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Long Beach Airport Parking Structure

Presentation for City Council

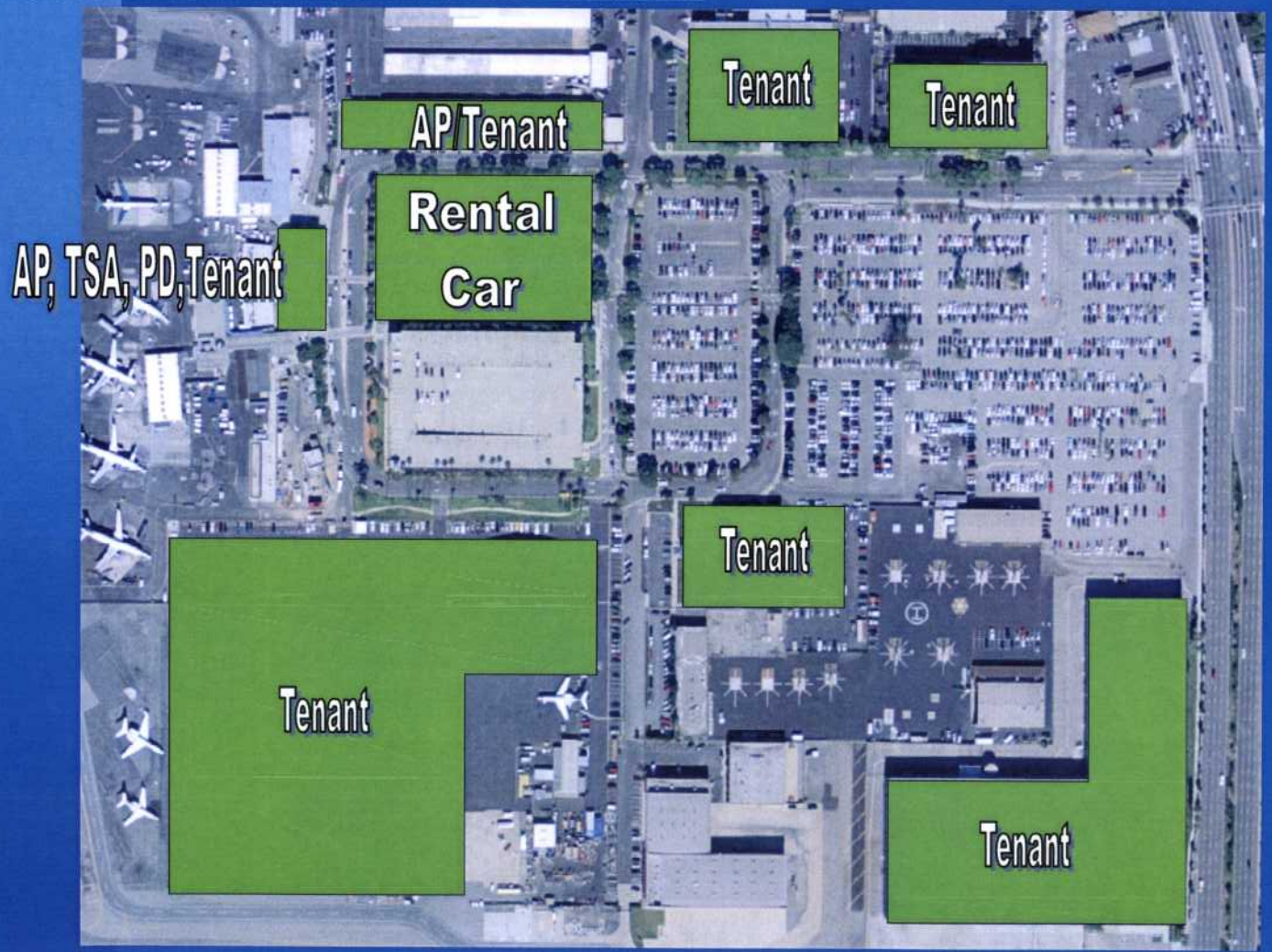
April 2008

EIR Issues

- Certification of Airport EIR-06/20/2006 (Terminal Project Size 97,545 s.f.)
- Authorization to Proceed with PS&E and Financing Plan 04/24/2007 (Terminal Project Size 89,995 s.f.)
- Terminal Building Schedule
- Parking Structure Schedule

