INTRODUCTION

On February 6, 2007, Palo Alto Housing Corporation (PAHC) entered into a purchase and sale agreement with Peninsula Endowment, Inc., a California nonprofit corporation to acquire the property located at 488 W. Charleston Road (APN: 132-46-072), Palo Alto, California for the purpose of developing a 100 percent affordable housing development in the City of Palo Alto.

The contingent sale will allow the Recording for the Blind and Dyslexic (RFB&D) to relocate its offices to a state of the art facility to better meet the needs of its clients, and allow PAHC to develop much needed housing that would be available to individuals earning 50 percent or less of the area wide median income (AMI).

PROPOSED APPLICATIONS

1. Zone change from PC 2565 to RM-40;
2. Environmental Review & Approval per CEQA and NEPA;
3. Preliminary ARB; and,
4. Zoning Concession Request

Narrative. Since the property presently carries a PC zoning designation specific to the current use, it is requested that the City grant a zone change to bring the property into conformance with the City’s Comprehensive Plan Land Use Designation of Multi-Family Residential.

The request is subject to review under the California Environmental Quality Act (CEQA), and since funds will be applied for under the federal low income tax credit program, the request is subject to review under the National Environmental Policy Act (NEPA). In order to assist the City in its review of the potential impacts of the zone change on the environment, a conceptual plan for preliminary review by the City’s Architectural Review Board (ARB) is included in the application.

In conjunction with the conceptual plan, this application includes a request to grant up to three (3) zoning concessions per SB1818, Chapter 928 of the Government Code Section 65915 which allows for a density bonus of up to 35 percent. The application of the density bonus will allow for the maximum development of affordable homes on the property.

EXISTING CONDITIONS

The proposed development is located at 488 W. Charleston Road (APN: 132-46-072). The property is approximately 0.70 acres (30,361 square feet), and carries a land use designation of Multi-Family Residential with a zoning designation of PC 2565.
Peninsula Endowment, Inc. contracts with the Recording for the Blind and Dyslexic (RFB&D); a national nonprofit volunteer organization, that is the leading producer of accessible educational materials for students with disabilities, such as visual impairment or dyslexia that make reading standard print difficult or impossible. The current facility accommodates 12 volunteers in its six recording booths. The space also allows for an additional three to five volunteers who annotate books prior to recording. It also accommodates another eight paid staff members who manage the operations of the studio and promote its services to local schools.

The current operation was made possible when the property was donated to Peninsula Endowment, Inc., and the City Council adopted Ordinance 2565 on July 6, 1970 rezoning the property from residential to a special use zone (PC-2565) allowing for the operation of the current non-profit commercial enterprise. Shortly thereafter, on October 12, 1971, the City Council approved Resolution 4513 allowing for the expansion of the existing on-site facilities. RFB&D never pursued the expansion, opting instead to maximize the use of existing improvements on the property.

RFB&D is housed in the existing buildings comprised of a primary structure with an unfinished basement totaling 3,280 square feet and a detached two-car garage totaling approximately 500 square feet (per appraisal of June 2005). An 8,945 square foot parking lot comprised of approximately 19 uncovered parking spaces serves the current use of the property. There are no designated compact or handicapped parking spaces, nor is there a designated bicycle parking area. Overall, 21 parking spaces serve the existing use. In addition to the improvements, the property can be characterized as an urban forest comprised of numerous heritage trees.

The development site is surrounded by RM-30 uses to north-northwest, the south-southwest and the south-southeast across W. Charleston Road. The improvements on these properties include a combination of two- and three-and-a-half-story buildings. The back right north corner of the property abuts RM-15/RM30 uses that include a two-story building. An R-1 use with a two-story single-family home is located to the northeast of the property and abuts roughly two-thirds of the property line. Exhibit A illustrates the zoning of the subject property and surrounding properties. Exhibit B provides an aerial view of the subject property illustrating the existing relationship of the property to surrounding uses.

