

Exhibit A

FINDINGS PER FRESNO MUNICIPAL CODE SECTION 15-5206

The Director or Planning Commission may only approve a Development Permit application if it finds that the application is consistent with the purposes of this article and with the following:

a. *The applicable standards and requirements of this Code.*

Finding a: The subject property is a vacant site located on the southwest corner of East Copper River Drive and North Maple Avenue. The general vicinity surrounding the subject property are primarily single-family residential neighborhoods, a golf course, and two shopping centers. Immediately to the west is a ponding basin and PG&E substation. Immediately to the north are single family residences and a golf course. Immediately to the east is an existing commercial shopping center and south is a commercial shopping center currently under development.

The proposed project requests authorization to construct a 114-unit gated multi-family residential development. The project proposes on-site and off-site improvements including, but not limited to, 19 two-story multifamily residential buildings, a recreational building with indoor swimming pool and gym, dog park, open space areas, landscaping, curb, gutter, and sidewalk. Direct vehicular access to the development will only be provided from East Copper River Drive via two private gated entrances.

Landscaping/Walls/Open Space

Open Space

Pursuant to FMC Table 15-1003, the minimum on-site open space requirement of the RM-2 zone district is 15 percent of the subject property area. The subject property is approximately 7.11 acres in size (309,712 square feet), equating to a minimum on-site open space requirement of 1.06 acres (46,457 square feet). The project proposes approximately 1.64 acres (71,343 square feet) of open space that includes various open space areas, a dog park, and recreational building with an indoor swimming pool and gym. This equates to 23 percent of the subject property developed as open space which exceeds the minimum requirement of 15 percent, providing consistency with FMC Table 15-1003.

Density and Massing Development Standards

Density

Pursuant to FMC Table 15-1003, the density range requirement of the RM-2 zone district is between 16 and 30 dwelling units per acre (du/ac). The project proposes a total number of 114 dwelling units on approximately 7.11 acres of property, equating to a density of 16.03 du/ac, consistent with the density range requirement of the RM-2 zone district.

Height

The maximum height requirement in the RM-2 zone district is 50 feet. The project proposes the tallest building at a peak height of 29'-1", providing consistency with the maximum height requirement of the RM-2 zone district.

Setbacks

The setback requirements are as follows:

- Front setback (North Maple Avenue): Not applicable due to the subject property being located outside of the Priority Areas of the General Plan (Note 1 in FMC Table 15-1003).
- Interior side setback (southern property line): The minimum interior side yard setback requirement in the RM-2 zone district is five feet (5'). The site plan depicts the interior side yard setback at approximately 31 feet, providing consistency with the minimum interior side yard setback requirement of the RM-2 zone district.
- Street side yard setback (East Copper River Drive): The minimum street side yard setback requirement for parcels greater than 125 feet in depth in the RM-2 zone district is 15 feet. The site plan depicts the street side yard setback at approximately 24', providing consistency with the minimum street side yard setback requirement of the RM-2 zone district.
- Rear yard setback (western property line): The minimum rear yard setback requirement in the RM-2 zone district is 15 feet. The site plan depicts a rear yard setback at approximately 30'-6", providing consistency with the minimum rear yard setback requirement of the RM-2 zone district.
- Parking, from back of sidewalk: FMC Section 15-1004.C.1.a states that surface parking which is located behind a building shall not be subject to the parking setback requirement. The site plan depicts all surface parking located behind buildings, thus the project is not subject to the parking setback requirement.

The maximum lot coverage requirement of the RM-2 zone district is 50 percent. The site plan depicts a proposed lot coverage of approximately 33 percent, providing consistency with the maximum lot coverage requirements of the RM-2 zone district.

Parking

The project proposes all 114 dwelling units as two-bedroom units. FMC Table 15-2409 requires that for two-bedroom units of "Multi-Unit Residential" uses, one covered parking space is required per dwelling unit, and one additional guest parking space is required per every two dwelling units. This results in a minimum requirement of a total of 171 parking spaces (114 covered and 57 uncovered). The site plan proposes 114 garages and 143 uncovered parking spaces for a total of 257 parking spaces. The proposed project provides an excess of the minimum parking requirements of the applicable zone district.

Given the analysis above and incorporation of the conditions of approval, Development Permit Application No. P23-01190 will meet all the provisions of the FMC, including all applicable design guidelines and development standards of the RM-2 zone district.

b. *The General Plan and any operative plan or policies the City has adopted.*

Finding b: The Fresno General Plan designates the subject site for Urban Neighborhood planned land uses and provides objectives to guide in the development of these projects. This project meets all policies and objectives of the Fresno General Plan and objectives related to land use and the urban form:

Goals

- **Goal 7:** Provide for a diversity of districts, neighborhoods, housing types (including affordable housing), residential densities, job opportunities, recreation, open space, and educational venues that appeal to a broad range of people throughout the city.
- **Goal 8:** Develop Complete Neighborhoods and districts with an efficient and diverse mix of residential densities, building types, and affordability which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place and that provide as many services as possible within walking distance.

