

FINDINGS
Site Plan Review
115 Chestnut Ave.
Application No. 1908-42 (SPR19-023)
March 5, 2020

Pursuant to Section 21.25.506 of the Long Beach Municipal Code, the site plan review committee or the planning commission shall not approve a site plan review unless the following findings are made. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

- 1. THE DESIGN IS HARMONIOUS, CONSISTENT AND COMPLETE WITHIN ITSELF AND IS COMPATIBLE IN DESIGN, CHARACTER AND SCALE, WITH NEIGHBORING STRUCTURES AND THE COMMUNITY IN WHICH IT IS LOCATED;**

Positive Finding: The proposed project consists of a new five-level, approximately 47-foot-tall parking structure for the City of Long Beach (see plans and staff report in File No. 1908-42 for description of site conditions and project details). The proposed parking structure is a combination of poured-in-place concrete and CMU block and has the general appearance of a typical parking structure. However, an art installation or architectural treatment will be applied to the front elevation of the parking structure, as well as the portion of the north elevation that extends eastward beyond the prolongation of the easterly façade of the Police Headquarters building. These two areas (east elevation and portion of the north) are the main portions of the structure that will be visible from the public viewshed. The architectural treatment will provide an enhancement to the public viewshed and street environment, while disguising the utilitarian design of the exposed elevations of the parking structure.

The remainder of the parking structure largely will be hidden by the surrounding buildings, which are the new City Hall to the south, the Police Department headquarters to the north, and Fire Station No. 1 to the west. The new parking structure will be compatible with these three surrounding structures, which are all municipal in form and function. Additionally, the only structure across Chestnut Ave. to the east is the City's Broadway Garage parking structure, with which the proposed parking structure also will be compatible. The City Hall and Police Headquarters (eleven stories and six stories, respectively) are taller than the proposed parking structure, while the Broadway Garage is approximately the same height and scale. Fire Station No. 1 is shorter than the proposed parking structure, but due to its setback from Magnolia Ave., on which the fire station has its frontage, the parking structure will be largely hidden from view by the fire station.

2. THE DESIGN CONFORMS TO ANY APPLICABLE SPECIAL DESIGN GUIDELINES ADOPTED BY THE PLANNING COMMISSION OR SPECIFIC PLAN REQUIREMENTS, SUCH AS THE DESIGN GUIDELINES FOR R-3 AND R-4 MULTI-FAMILY DEVELOPMENT, THE DOWNTOWN DESIGN GUIDELINES, PD GUIDELINES OR THE GENERAL PLAN;

Positive Finding: The project site is located in the Downtown Plan Planned Development District (PD-30), and conforms to the special design guidelines set forth in Chapter 4 of that document. These guidelines set standards for build-to lines, street walls, pedestrian paseos, form and massing, materials and finish, and overall quality of development, as well as the treatment of parking structures. The project design, as discussed above, consists of a parking structure that is largely hidden by surrounding municipal buildings, and will receive an architectural treatment on its exposed elevations. Both the concealment of the parking structure, and the treatment of its exposed elevations, complies with the requirements of the design guidelines specified in the Downtown Plan for parking structures.

The project conforms to the City's General Plan, and is located within the DT (Downtown) PlaceType of the Land Use Element. The DT PlaceType anticipates and permits large-scale development and government facilities. The project complies with the context, land uses, development patterns, transitions, access, and parking goals of this PlaceType, which emphasizes compact, dense development with a mix of land uses in a pedestrian-friendly pattern that reduces reliance on automobile transportation in the City's highly-urbanized core. The project design achieves these goals and is consistent with the General Plan.

3. THE DESIGN WILL NOT REMOVE SIGNIFICANT MATURE TREES OR STREET TREES, UNLESS NO ALTERNATIVE DESIGN IS POSSIBLE;

Positive Finding: Two medium-size trees currently exist on the western half of the project site. This area will be cleared to create a better surface parking configuration and drive access aisle for the proposed parking structure, as well as access to the existing fueling station on-site, and will function as a truck turning area for fuel trucks, refuse trucks, and the fire apparatus at Fire Station No. 1 (see project plans in File No. 1908-42). The two trees will be removed, and no alternative design is feasible that accomplishes the project goals. However, new street trees will be provided on Chestnut Ave. and Magnolia Ave., as required by Chapter 21.42 (Landscaping Standards) of the Zoning Regulations and as specified in the Downtown Plan (PD-30), at a spacing of not more than 25 feet on-center. Currently no street trees exist in these locations, and the project will result in a net increase in street trees.

4. THERE IS AN ESSENTIAL NEXUS BETWEEN THE PUBLIC IMPROVEMENT REQUIREMENTS ESTABLISHED BY THIS ORDINANCE AND THE LIKELY IMPACTS OF THE PROPOSED DEVELOPMENT; AND

Positive Finding: Improvements to the public right-of-way adjacent to the project site will include a number of improvements to the public right-of-way adjacent to the project site on both Chestnut Ave. and Magnolia Ave. These include street and sidewalk repair, replacement, and expansion on Chestnut Ave., reconfiguration of curb cuts, installation of street trees, and general repair and improvements to the right-of-way and construction of full ADA sidewalk, curb, and intersection improvements adjacent to the project where required.

5. THE PROJECT CONFORMS WITH ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT), WHICH REQUIREMENTS ARE SUMMARIZED IN TABLE 25 1 AS FOLLOWS:

Table 25-1
Transportation Demand Management Ordinance Requirements

TDM Requirements	New Nonresidential Development		
	25,000+ Square Feet	50,000+ Square Feet	100,000+ Square Feet
Transportation Information Area	♦	♦	♦
Preferential carpool/vanpool parking		♦	♦
Parking designed to admit vanpools		♦	♦
Bicycle parking		♦	♦
Carpool/vanpool loading zones			♦
Efficient pedestrian access			♦
Bus stop improvements			♦
Safe bike access from street to bike parking			♦
Transit review	For all residential and nonresidential projects subject to EIR		

Not Applicable: The proposed development contains no building floor area and is not considered new development for TDM purposes. The proposed parking

Findings

Application No. 1908-42 (SPR19-023)

March 5, 2020

Page 4 of 4

structure is an accessory for the existing Police Department, Fire Station No. 1, and City Hall buildings, and will not induce any additional demand for transportation or parking.

6. THE APPROVAL IS CONSISTENT WITH THE GREEN BUILDING STANDARDS FOR PUBLIC AND PRIVATE DEVELOPMENT, AS LISTED IN SECTION 21.45.400.

The project will be required to comply with green building standards for private development, as the requirements of Section 21.45.400 are now implemented in Chapter 18.47 (Green Building Standards Code) of Title 18 (Long Beach Building Standards Code) of the LBMC.