PROJECT DESCRIPTION

In keeping with Chapter 18.13 of Zoning Code, PAHC in conjunction with Peninsula Endowment, Inc. proposes to change the zoning for the subject property from PC 2565 to RM-40 consistent with the Palo Alto Comprehensive Plan Multi-Family Residential Land Use Designation. The proposed zone change will eliminate the site specific zoning criteria, and bring the property into conformance with the city’s comprehensive plan. It will allow for the highest residential density on the property as allowed for by the city’s comprehensive plan.

The proposed zone change is subject to review under CEQA and NEPA. To assist the city in its review of the potential impacts of the zone change on the environment, several reports and conceptual drawings are included in the application for preliminary review by the city’s Architectural Review Board (ARB). Preliminary ARB review is requested so that we may obtain more specific information from city staff related to the overall design of the development. It will also allow for comments and input from the public and city policy makers prior to submitting a subsequent application for ARB Major Review and approval.
In conjunction with the zone change and conceptual plan, it is requested that the city grant up to three (3) zoning concessions relating to density bonus, as allowed for by SB 1818, as well as the City’s affordable housing program.

The proposed zone change will allow for the development of up to 35 affordable rental homes with a mix of 32 studios, three (1) one-bedrooms, a common recreation room, separate lounge/library, laundry room, common bathroom, a resident service office, and management office contained in a Type V-1 hour, four-story building with a plate line of approximately 40 feet and a total height of roughly 44 feet as measured to the highest point of the parapet roof.

A 31-space parking lot including two (2) handicap parking spaces will serve the proposed development. Visitor parking spaces are inclusive of the total proposed parking spaces. Additionally, a separate accessory structure that will accommodate up to 35 bicycles (one space per unit) is proposed at the rear end of the property next to the common useable open space area adjacent to the west property line. A separate bicycle rack with four spaces is proposed adjacent to the front entry of the building for visitors to park their bicycles.

The proposed development, including architecture, landscaping and other appurtenant design features will be addressed, more specifically, in Application 2, as part of the ARB Major Review and approval process following Preliminary ARB review. Table 1 illustrates the proposed livable square footage for the interior common area and unit mix for the development by floor.

**TABLE 1**

**Proposed Housing Mix & Livable Square Footage**

<table>
<thead>
<tr>
<th>Building Area Composition</th>
<th>Square Feet</th>
<th>Housing Mix</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Floor 1</td>
</tr>
<tr>
<td>Plan 1 – 1 Bedroom</td>
<td>580</td>
<td>0</td>
</tr>
<tr>
<td>Plan 2G – Studio</td>
<td>461</td>
<td>3</td>
</tr>
<tr>
<td>Plan 2 – Studio</td>
<td>491</td>
<td></td>
</tr>
<tr>
<td>Plan 3G – Studio</td>
<td>467</td>
<td>1</td>
</tr>
<tr>
<td>Plan 3 – Studio</td>
<td>498</td>
<td>1</td>
</tr>
<tr>
<td>Plan 4 – Studio</td>
<td>495</td>
<td>1</td>
</tr>
<tr>
<td>Plan 4G – Studio</td>
<td>435</td>
<td>1</td>
</tr>
<tr>
<td>Plan 5 – Studio</td>
<td>494</td>
<td></td>
</tr>
<tr>
<td>Plan 6 – Studio</td>
<td>466</td>
<td></td>
</tr>
<tr>
<td>Common Area*</td>
<td>6,576</td>
<td>All</td>
</tr>
<tr>
<td>Office 1- Manager</td>
<td>208</td>
<td>1</td>
</tr>
<tr>
<td>Office 2 Services</td>
<td>191</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL UNITS</strong></td>
<td><strong>35</strong></td>
<td><strong>5</strong></td>
</tr>
<tr>
<td><strong>TOTAL BLDG. SQ. FT.</strong></td>
<td><strong>24,248</strong></td>
<td><strong>5,696</strong></td>
</tr>
</tbody>
</table>

*Includes: Lobby, rec. room, lounge/library, laundry, restroom, refuse area, elevator, utility room, elevator machine room and mechanical room.

