a goal of maximized treatment wetlands and minimized direct discharge to the Bay.”
19	Make wastewater treatment facility integrated part of open space system via landscaping and design.	The Infrastructure Plan is a conceptual document and it does not address the final design of the wastewater treatment facility. The final design will need to be balance the sensitive location of the facility within the open space with the costs of additional design elements. The further design of the open space plan will evaluate landscaping to integrate the facility as part of the open space system.
20	Use ultraviolet instead of chemical treatment for WWTP.	A decision on the disinfection process has not yet been made. The options to be evaluated are UV and hypochlorite (liquid bleach) The selection is often made in conjunction with the selection of the primary and secondary processes. This is because some processes do not produce an effluent that is suitable with UV (for example, the use of chemically enhanced primary treatment reduces the transmittance to the point where the UV is not cost effective).
21	Would like to see coordination with US Coast Guard for treatment of stormwater	The following language has been added to the Section X.C.4 of the Development Plan: “TICD and the Authority will work collaboratively with the United States Coast Guard to explore the feasibility

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	on YBI, potentially via wetlands on USCG property.	of the Coast Guard constructing additional localized stormwater treatment improvements on a portion of the Coast Guard's property on Yerba Buena Island to treat stormwater runoff in an environmentally sustainable manner.”
22	A supplementary water supply system would be an extravagance for a very small portion of San Francisco's total population. DESAL is very expensive and requires extensive State permitting.	A supplemental/redundant water supply is necessary to provide water to the Island in the event the main line from San Francisco (located on the western span of the Bay Bridge) is out of service due to maintenance repairs or damage from a seismic event. The infrastructure plan proposes a supplemental water supply via a water line on the new east span of the Bay Bridge. The option of desalination is no longer under consideration due to cost, operational issues, sustainability concerns and the robustness of the water supply.
23	The cost of reclaimed water needs to be calculated against other community, sustainability, and mainland San Francisco projects. The cost of treatment, disinfection, storage, delivery pipe network, and pumping energy may far exceed the cost of potable water. One reclaimed alternative that may be feasible is subsurface irrigation where the water has little chance of human contact and does not require as much capital investment in process equipment and storage.	<p>The recycled water system is one of the key elements of the Island's Sustainability Plan. The intent is to reduce the total amount of potable water that will be required to service the Island. By lowering the use of potable water, several components of the potable water system, such as storage requirements can be reduced which will lower the cost of the potable system. Those cost savings can be used to help underwrite the cost of the recycled water system.</p> <p>To maximize the use of recycled water, it is assumed that recycled water will be used in areas where human contact may occur, such as the urban farm or in commercial structures. Thus, the recycled water will need to be treated to levels appropriate for those uses.</p>
24	Do curbless streets work for their secondary use as drainage ditches for >5 year storms?	All of the proposed roadways will be designed to accommodate a five year storm event. If curbless streets are included in the final design, their use will be limited to internal roadways with lower auto interface and slower design speeds. To address storm drainage, the streets could be designed to drain to inlets in the middle of the street. Flows in the streets will be directed towards the edge of the Island and will release into the open space areas around the perimeter of the site. These areas will include storm drainage systems capable of handling 100-year events and outfall directly to the Bay.
25	Exhibit I: It is good to see forethought for saving established plants. Although on the created Treasure Island there are no “natural” systems, there are many bird communities that rely on the existing	NA

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	landscapes' trees and plants.	