Existing Lots

Tenant/Employee Parking



Summary of Existing Parking vs. Proposed Parking

	SPACES
EXISTING	4,935
PROPOSED	5,384

- Mixed Use Parking:
  - Passengers
  - Rental Car Facilities
  - Tenants
    - TSA, JetBlue, Alaska, Delta, US Airways, Express Jet, Gulfstream, Concession, etc.
  - Airport Employees

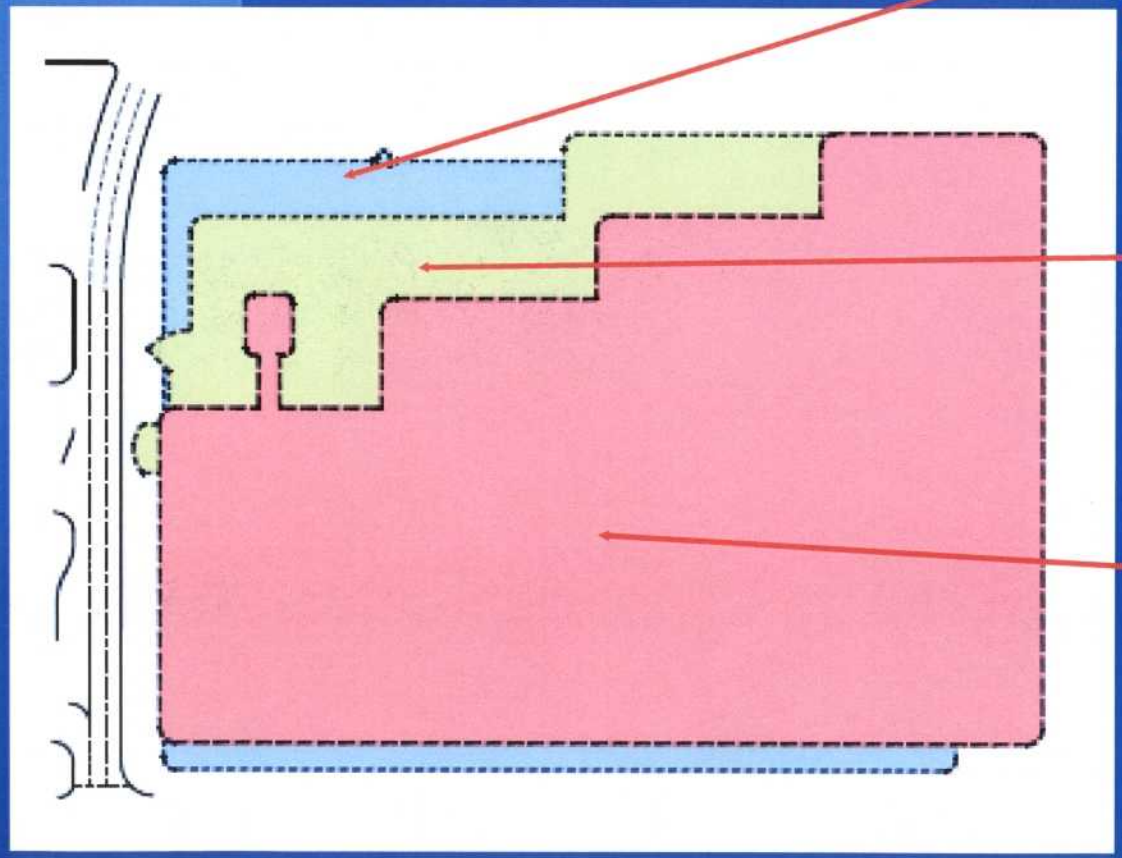
Basis for Parking Space Needs

- Industry Norm for Parking Demand by Airport Passengers is 1,100 spaces per MAP
- Historic LGB parking to passenger ratios of 2.75 spaces per 1,000 enplaned passengers supports projections
- An analysis is based on Peak Month, Average Day (for LBG Peak Months are May, June, July and August)