The studios and one bedroom apartments include a fully accessible bathroom and full kitchen. The studios are designed to maximize storage, and to separate the sleeping and living areas as much as possible to improve the livability of the small homes. An approximate 737 square foot common recreation room, inclusive of a full kitchen and computer lab alcove, a separate 133 square foot laundry room and common ADA accessible restroom are provided on the ground floor to serve the future residents of the building. In addition, two (2) offices are located on the ground floor of the proposed building to oversee daily operations and coordinate resident services.
Electricity, gas and water will be provided to the building via a single meter for each utility. Photovoltaic panels will be installed on the roof to supplement electricity. Hot water and energy efficient thermostatic hydronic heating will be supplied to the entire building via a central boiler and possibly, solar water heating panels located on the roof to pre-heat water. Air conditioning will be supplied via a rooftop condenser unit to the ground floor offices, common area and all upper floor hallways. Air conditioning will not be supplied to individual units. Rather, ceiling fans will be included in combination with operable windows. Cable television and internet service will be available throughout the building.

PAHC will maintain ownership of the property, be responsible for payment of all city water, sewer, gas and electric bills for the development. It will also provide property management services pursuant to the City’s affordable housing program.

**ZONING CONCESSION REQUEST(S)**

As previously noted, pursuant to SB 1818, this application includes a request to grant zoning concessions to maximize the number of affordable homes on the property. According to the California Law Housing Project, a resource agency that provides information on housing issues that are before the California Legislature and various administrative agencies, SB 1818 amended the density bonus law (Gov. Code Section 65915) in a number of important ways.

Effective January 1, 2005, applicants are eligible for a range of density bonuses up to 35 percent, based on the percentage of affordable units in a development. Prior to the amendment of Government Code Section 65915, the applicant was entitled to the incentives requested, but must waive or reduce other standards that make it impossible to build at the established density, unless the locality makes specific findings.

Under the new law, localities are required to offer at least one to three concessions (i.e., reductions in parking, setbacks, open space, etc.), rather than one, as previously required, based on the percentage of targeted units. Any incentive must "result in identifiable, financially sufficient and actual cost reductions."

In general, density bonus means a density increase of at least 20 percent, over the otherwise maximum allowable residential density under the applicable zoning ordinance and land use element of the general plan as of the date of application. The granting of a density bonus shall not be interpreted, in and of itself, to require a general plan amendment, zoning change, or other discretionary approval. The amount of density bonus to which an applicant is entitled varies, and written findings must be prepared by the city supporting the density bonus pursuant to SB1818, Chapter 928, Section 65915(d) of the government code. All density calculations resulting in fractional units shall be rounded up to the next whole number.

The previous law required localities to grant a flat density bonus of 25 percent for developments with 20 percent lower income units, 10 percent very low, or 50 percent for seniors, and a flat 10 percent density bonus for condominiums with 20 percent moderate income units. Under SB 1818, an applicant can obtain a 35 percent density bonus and concessions as follows:

1. One concession if at least 10 percent of the total units are for lower income households
2. Two concessions if at least 20 percent of the total units are for lower income households; and,
3. Three concessions if at least 30 percent of the total units are for lower income households.
Zoning Concession Request 1 – Parking

The proposed zone change will allow for the development of 35 affordable rental homes with a mix of 32 studios, three (3) one-bedrooms, and two offices. A strict interpretation of Section 18.52.040(b)(c)(Table 2) of the zoning ordinance, would require a total of 44 on-site parking spaces, inclusive of handicap parking spaces, and five (5) additional guest parking spaces totaling 49 on-site parking spaces to serve the proposed development.