Objectives

- **Objective UF-1:** Emphasize the opportunity for a diversity of districts, neighborhoods, and housing types.
- **Objective LU-2:** Plan for infill development that includes a range of housing types, building forms, and land uses to meet the needs of both current and future residents.
- **Objective LU-5:** Plan for a diverse housing stock that will support balanced urban growth, and make efficient use of resources and public facilities.
- **Objective D-1:** Provide and maintain an urban image that creates a “sense of place” throughout Fresno.

Policies

- **Policy UF-1-a:** Support development projects that provide Fresno with a diversity of urban and suburban neighborhood opportunities.
- **Policy UF-1-d:** Provide for diversity and variation of building types, densities, and scales of development in order to reinforce the identity of individual neighborhoods, foster a variety of market-based options for living and working to suit a large range of income levels, and further affordable housing opportunities throughout the city.
- **Policy LU-2-a:** Promote development of vacant, underdeveloped, and re-developable land within the City Limits where urban services are available by considering the establishment and implementation of supportive regulations and programs.

- **Policy LU-5-e:** Promote urban neighborhood residential uses to support compact communities and Complete Neighborhoods that include community facilities, walkable access to parkland and commercial services, and transit stops.
- **Policy LU-5-g:** Allow new development in or adjacent to established neighborhoods that is compatible in scale and character with the surrounding area by promoting a transition in scale and architectural character between new buildings and established neighborhoods, as well as integrating pedestrian circulation and vehicular routes.
- **Policy LU-5-h:** Support housing that offers residents a range of amenities, including public and private open space, landscaping, and recreation facilities with direct access to commercial services, public transit, and community gathering spaces.
- **Policy D-1-a:** Require all new multi-family residential development along BRT and other transit or pedestrian-oriented streets (Collector and Local), including high-rise, townhomes or other units, to provide direct pedestrian street access and to promote walkable connectivity, individualization, family-friendly development, identity, and street safety to the maximum extent reasonably feasible.

The proposed project provides a variation of density in the area that is developed and planned for primarily single-family residential uses. The proposed multi-family development provides the appeal for a broader range of density and market-based options for living and working to suit a large range of income level. The proposed project promotes the development of vacant land where urban services are available.

The proposed project offers the prospective residents a range of amenities including private open space (patios, balconies, dog park, open space areas, and a recreational building with an indoor swimming pool and gym) and two pedestrian gates providing direct access to East Copper River Drive where two commercial shopping centers are in walkable distance from the subject property (approximately 1,000 feet from furthest pedestrian gate to nearest commercial shopping center).

Thus, based on the above analysis, the proposed project supports the objectives, goals, and policies of the Fresno General Plan.

Upon reviewing the policies contained in the Woodward Park Community Plan, staff has determined that there are no policies that are applicable or are more restrictive than those contained in the FMC or the Fresno General Plan.

c. Any applicable design guidelines adopted by the City Council.

Finding c: The proposed development will utilize the Certainty Option of the Façade Design requirements of multi-family zone districts. The project as proposed adheres to the standards set forth in Section 15-1005 for building length articulation, window design, and window depth. Per FMC Section 15-1005.B.1.a, buildings which are 50 feet wide or less are exempt from building length articulation requirements. The buildings as proposed are approximately 46 feet wide. Per FMC Section 15-1005.B.2.a, the façade shall have at least

two cladding materials. The project, as proposed, illustrates at least 2 cladding materials, stucco and steel, thus it complies. Per FMC Section 15-1005.B.3.a, street facing facades of each floor of the building shall have an overall wall composition of at least 25 percent glazing, but not more than 70 percent glazing. The project, as proposed, is approximately 28 percent glazing, thus it complies. The project as proposed does not adhere to the building materials and finishes requirements for exterior colors in Section 15-1005.B.2.b. As such, the project is conditioned to illustrate at least 3 exterior colors. With the adherence to this condition, the project will comply with the Certainty Option as set forth in Section 15-1005 of the FMC.

All other site design requirements are identified in Finding A.

d. Any approved Tentative Map, Conditional Use Permit, Variance, or other planning or zoning approval that the project required.

Finding d: The proposed project did not require a Tentative Map, CUP, Variance, or any additional entitlements beyond this Development Permit.

e. Fresno County Airport Land Use Compatibility Plan (as may be amended) adopted by the Fresno County Airport Land Use Commission pursuant to California Public Utilities Code Sections 21670—21679.5.

Finding e: The proposed project is not located within the area of influence under the Fresno County Airport Land Use Compatibility Plan (ALUCP). Therefore, the proposed project is compatible and in compliance with the Airport Land Use Compatibility Plan.