

**RECOMMENDED
FINDINGS OF FACT FOR APPROVAL OF**

**PLN16-0050
1659-1695 Washington Avenue
J. Burns, Collaborative Design Architects, Inc. (Applicant)
G. Galvan (Property Owner)**

The Board of Zoning Adjustments hereby approves the Categorical Exemption from CEQA, Conditional Use Permit, and Site Plan Review, subject to the following findings:

Categorical Exemption Finding

Pursuant to California Environmental Quality Act (CEQA) Guidelines, Article 19, Section 15332, In-Fill Development Projects meeting the conditions listed below, is categorically exempt from CEQA.

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The project is consistent with the City's Downtown Transit Oriented Development Strategy and the Downtown Area development standards.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. The project is a redevelopment of existing developed properties located in the City's downtown area located within a ½ mile of a major transit station.
- (c) The project site has no value as habitat for endangered, rare or threatened species. The site is a fully developed parcel in the Downtown area with no habitat value.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The project is located along lesser-traveled streets in the Downtown area and is within a ½ mile of a major transit station and retail services.
- (e) The site can be adequately served by all required utilities and public services. The site is currently served by all utilities and public services and the project will have no impact on existing service capacity.

The project qualifies as categorically exempt from CEQA as the proposal meets the criteria listed from (a) through (e) listed above.

Conditional Use Permit Findings

- A. That the proposed location of the use is in accord with the objectives of this Code and the purposes of the district in which the site is located.**

The location of the multi-family residential building is in accord with the objectives of the Zoning Code, the adopted Downtown Transit Oriented Development (TOD) Strategy and the district in which the site is located. The location would enhance the character of the adjacent commercial and residential neighborhoods. The location is in the DA-1 Downtown Area District. The location of the use satisfies the purpose of the DA-1 District to implement provisions of the Downtown San Leandro Transit-Oriented Development Strategy on land located near transit facilities (i.e., AC Transit and BART) with the development of the multi-family residential building. This would increase ridership. The former service station building has had numerous changes made to the exterior of it and has no historical value to it.

- B. That the proposed location of the use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the City.**

The proposal will attain the following General Plan's Policies listed below:

Policy 1.04: Front Yards

Encourage the attractive treatment of front yards and other areas in residential neighborhoods that are visible from the street. Establish limits on the paving of front yard areas.

Policy 2.05: Alterations, Additions and Infill

Ensure that alterations, additions and infill development are compatible with existing homes and maintain aesthetically pleasing neighborhoods.

Policy 3.01: Mix of Unit Types

Encourage a mix of residential development types in the City, including single-family homes on a variety of lot sizes, as well as townhomes, row houses, live-work units, planned unit developments and multi-family housing.

Policy 3.04: Promotion of Infill

Encourage infill development on vacant or underused sites within residential areas.

Policy 13.04: Transit Oriented Development

Ensure that properties along heavily used public transit routes are to be developed in a way that maximizes the potential for transit use. Such development should be of particular high quality, include open space and other amenities, and respect the scale and character of nearby neighborhoods.

The proposal will provide an opportunity for rental of 60 new residential units that includes 57 new one bedroom units and three two bedroom units. The proposed multi-family residential project will conform to the DA-1 District zoning requirements. The new apartment building will be constructed in a manner that the exterior appearance of the in-fill development is compatible with the immediate neighborhood. Moreover, with the necessary conditions relating to: Building/Fire Code compliance; landscaping; and property maintenance, the appearance and upkeep of the property will be maintained. The proposal would increase transit ridership and enhance downtown San Leandro.

- C. That the proposed use will comply with the provisions of this code, including any specific condition required for the proposed use in the district in which it would be located.**

Development of the multi-family residential for dwelling purposes will be compatible with existing adjacent development in the immediate DA-1 Downtown Area District. The development itself conforms to all DA-1 District development standards (i.e., setbacks, height, density, and parking, with the various design enhancements including, common area, use of

multiple paint colors and multiple materials on the facade, furniture in the common area, and well-articulated elevations). Conformance to the DA-1 District's setback requirements and Fire Department access will provide adequate availability of light and air for the development and adjacent properties.

- D. That the proposed use will not create adverse impacts on traffic or create demands exceeding the capacity of public services and facilities, which cannot be mitigated.**

Adequate on-site parking and access will be provided for the multi-family residential development. Being one-quarter mile from BART the off-street parking requirement is one (1) space per unit. The 73 off-street parking spaces provided for the 60-unit development (1.22 spaces per unit), would exceed the off-street parking requirement.

Site Plan Review Findings

- A. Site plan elements (such as but not limited to: building placement, yard setbacks, size and location of landscape areas, parking facilities and placement of service areas) are in compliance with the minimum requirements of this Code, and are arranged as to achieve the intent of such requirements by providing a harmonious and orderly development that is compatible with its surroundings. Parking, loading, storage and service areas are appropriately screened by building placement, orientation walls and/or landscaping.**

The proposed four-story multi-family residential building would be harmonious and compatible within the existing commercial and residential context of downtown San Leandro. The proposed multi-family development complies with the DA-1 District requirements for minimum setbacks. The highest levels of the building's roof lines would be a range of 58.67 feet when measured at the western edge to 62.3 feet when measured along Washington Avenue (eastern edge) of the site which is less than 75 feet maximum allowed. The resulting total lot coverage would be approximately 90% where 100% is the maximum allowed in the DA-1 District. The required off-street parking would be met with the 73 space parking garage. In addition, the site planning and architectural design deemphasizes vehicle parking, storage areas and service areas, where they are not prominent from Washington Avenue or adjacent properties. The trash enclosure is integrated into the design of the building inside the parking garage.

- B. The building has adequate articulation, with appropriate window placement, use of detailing, and/or changes in building planes to provide visual interest. The exterior materials, finishes, detailing, and colors are compatible with those of surrounding structures.**

The proposed four-story development is provided articulation to all four sides of the building especially the two street frontages, Washington Avenue and Thornton Street (i.e., varying wall planes and roof lines, using multiple colors, materials and finishes). The design creates visual interest and lessens the appearance of bulk and mass of the building. This articulation satisfies the TOD development guidelines and enhances the Washington Avenue and Thornton Street streetscape. In addition, the frontage elevations include entrances, stoops and porches facing the street for the Washington Avenue residences and the main entry to the apartment lobby and the fitness center faces Thornton Street. Together these encourage pedestrian use of the sidewalk. Parking is kept out of sight to preserve the pedestrian environment. The design de-

emphasizes the automobile. The driveway access is minimized along the Thornton Street frontage. The proposed design features of the residential development will contribute in enhancing the immediate Washington Avenue corridor.

C. The landscaping complements the architectural design, with an appropriate balance of trees, shrubs, and living ground covers, and provides adequate screening and shading of parking lots and/or driveways.

The landscaping along the frontages complements the architectural design, with an appropriate balance of trees, shrubs, and ground cover. The trees are appropriate and specified at 15 gallons in size. The minimum size for the shrubs will be required to be five gallons and the ground covers be one gallon or from flats with the necessary spacing to cover the planter areas in a growing season. The design of the project having a podium over parking and subterranean parking effectively conceals the vehicle parking. Access to the parking garage is minimized to one driveway.

D. Detail features, such as signs, fences, and lighting for buildings, parking lots, and/or driveways are visually consistent with the architectural and landscape design, and minimize off-site glare.

The project design does not include open parking lot that would create off-site glare. Conditions of approval are included that would prohibit light from the property spilling onto adjacent properties or create off-site glare. In the event there is a fence and/or sign, they will be required to meet the Zoning Code requirements that apply to them.