However, Section 18.52.050 (Table 4) of the zoning ordinance states: “subject to the Directors approval, the total number of parking spaces required may be reduced for affordable housing and single room occupancy units, commensurate with the reduced parking demand created by the housing facility, including for visitors and accessory facilities as follows:

1. 40 percent reduction for extremely low income and SRO units;
2. 30 percent reduction for very low income units; and,
3. 20 percent reduction for low income units.”

The proposed development will offer workforce rental housing opportunities to very-low, and extremely low income households, and it may integrate a small number of homes for special needs populations such as seniors or young adults who have “aged out” of the foster care program. The majority of homes will be occupied by singles with low paying jobs. Table 2 illustrates the proposed mix of affordable housing by percent of area median income (AMI), and established rents for Santa Clara County as published by the State of California.

<table>
<thead>
<tr>
<th>Percent of AMI</th>
<th>Studio AMI=$73,900</th>
<th>Annual Income</th>
<th>Monthly Rent</th>
<th>1 bd/1ba AMI=$84,400</th>
<th>Annual Income</th>
<th>Monthly Rent</th>
</tr>
</thead>
<tbody>
<tr>
<td>20% AMI</td>
<td>4</td>
<td>15,000</td>
<td>$351</td>
<td>16,900</td>
<td>$423</td>
<td></td>
</tr>
<tr>
<td>30% AMI</td>
<td>4</td>
<td>22,200</td>
<td>$555</td>
<td>25,400</td>
<td>635</td>
<td></td>
</tr>
<tr>
<td>40% AMI</td>
<td>8</td>
<td>29,500</td>
<td>$650</td>
<td>34,000</td>
<td>790</td>
<td></td>
</tr>
<tr>
<td>50% AMI</td>
<td>16</td>
<td>37,000</td>
<td>$928</td>
<td>42,200</td>
<td>995</td>
<td></td>
</tr>
<tr>
<td>Manager Unit</td>
<td></td>
<td></td>
<td>$0</td>
<td>1</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>32</td>
<td></td>
<td></td>
<td>3</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: California Department of Housing and Community Development – 2008 State Income Limits effective April 5, 2008

Pursuant to the maximum adjustment, the proposed development would need a minimum of 30 on-site parking spaces. The proposed development provides 31 parking spaces. According to the Traffic Analysis, dated May 9, 2008, prepared by DMJM Harris for the proposed development, it is conservatively estimated that roughly 40 percent of the future residents will own vehicles with the balance relying on public transit or bicycles for transportation. This estimate is substantiated by PAHC’s own experience with similar home communities, where parking, inclusive of visitor and handicap parking spaces, is provided at 50 – 60 percent of the total homes in the community.

The subject property is located 300 feet from El Camino Real, which is served by the Santa Clara Valley Transit Agency (VTA) Bus Routes 22 and 88. The bus stop for each of these routes is less than a minute walk from the property, and future residents can take a short 20 minute ride to the California Avenue and San Antonio Caltrain stations located 1.5 miles to the north and 1.5 miles to the south of the project.
site, respectively. The “22” operates along El Camino, running north to the Menlo Park train station and south to San Jose. It runs 24 hours a day with service approximately every 12 minutes during daytime hours. The “88” runs between the Palo Alto and San Antonio train stations, serving Palo Alto neighborhoods and the Stanford Research Park; it runs during daytime hours with service approximately every hour from 6:30 a.m. to 6:30 p.m. Both train stations are less than a 15 minute walk from the project site.

Since public transit is easily accessible and rising fuel prices in combination with car payments and insurance, will make it very difficult for many of the future residents to own an automobile, it is reasonable to assume that many of the future residents will use alternative means of transportation to meet their daily needs.

Since the zoning code allows for the reduction of parking spaces and the proposed development meets the minimum parking requirements as allowed for by the zoning ordinance, it can be ascertained that the proposed development is consistent with the city code and a concession to the amount of parking required may not be applicable to the proposed development.