26	<p>WASTEWATER: Some of the most recently built facilities should be analyzed for continued use: such as the three storage tanks (~1989) could be used as emergency diversion and storage for flow to avoid discharge violations, or for maintenance that requires a plant shutdown . The biotower is a good addition to the oft mentioned "latest technology". As a supplemental process it is very economical at reducing BOD (\$/lb.).</p>	<p>The existing wastewater facility is proposed for use during the initial phase of development. As part of the design process for the new facility, an evaluation of the existing plant will be conducted to determine what, if any, elements will be suitable for reuse in the new plant. The new plant will be designed and built with the improvements necessary to meet the regulatory requirements of the Regional Water Quality Control Board for Treasure Island. In addition, as system design progresses, the use of wetlands for final treatment of wastewater will be evaluated.</p>
27	<p>Storm Water – Pipes should be specified for seismic durability and salt water environment survivability. Standard City specs may not reflect nor address these challenges.</p>	<p>TICD is working with the SFPUC to explore the use of alternative pipe materials at Treasure Island which may improve the seismic performance of the system and the durability of the system in the unique salt water environment. The final infrastructure plan will reflect the results of those discussions.</p>
28	<p>TIDE – Levee height: Does the hundred year tide include storm surge?</p>	<p>Yes, the 100-year tide elevation of 6.5 includes storm surge.</p>
29	<p>Design with maintenance personnel safety in mind. Access lids for vaults, sewers, valves, should be in medians or landscaping, keep them out of traffic. Access for collection sewers should be often enough for easy cleaning (as required by new state regulations).</p>	<p>The design of all infrastructure systems will be closely coordinated and will include input from the SFPUC and other agencies that may have maintenance responsibilities. The proposed designs will strive to minimize worker safety issues and provide for effective maintenance of the systems.</p>
30	<p>8.3 Wastewater Collections – Pipes should be specified for seismic durability and salt water environment survivability. Standard City specs may not reflect these challenges. Who will maintain these</p>	<p>TICD is working with the SFPUC to explore the use of alternative pipe materials at Treasure Island which may improve the seismic performance of the system and the durability of the system in the unique salt water environment. The final infrastructure plan will reflect the results of those discussions. The ultimate operator of the new wastewater treatment facility and system will be responsible for the on-going maintenance of the wastewater collection system.</p>

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	cathodic systems?	
31	Exhibit I, Page 42, 9.2.3 typo - paragraph ends with "The "	Typo will be corrected in next version of Plan
32	Pipes installed >4.0' below the ground surface (bgs) need to be specified and tested as "leak proof". This is important as ground water is only 4.0' to 7.0' bgs and is tidally influenced. Pumping water is energy intensive, we don't want to be trying to dewater all the ground water or the bay.	All gravity pipes (storm and sewer) will be specified with water tight joints. These joints will be pressure tested by the contractor and inspected by the PUC as they are installed. During the DDA process the project will also explore with the PUC the potential use of welded HDPE pipe.
33	The fresh water wetlands will need excellent vector control. San Francisco is one of the only counties in California that does not have a Mosquito Abatement District. Some mechanism for oversight and funding needs to be included.	The final design, operation and maintenance of the wetlands will consider issues of vector control.
<b>TRANSPORTATION</b>		
34	How would the proposed transit pass work?	The concept of a transit pass built into the costs of new housing units is part of the comprehensive transportation program that is intended to provide robust transit service, enabling residents, workers and visitors to choose transit over auto and to be self-funding. The transit pass is intended to achieve two primary objectives: 1) it reduces out of pocket expenses for utilizing transit for households, thereby making transit more effective; and 2) it creates a dedicated, consistent revenue stream to fund transit operations. The key concept is that if people have already paid for transit because they have been required to do so, they will be much more likely to use transit. Currently, it is anticipated that the costs will be built into homeowner's association dues and rents for market rate and inclusionary housing units. Ultimately, the mechanics of how the pass is built into housing costs will be determined as part of implementation of the transportation program and build out of the project. It is not intended that a Treasure Island-specific transit pass be created, but rather that the pass be part of the regional transit pass system that is currently being designed and implemented by the Metropolitan Transportation Commission (MTC), called Translink. With Translink there will be increasing opportunities to develop programs with the transit service providers that offer frequent rider "discounts" for each individual system. TIDA and TICD will need to negotiate these arrangements

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		with the transit service providers to take advantage of the Translink system. The \$50 per household assumption reflected in the Transportation Plan is a placeholder to reflect a minimum stable contribution to transit fares. The actual cost of the transit pass will be determined as the program is implemented with the amount assumed to be based on two primary criteria: the cost of a MUNI Fast Pass, so that at a minimum the transit pass can be used for a Fast Pass, and the ability to reasonably absorb the transit pass costs into HOA fees or rents without adversely impacting the value of the units.