However, should city staff determine the proposed development is not in conformance with the zoning code, it is respectfully requested that the City Council grant a zoning concession to allow for a reduced number of on-site parking spaces, as proposed, for the following reasons:

a. The proposed development would be unable to support the added costs of covered parking (underground, carports or garage structures). Underground parking would significantly alter the building type classification increasing cost more than two-fold. Carports and/or garages, would not only add additional costs, but would significantly reduce the number of parking spaces that can be provided. The added costs would not meet the financial thresholds for consideration by lending institutions associated with the state’s tax credit program. Without state funding, the proposed development could not be built.

b. A 19 space parking lot is presently located in the approximate area of the proposed parking lot and will not create an undue impact on existing or potential uses adjoining the site.

c. Section 18.52.050 (Table 4) of the zoning ordinance allows for the reduction of the total number of parking spaces required by 40 percent for extremely low income homes, and the proposed development exceeds the code requirements.

d. The proposed development will be 100 percent affordable to extremely low income households earning 50 percent or less of the AMI, or people who comprise a very large percentage of the workforce earning annual incomes between $15,000 and $42,000.

e. The proposed development is located in close proximity to public transit.

f. The proposed development could also provide housing opportunities to special needs groups such as seniors or young adults who have aged out of the foster care program.

g. In an area where it is extremely difficult to secure land at a reasonable price for the sole purpose of developing affordable housing, the proposed development helps to fill a critical void in the City of Palo Alto housing supply. It will also further ensure the sustainability and continued vitality of the city, as mandated by the comprehensive plan.
h. The property is severely constrained by numerous heritage oak trees creating practical difficulties for the development of the site for its proposed use which is similar other uses in similar zoning districts in the immediate vicinity. Excepting a single unhealthy heritage oak tree, all remaining heritage trees are proposed for preservation.

**Zoning Concession Request 2 – Covered Parking**

Section 18.52.040(c) (Table 1) of the zoning ordinance requires that at least one parking space per unit be covered. The proposed development contemplates 31 uncovered surface parking spaces. The provision of covered parking is impractical for the following reasons:

1. The proposed development would be unable to support the added costs of covered parking (underground, carports or garage structures). Underground parking would significantly alter the building type classification increasing cost more than two-fold. Carports and/or garages, would not only add additional costs, but would significantly reduce the number of parking spaces that can be provided. Consequently, the added costs would not meet the financial thresholds for consideration by lending institutions associated with the state’s tax credit program. Without state funding, the proposed development could not be built.

2. Building covered parking along the perimeter of the proposed parking area would severely impact the existing visual integrity of the property as viewed from the street and, more importantly, adjacent properties. It would also significantly reduce the number of parking spaces, and exceed the minimum rear and side yard setbacks. Consequently, the proposed development would not meet the daylight plane criteria established in the zoning code. It would also make it very difficult to meet the fire codes and regulations.

3. Finally, while covered parking is an important criterion, building covered parking along the project perimeter would require significantly disturbing the tree canopy. The City Council has mandated that tree protection, preservation, and maintenance are critical to retaining the city’s unique visual character. They provide a source of shade, air conditioning and other environmental benefits, and yield both a high quality of life and economic benefits to the community, including enhanced property values. There are a total of 13 heritage trees on the property, and half are located along the perimeter of the property directly adjacent to the proposed parking area. One of the primary objectives of the proposed development is to retain the existing visual character of the property; the preservation of all 12 heritage trees and numerous others achieves this objective, and also ensures their continued vitality and visual integrity of the property.

4. Although uncovered, all of the proposed parking spaces will be concealed from West Charleston Road through a combination of fencing and landscaping similar to existing conditions. Over time, the proposed landscaping, in conjunction with the existing preserved landscape, will mature to further accentuate the existing natural screen of 40’-high tree canopies and supporting understory that separate the development from all of the surrounding properties, including the requirement that residential parking be concealed from the street.