35	Transit pass should treat bus and ferry as same trip.	See Response to Comment # 34 above. In addition, ferry service is much more expensive than bus service and even with the substantial subsidies for transportation services provided for in the Development Plan, it is not economically feasible to reduce the cost of a ferry ticket to the cost of a bus ticket.
36	Exhibit J, Goal 5.4A: All residents need to be encouraged to use transit. A subsidy for below market housing should be pursued, maybe MTC or MUNI can assist.	The comprehensive transit program provides a framework of incentives for using transit and disincentives for using a private automobile. The very organization of the land use plan, densely concentrated around a multi-modal transit hub is the centerpiece of this system. The proposed transit pass described in the Transportation Plan and in prior responses to comments is another incentive for transit ridership. There are currently existing State and local programs to support transit ridership for low-income households. Calworks is a State program that provides free transit passes to welfare recipients. Additionally, MUNI also provides a limited discounted (\$10 off) Fast Pass for low income residents enrolled in certain programs.
37	What is assumption of funding for ferry boats?	The transportation plan includes funding for three (3) ferry boats. The Project will fund 100% of the first boat and 20% of the second and third boats. The purchase of the second and third boats is expected to utilize various state and federal funding sources with the 20% contribution representing the “local match” for those funds.
38	Would like acknowledgement that Transportation Plan is subject to evolution based on future environmental analysis.	The following language has been added to Section V.A of the Development Plan: “The Transportation Plan will be further refined in connection with completion of environmental review under CEQA and, if necessary, NEPA.”
39	Concerned about parking provision and policies limiting visitors to resident households.	The treatment of parking has been designed to achieve the dual policy goals of minimizing the impact of the automobile, yet acknowledging that the automobile is one mode of transportation that will be used, especially by families and because Treasure Island is an island. We believe that the appropriate balance is being established between these varying policy views. On-street parking policies can be crafted to ensure visitors to resident households on the island can be accommodated, if visitors choose to arrive by automobile. Dense San Francisco neighborhoods that are well-served by transit and for which demand for on-street parking is greater than supply, such as North Beach,

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		can provide useful guidance as to how to achieve these objectives.
40	Need firmer commitment to transit service levels.	At this stage of the project planning, the Development Plan and the associated Transportation Plan (Exhibit J) provide the conceptual foundation for a comprehensive transit and transportation system that has the flexibility and authority to respond to actual future travel conditions. Future transit service levels will be established and adjusted over time by the transit providers working with TIDA and cannot be specifically committed to at this point in the process.
41	Narrow traffic lanes to 11' and widen bike lanes	The only street classifications that have 12' lanes proposed are Type 1 and Type 2 (see Figure 5 of the Transportation Plan). On these streets, there are 7' parking lanes, 6' bike lanes, and a 12' travel lane in each direction. As the Transportation Plan is refined, working with the appropriate City departments TICD will explore decreasing lanes from 12' to 11' to decrease the average speed of traffic, and increase safety for bicyclists traveling between parked cars and vehicles in the travel lane.
42	Include language regarding reducing parking in later phases.	The following language has been added to the Transportation Plan: "Opportunities to reduce the provision of parking in later phases will be explored as the project build out is implemented and actual travel behavior and feasibility of reduced parking can be understood from a project feasibility and traffic behavior standpoint." In addition, goal 4.5b on Page 14 of the Transportation Plan reads "Explore the feasibility of designing parking structures to accommodate non-parking uses in the future should parking demand be much less than supply."
43	Include reference in Transportation Plan to late night transit (owl) service options.	MUNI OWL Service currently exists on the 108 line that services Treasure Island. The following language has been added to the Transportation Plan: "TICD and TIDA will work with MUNI to ensure OWL service remains available to serve Treasure Island. In addition, TICD and TIDA will explore the opportunity of OWL service to the East Bay with AC Transit."
44	Is there potential for bike access to possible future path on west span of Bay Bridge.	Figure 2 in the Transportation Plan and the figure on Page 36 of the Design Concepts and Strategies document show a bike path along Treasure Island road that would be available to be linked to a future path on the west span of the Bay Bridge, were that path to be constructed by Caltrans in the future. Goal 2.3b in the Transportation Plan states: "Anticipate street and path alignments to future West Span path endpoint(s)."
45	Four lane road at entrance to Treasure Island in front of Building One should be two lanes.	As the Transportation Plan is refined, working with the appropriate City departments TICD will explore configuring the Causeway as a two-lane roadway. Current projections predict 800 to 900 vehicles per hour in the peak direction on the causeway, which is within the carrying capacity of a two-lane roadway. However, widening would be needed at intersections to provided turn lanes and at the ramp approaches for queue jump lanes.
46	On-island shuttle routes should be fine tuned.	The proposed shuttle routes service the residential, open space and commercial areas on the Island. As the land use plan and transportation plans evolve, the proposed routes will be evaluated to ensure

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	the shuttles are providing comprehensive service to various destinations. Ultimately, the on-island shuttle system will be refined during implementation of the program.
47	Coordination with MUNI is necessary.
48	Queue jumping onto Bay Bridge needs to be explored for buses.
49	More work needed on who enforces and administers on-street parking spaces – may be most efficient for DPT to manage.
50	Walking paths through Job Corps are important to ensure shorter walking times to transit hub. Must work with Job Corps.
51	Are there possibilities to extend Ferry Service for Special Events?
52	Be sure to include secure bike parking for residents.
53	Exhibit J, Goal 5.1 Ferry Terminal: Will the western shore ferry terminal present wind, wave or tide impacts that affect a boats ability to maneuver or travel times. Have additional technical studies been conducted.
54	Look at commercial traffic controls. No deliveries at peak commute hour. Some possible commercial use of Pier 1 should be encouraged to move large truck traffic

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	off bridge.	
55	Put main vehicle island entry/exit road south of Building 1 to minimize traffic through transit hub and improve pedestrian safety.	Placing the main vehicle entry/exit road south of Building 1 would severely impact the quality of the waterfront edge adjacent to Clipper Cove. In response to prior comments, the proposed street network was revised to include access south of Building 1, but this is intended to be a secondary and emergency access route
56	As much as possible the new Transportation Agency should be part of some existing City Department or Board.	As the program is more fully developed and defined, opportunities to take advantage of existing City departments for administration and enforcement will be explored.
57	Exhibit J, Page 55, Last Bullet: a typo, incomplete, still has editors note.	The bullet should read “ TIHDI will control pricing of any parking associated with its residential units; parking associated with TIDA below market rate units will be given the opportunity to purchase (for ownership units) or rent (for rental units) a parking space at a discounted price determined under a pricing formula to be agreed upon by TIDA and TICD in the Transaction Documents”. Refer to section V.F.3.d of the Development Plan.
58	I don't see is any mention of the costs and labor associated with maintaining and repairing the bike fleet. Is the 100,000 a year for the Bicycle Library intended for the cost of the facilities, staffing and maintenance of the fleet?	The Transportation Plan includes a capital cost of \$100,000 for the acquisition of the bicycles and a storage facility. The Transportation Plan also includes \$100,000 per year for the operation of bicycle library. TICD will explore the possibility of using an on-island service provider, such as TIHDI or the Delancy Street Life Learning Academy, to operate the bicycle library program.
59	On Page 12, Goal 1: Prioritize Walking, 1.1g - add art to the list of ways to make walking interesting.	Goal 1g of the Transportation Plan has been revised to read as follows: “Make walking interesting through design, variation, landscaping, art and mixed use.”
60	Is a Taxi Stand being included at the Transit Hub?	The proposed transit hub will be design to accommodate a taxi stand. Page 33 of the Transportation Plan will be revised to state “Other transportation services at the transit hub will include bus stops and facilities for East Bay and San Francisco service providers, a shuttle service stop, a taxi stand, bicycle parking, a car share pod, and administration/office accommodations for the island’s travel coordinator.”
<b>SUSTAINABILITY</b>		
61	<b>NOTE REGARDING SUSTAINABILITY SECTION OF DEVELOPMENT PLAN DOCUMENT</b>	Language in the Development Plan document, Section IV, Sustainability, has been revised to be consistent with the Sustainability Plan. The revised language is shown as blackline.