5. Absent the proposed apartment building, the proposed development will generally retain the existing character of the subject property. It will provide an additional 10 uncovered parking spaces over the existing 21 parking spaces (19 uncovered) that are presently located on the property. All of these parking spaces are sited in a manner that will not create an undue impact
on existing or potential uses adjoining the site and will be concealed from the street. As
mentioned above, it estimated that roughly 40 percent (14) of the future residents will own
vehicles, which is generally consistent with the existing parking demand.

It is, therefore, respectfully requested that the city grant a covered parking zoning concession proposed
in this application for the following reasons:

a. The proposed development would be unable to support the added costs of covered parking
(underground, carports or garage structures). Underground parking would significantly alter the
building type classification increasing cost more than two-fold. Conventional covered parking,
would not only add additional costs, but would significantly reduce the number of parking spaces
that can be provided. The added costs would not meet the financial thresholds for consideration
by lending institutions associated with the state’s tax credit program. Without state funding, the
proposed development could not be built.

b. The property is severely constrained by numerous heritage oak trees creating practical
difficulties for the development of the site for its proposed use which is similar other uses in
similar zoning districts in the immediate vicinity. Because of these special circumstances, the
strict application of the code would substantially deprive the property of privileges enjoyed by
other property in the vicinity and in the same zoning district as the subject property.

c. It would not constitute a grant of special privileges inconsistent with the limitations upon other
properties in the vicinity and in the same zoning district as the subject property.

d. Excepting a single unhealthy heritage oak tree, all remaining heritage trees are proposed for
preservation thereby ensuring the historic, aesthetic, and environmental value of these heritage
trees for the benefit of all residents.

e. Uncovered parking will retain the existing character of the subject property, and will protect the
existing visual integrity of the property as viewed from the street and, more importantly, adjacent
properties.

f. Only 10 additional uncovered parking spaces over the existing 21 parking spaces (19 uncovered)
that are presently located on the property are proposed, and the proposed and existing parking
demand is generally the same.

g. Covered parking would reduce the number of parking spaces by roughly 10 percent.

h. The proposed development will be 100 percent affordable to extremely low income households
earning 50 percent or less of the AMI, or people who comprise a very large percentage of the
workforce earning annual incomes between $15,000 and $42,000.

i. The proposed development in consistent with the Palo Alto Comprehensive Plan and Zoning
Code, and could provide housing opportunities to special needs groups such as seniors or young
adults who have aged out of the foster care program.

j. In an area where it is extremely difficult to secure land at a reasonable price for the sole purpose
of developing affordable housing, the proposed development helps to fill a critical void in the
City of Palo Alto housing supply. It will also further ensure the sustainability and continued vitality of the city, as mandated by the comprehensive plan.

Zoning Concession Request 3 – Front Yard Setbacks

Under existing conditions, the RM-30 property located directly adjacent to the west property line contains an approximate four-story apartment building with a front yard setback of approximately 18 feet.

Per Chapter 20.08 of the Municipal Code, Section 18.13.040 (Table 2) of the city’s zoning ordinance, the minimum front yard setback on West Charleston Road is 25 feet. However, footnote one specifies that: “minimum front setbacks shall be determined by the Architectural Review Board upon review pursuant to criteria set forth in Chapter 18.76 and the context-based criteria outlined in Section 18.13.060.”

The 25-foot setback is measured from the property line, which is located at the back edge of the five foot wide sidewalk fronting the subject property. A five foot utility easement that runs contiguous to the property line along the entire West Charleston Road frontage provides access to the overhead utility lines that extend the full length of the West Charleston Road frontage from Alma Street to El Camino Real.