62	100% of wastewater should be treated to tertiary level to put in wetlands for	A thorough analysis was conducted to determine the demand for recycled water for all feasible irrigation and other appropriate uses and concluded that 0.35 million gallons per day is the maximum

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	treatment before discharge to bay.	demand. This equates to, approximately 25% of effluent generated from the wastewater treatment plant which will need to be treated to tertiary levels for use as recycled water. The remainder of the wastewater will be treated to secondary levels in accordance with current Water Board standards and discharged to the Bay. This discharge effluent is projected to be 10 times cleaner than the Bay water in terms of suspended solids. Treatment of all wastewater to tertiary levels would add significant capital and operational cost to the wastewater treatment facility. In addition, once the water has been treated to tertiary levels, there is no need to process it through the wetlands for additional treatment. As an alternative, the water treated to secondary levels could be processed through wetlands for additional treatment before discharge to the Bay; however, this option would require an increase in the overall size of the wetlands (increasing construction costs) and will require additional analysis to determine the ultimate depth of the final discharge location within the Bay. These options will be explored in greater detail as the system design progresses and several regulatory agencies, including the Regional Water Quality Control Board, will need to provide input.
63	Utilize capture and storage of runoff from building roofs.	Design of vertical elements of the project has not yet begun. The storm water treatment system will be designed to treat runoff from the rooftops of buildings. The current plan assumes the treatment flows will be sent to the storm water treatment wetlands and that, to the extent feasible, localized treatment will be incorporated into the treatment process.
<b>HOUSING &amp; TRANSITION</b>		
64	Concerned that definition of Qualifying Date in Transition Plan may create “land rush” and may be better to establish date at Term Sheet endorsement.	This issue will be more specifically addressed in the DDA. Accordingly, Section VII.C.2 of the Development Plan has been revised to read as follows: . All existing tenants on a single lease who occupy a Market Rate Unit on Treasure Island or Yerba Buena Island on the qualifying date that will be set forth in the DDA (the "Qualifying Date") are considered “Existing Households.”
65	Existing residents should be given preference for future new housing units as incentive to rent during interim period.	This issue will be more specifically addressed in the DDA. Accordingly, Section VII.C.2 of the Development Plan has been revised to read as follows: “All existing tenants on a single lease who occupy a Market Rate Unit on Treasure Island or Yerba Buena Island on the qualifying date that will be set forth in the DDA (the "Qualifying Date") are considered “Existing Households.” Existing Households will be provided a priority option to buy or rent a new home on Treasure Island or Yerba Buena Island...”
66	Look at Mid-Market Redevelopment Plan for language regarding providing existing residents first right to new housing.	Section VII.C of the Development Plan incorporates the concepts included in the Mid-Market Redevelopment Plan related to: (1) new or existing market rate units will be made available on the Islands prior to relocating residents from existing market rate units, , (2) existing households, as defined in the Development Plan, will be provided a priority option to buy or rent a new home on Treasure Island, (3) homebuyer assistance, on-island information resources and community meetings

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		will be provided, and (4) relocation assistance will be provided under applicable law including, without limitation, California Community Redevelopment Law.
67	Concerned that there is no commitment to minimum market rate rental component.	Section VII.A.2 of the Development Plan has been clarified with the following language to reflect the intent of the policy: The privately-developed, market-rate housing program will feature a mix of rental and ownership units with approximately 15% rental and approximately 85% for-sale upon the completion of the final phase of vertical residential development. TICD will have flexibility to respond to market conditions by adjusting the tenure mix for the market rate units in the early phases so long as (i) the percentage of market rate rental units never falls below 10%.
<b>JOBS AND EQUAL OPPORTUNITY PROGRAM</b>		
68	Does vertical participation require DBE participation?	DBE participation is being included at Treasure Island in two primary forms. The Jobs and Equal Opportunity Program outlines a comprehensive of goals and requirements related to job hiring, construction and professional services contracts. Second, the Treasure Island Homeless Development Initiative (TIHDI) serves in a “community builder” role, with specific extensive rights to construction of housing, economic development opportunities and job training and placement functions.
<b>EMERGENCY SUPPORT</b>		
69	Police and fire facilities should be separate buildings.	As a matter of law and policy, the redevelopment of Treasure Island must provide sufficient life-safety services to Treasure Island, and the police and fire facilities built on Treasure Island will be fully-functional and comply with all applicable laws. Given the limited land available for non-Trust consistent uses (Police and Fire stations are uses that are not consistent with the Tidelands Trust doctrine) and the costs of constructing separate facilities, TIDA and TICD believe it is most efficient to provide these stations in a joint facility on Treasure Island.
70	More time needs to be spent with Fire Dept to understand actual needs to provide service for future development.	TIDA and TICD have continued to work with staff from the Fire Department to assess future staffing and equipment levels, fire suppression infrastructure needs and emergency response issues. TIDA and TICD will continue to work collaboratively with the appropriate Fire Department staff to effectively ensure the redevelopment of Treasure Island provides sufficient life-safety services to Treasure Island
71	Need high pressure system to provide fire service to high rise buildings and reliable system.	TICD and TIDA have held several discussions with the Fire Department to explore the possibility of an AWSS for fire suppression. The following language has been added to Section IX.C of the Development Plan: “The final design of the AWSS will be included in the Infrastructure Plans that will be part of the Transaction Documents.”
72	The new fire station should be located near the urban core.	It is currently assumed that the new joint police/fire facility would be located proximate to the urban core.

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<b>COMMUNITY FACILITIES</b>		
73	Term sheet should state that indoor recreation/gymnasium will be provided	The following language has been added to Section III.C.2.d of the Development Plan: “TICD will analyze the feasibility of including an indoor gymnasium or recreation center on Treasure Island.” Additionally, as outlined in Section X of the document, TIDA and TICD will work with the Job Corps to explore opportunities for shared community use of the gym on Job Corps property.
74	Is the Life Learning Academy to be located on Trust property?	We anticipate that the Life Learning Academy will remain in its current location on Trust property.
75	Will there be space for a chapel or multi-denominational place of worship?	There will be community space located in Building One and other locations throughout the project that will house a variety of community services and uses. The following language has been added to Section X.D.2 of the Development Plan to reflect that a place of worship could be one of the uses in this space: “Such uses may include senior/adult and youth facilities, neighborhood library/reading rooms and/or community meeting rooms, as more particularly described in Section X.E.2 below that, together with Building One, may be used for a wide array of uses such as town hall meetings, educational presentations, multi-denominational services, pet adoption fairs, neighborhood festivals, etc.”
76	Are there plans to have a medical facility or clinic in the case of emergencies.	As outlined in the Community Facilities plan, TIDA and TICD will work together to explore the opportunity to encourage the Job Corps to provide simple medical/dental services on-Island through its medical and dental training programs. The Community Facilities Plan will be revised to expand these services to include urgent care services. In addition, the new police/fire station will be able to provide services in the case of an emergency and is anticipated, per Fire Department input, to include an ambulance and paramedic capabilities.
77	Would like to see a facility for animal care and control.	The following language has been added to the Community Facilities Plan in the “Public Service Facilities” section on Page 4: “While it is assumed that City services not reflected elsewhere in this plan can be provided via facilities in mainland San Francisco, TIDA and TICD will work with City departments to explore the need for space on the island for additional services, such as animal care and control.”
78	Requests clarity on what TICD obligations are in terms of providing pads, shell space or completed facility regarding Community Facilities in Section X of the Development Plan.	Section X.E has been revised to be consistent with the project budget. This includes moving the “Park Maintenance Area/Corporation Yard” to subsection (1) TICD Constructed Facilities.
<b>FINANCING &amp; TRANSACTION STRUCTURE</b>		

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79	Return on project expenses limited to private capital?
79	The definition of project expenses in Section XI.B.1 of the Development Plan has been clarified to reflect the original intent that TICD will only receive a return on TICD’s private capital invested in the project.