The proposed development needs additional area off the backside of the property to achieve a 26-foot travel lane behind the building to comply with fire department regulations to ensure the health safety and welfare of the future residents. Although it could be argued that the building be reduced in length to meet this requirement, it would either a) impact the quality of the homes, or b) result in the loss of homes, which would effectively reduce the financial feasibility of the development to zero. The proposed size and number of homes is the absolute minimum needed to provide a full kitchen and fully accessible handicap bathroom to be competitive. As it stands, the proposed development just barely meets the minimum financial thresholds set by lending institutions associated with the state’s tax credit program. Without state funding, the proposed development is financially infeasible.

Since precedent has already been established by the adjoining property, it is respectfully requested that the City grant a front yard setback zoning concession equal to the amount proposed in this application (20-feet) for the following reasons:

a. The property is severely constrained by numerous heritage oak trees creating practical difficulties for the development of the site for its proposed use, which is similar to other uses in similar zoning districts in the immediate vicinity. Because of these special circumstances, the strict application of the code would substantially deprive the property of privileges enjoyed by other property in the vicinity and in the same zoning district as the subject property.

b. The RM-30 property located directly adjacent to the west property line contains an approximate four-story apartment building with a front yard setback of approximately 18 feet setting precedent that it would not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and in the same zoning district as the subject property.

c. Strict application of the zoning regulations would significantly alter the number of homes that could be constructed. This places a financial hardship on the proposed development because it
would significantly reduce the ability of the proposed development to compete for federal tax credits administered though the State of California, which is the primary funding source for the development. It would also fail to meet the financial thresholds set by lending institutions associated with the state’s tax credit program. Without state funding, the proposed development could not be built.

d. The proposed development will be 100 percent affordable to extremely low income households earning 50 percent or less of the AMI, or people who comprise a very large percentage of the workforce earning annual incomes between $15,000 and $42,000.

e. In an area where it is extremely difficult to secure land at a reasonable price for the sole purpose of developing affordable housing, the proposed development helps to fill a critical void in the City of Palo Alto housing supply. It will also further ensure the city’s continued vitality and sustainability, as mandated by the comprehensive plan.

**Zoning Concession - Other**

As previously noted, pursuant to SB1818, Chapter 928, Section 65915, should city staff determine that other concessions may be required as part of this application, we reserve the right to amend this application accordingly, to request additional zoning concessions to allow for the proposed zone change.
EXHIBIT A
Existing Zoning

Landscape Overlay measured from center line of public right of way.
Applicant Proposed Schedule

1. Zone Change and Environmental Review (Application 1)
Applicant Organized Community Meeting 1 7/16/2007
Application Submittal 7/10/2008
Applicant Organized Community Meeting 2 6/10/2008
Applicant Organized Community Meeting 3 8/20/2008
Council Study Session 9/8/2008
20-day Public Review of Environmental Documents Ends 10/20/2008
Planning & Transportation Commission Meeting
  on Re-zoning and Environmental Documents 10/29/2008
City Council Meeting
  on Re-zoning and Environmental Documents 11/24/2008
Zone Change and Environmental Document Approval 12/8/2008

2. ARB Major and Tree Removal (Application 2)
Submit Application 10/13/2008
Architectural Review Board First Meeting 12/4/2008
Architectural Review Board Second Meeting 2/5/2009
Approval by Director 2/10/2009

Land Acquisition & Financing

Land Acquisition:
  Close Escrow 3/31/2009

Financing:
  Obtain Lender Q4 2008
  Obtain GC Feb 2009
  Obtain Gap funds Feb 2009
  Apply for 9% 2009 TC’s March 2009
  Apply for 2009 MHP-TAY March 2009
  Apply for 2009 THP-Plus March 2009
  Apply for Green $ Feb 2009
  Obtain 9% TCs July 2009 (Outside Date Sept. 2009)
  All Funds in Place Sept. 2009

Building Permits:
  Submit Application April 2009
  Building Permit July 2009
  Start Construction Jul/Aug 2009