80	Are tax increment revenues available to fund services, facilities and other redevelopment goals?
80	The Development Plan provides funding for many of the elements necessary for an effective community on Treasure Island such as subsidizing neighborhood-serving retail in the early phases of the Project, and providing community meeting spaces, community gardens, day care centers, educational facilities, etc., as well as facilities for essential City services like Police and Fire. It also provides significant funding for key redevelopment goals, including directly contributing over \$270,000,000 towards the creation of 1,800 below market affordable housing units and fully-funding the construction of over 300 acres of parks and open space. The Development Plan also calls for TICD to pay over \$37,000,000 to TIDA in the form of a Municipal and Community Services Payment. It will be up to the TIDA Board and the Board of Supervisors to decide whether to use these funds to off-set the short-term impacts of the redevelopment of Treasure Island on the City’s General Fund or to use those funds to further augment community services. However, the Development Plan cannot be expected to address or identify funding for everything that goes into supporting a viable community. Ultimately, Treasure Island needs to be integrated into the City’s service and support network and cannot and should not have the level of services it receives depend on the amount of revenues it generates, as is often the case today. No other neighborhood in San Francisco bears that burden. Instead, many of the services that Treasure Island will need to be a truly effective community – from basic City services to specialized youth and senior programs – will depend on local, state and federal funding and the active participation of the City’s non-profit and business communities, like the rest of San Francisco.
81	Municipal Services District payment should be characterized as “possible” or as “intent”
81	Section XI.B.2 of the Development Plan has been revised in relevant part to include the following language: “Consistent with the principles outlined previously, the Development Plan requires TICD to pay TIDA the estimated amount of these shortfalls, and TIDA, in consultation with the Board of Supervisors through the annual budget process, can make the policy decisions about whether such funds should be spent on augmenting community services on Treasure Island or go directly into the City’s General Fund.”
82	The financing plan does not have contingency funds for providing public benefits. Transaction structure should fund TIDA as earlier priority.
82	The most important means of the Development Plan ensuring that the important public benefits, like the creation of open space, and the delivery of affordable housing funding and pads and key transportation infrastructure, will be built is by making those items part of the horizontal infrastructure costs of the project that TICD must fund regardless of the financial return that TICD achieves. These items, thus, have the highest priority of all because they are paid “above the line”;

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	<p>that is, prior to any return at all to TICD.</p> <p>Second, TICD will be required in each major phase to make improvements and provide the relevant share of project benefits in the form of delivery of open space, affordable housing pads and funds, transit infrastructure and funding, community facilities and construction or implementation of sustainable development practices as a condition to TICD’s right to build a subsequent phase.</p> <p>Also, as described in the Financing Plan and Transaction Structure, the redevelopment of Treasure Island is not possible without the investment of approximately \$500 million of private capital. Most of this capital comes at the very front end of the project in the form of massive infrastructure improvements, prior to the generation of revenues from land sales. This private capital investment must receive a commercially reasonable market rate return, which the current transaction structure reflects and which has been supported by an independent review by TIDA’s economic consultants, EPS. The transaction structure is designed to reflect this economic reality. The transaction structure is also designed to make sure that TIDA can participate in any revenues achieved by the project beyond that which is necessary to secure the needed private investment. This accomplished through a 50-50 participation for TIDA’s benefit in surplus profits, if any, of both the horizontal and vertical development. The Development Plan also includes a mechanism by which TIDA can redirect tax increment revenues to projects of its choice at the point that TICD receives a 25 percent return on its investment.</p>
83	<p>Reinforce need for credit enhancement, particularly with regard to tax-exempt financing</p> <p>Section XI.B.3 of the Development Plan has been revised to read as follows: “The DDA will include specific requirements for tax exempt financing such as letters of credit a minimum lien to value ratio and other credit enhancements.””</p>
84	<p>What happens if the parties fail to agree on minimum price for auction pads? Not sure it makes sense to revert back to the strike price in the pro forma. If parties disagree, how about using a 3rd party appraiser to come up with a minimum price.</p> <p>Section II.D.4 of the Development Plan has been revised to read as follows: “Prior to the close of escrow under the DDA for each Major Phase, TICD and the Authority will (1) identify the locations of the 20% Auction Pads in such Major Phase in order to accommodate the benchmarking objective for each product type and (2) agree on a minimum bid price for each 20% Auction Pad in such Major Phase which unless otherwise agreed by the parties, price will be no less than the price for such product reflected in TICD’s pro forma, as updated prior to the close of escrow for such Major Phase. The DDA will set forth an appraisal process or other mutually agreed upon dispute resolution process that will be invoked if the parties are unable to agree on a minimum bid price for the 20% Auction Pads. ”</p>
85	<p>Should require that some percentage of</p> <p>Response to comment # 84 incorporates revised language to address this comment.</p>

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	the Auction Pads be among the first parcels sold in any major phase in order to help set the market price for the TICD pads.	
	<b>OTHER</b>	
86	Presentation presents appearance that future development plan is only for high income households.	We agree that future presentations should do a better job of reflecting the fact that the project embodies a commitment to creating a diverse new community. This commitment is reflected in the diversity of housing types set forth in the Development Plan, the large amount of affordable housing (30%), including a spectrum from “no income” households to “working family” households, the commitment to an extensive jobs, EOP and economic development programs, the spectrum of community facilities spaces to serve community needs, educational facilities for all groups and specific allowances for treatment of households living in below market units for charges for parking, congestion pricing or the mandatory transit pass charge.
87	Existing housing may require reinforcement for continued interim use.	Pursuant to the terms of the subleases with TIHDI and the John Stewart Company for the use of the existing housing on Treasure Island, all such housing, as renovated, must meet the FEMA-178 seismic life safety standards in light of the actual existing conditions on Treasure Island, as certified by a qualified structural engineer. The seismic reinforcement improvements discussed in the Infrastructure Plan will provide augmented stability for the land and existing structures on the island, both residential and non-residential.
88	Will shorter buildings on shallow mat foundations survive an earthquake?	All buildings will be built to meet current seismic life-safety standards, taking into account the specific soils and other conditions on Treasure and Yerba Buena islands. The performance of new buildings at Treasure Island will depend on the amount of earthquake-induced total and differential vertical and horizontal movement of the ground beneath each building site and the type of foundation used to support the buildings and short buildings may require deep foundations or a combination of ground improvement and a stiffened shallow foundation, such as a mat foundation or post-tensioned slab, resting on a layer of compacted fill, in order to perform adequately during an earthquake. .
89	Should a powerful earthquake occur during what appears to be a long term occupancy, will the City will be prepared to face exposure for liability for injury and loss of life, as well as claims from bondholders?	The City should have no greater liability for earthquake damage on Treasure Island than other parts of San Francisco. See Infrastructure Plan and responses to other comments for discussion of island-wide seismic improvements that will benefit the existing community.
90	Will the interior of the Island, especially	As described in #88 above low rise residences will be constructed with appropriate foundations for

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	in the area of the low rise residences, be provided with stabilization against liquefaction subsidence which may include stone columns, dynamic compaction, chemical and compaction grouting, and surcharge fill with wick drains?	seismic considerations (including potential of liquefaction) in order that they will perform adequately without depending on other stabilization techniques. As described in the Infrastructure Plan there will be hardened utility corridors serving the development which will be strengthened by methods such as stone columns, including areas occupied by lowrises.
91	Council of Community Housing Organizations and TIHDI support plan	NA
92	Intentionality of community building does not come across in language. Add language to establish as guiding principle.	It is absolutely the intention of the project to build community on the redeveloped Treasure Island. As such, the third bullet on Page 7, Section 1.A has been revised to read: Create a unique San Francisco neighborhood that includes facilities and amenities necessary to support a diverse, thriving community, with a special emphasis on amenities for families, and provides the tools and services to facilitate community building.”
93	Many (TIDA, Mayor's Office, TICD et.al., TI/YBI CAB, and the public) have expended great effort, the Plan is shaping up, let's move it forward	NA
94	The Plan(s) look great and it's very exciting to see the comments and feedback from the CAB that have been incorporated during the last 6 or 8 months, especially in relation to arts and potential arts programming.	NA