Basis for Parking Space Needs

- Rental Car Parking
  - Current 217
  - Proposed 500
- Tenant/Employee parking
  - Current 554
  - Proposed 554
- Passenger Parking
  - Current 4,164
  - Proposed 4,330

Progression of Parking Structure Site Plan



Original Proposal

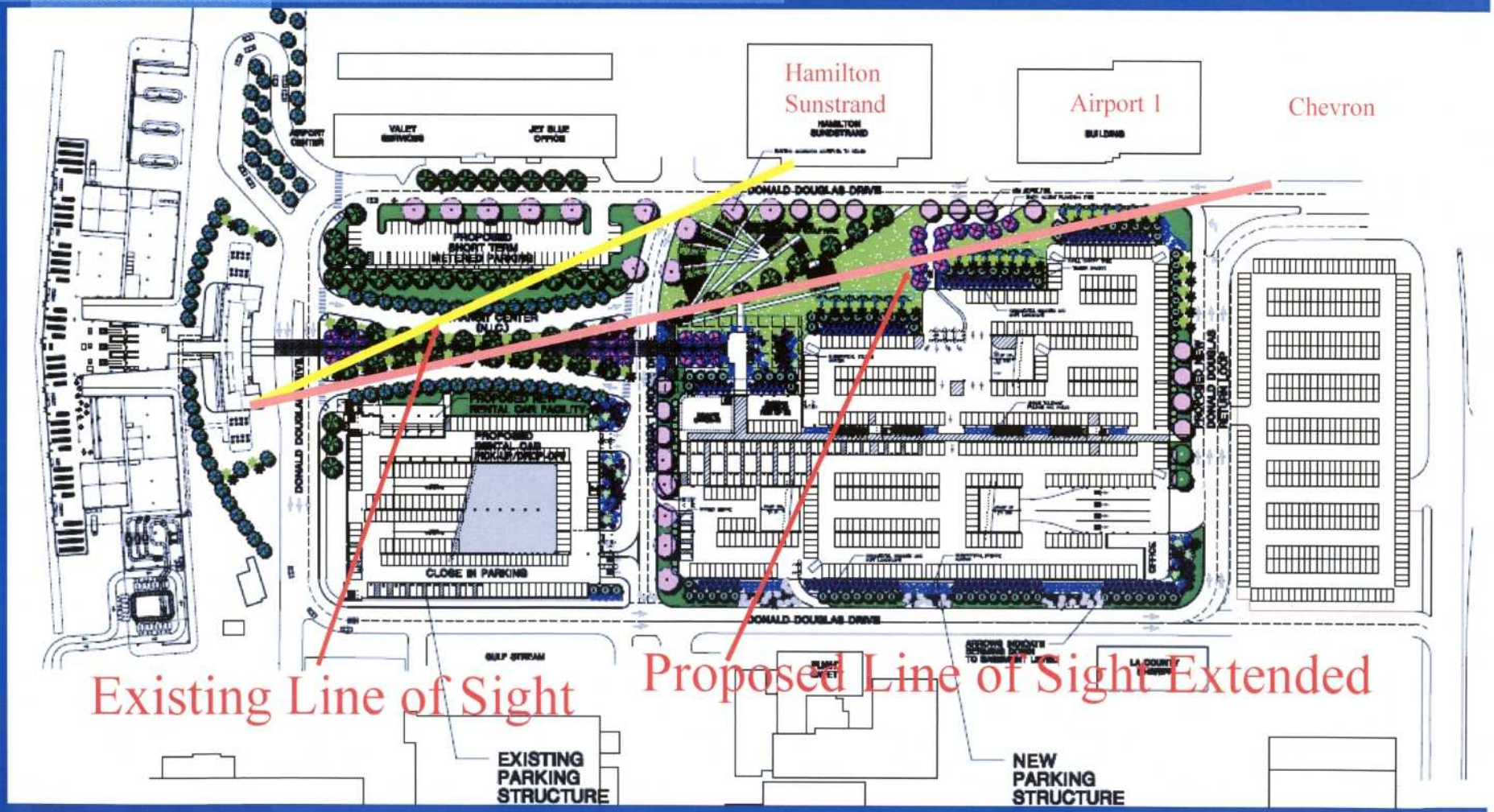
Planning Commission Submittal

Proposed Parking Structure

Site Plan Appeal Proposal

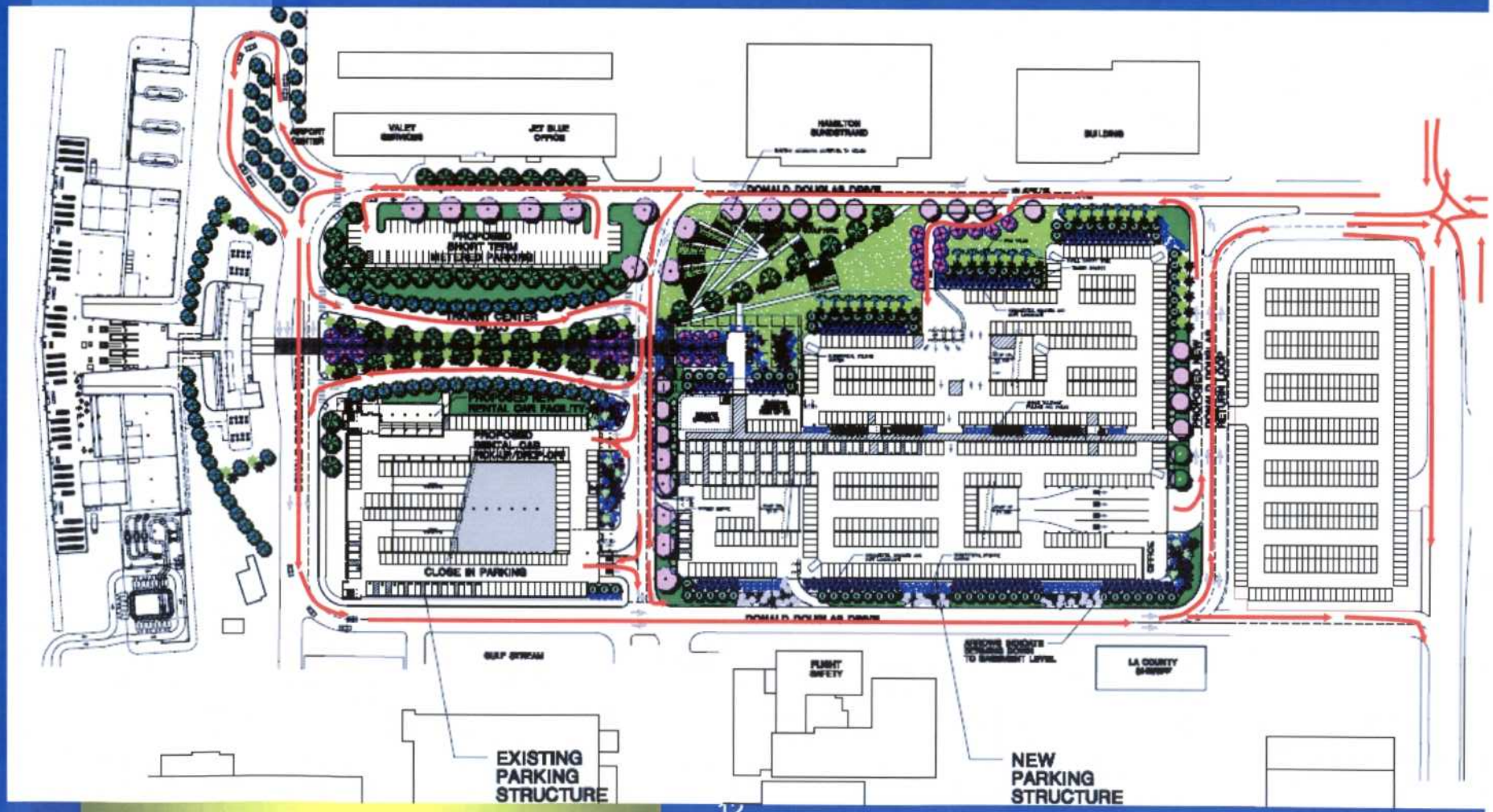
Video Clip

Microsoft PowerPoint Presentati



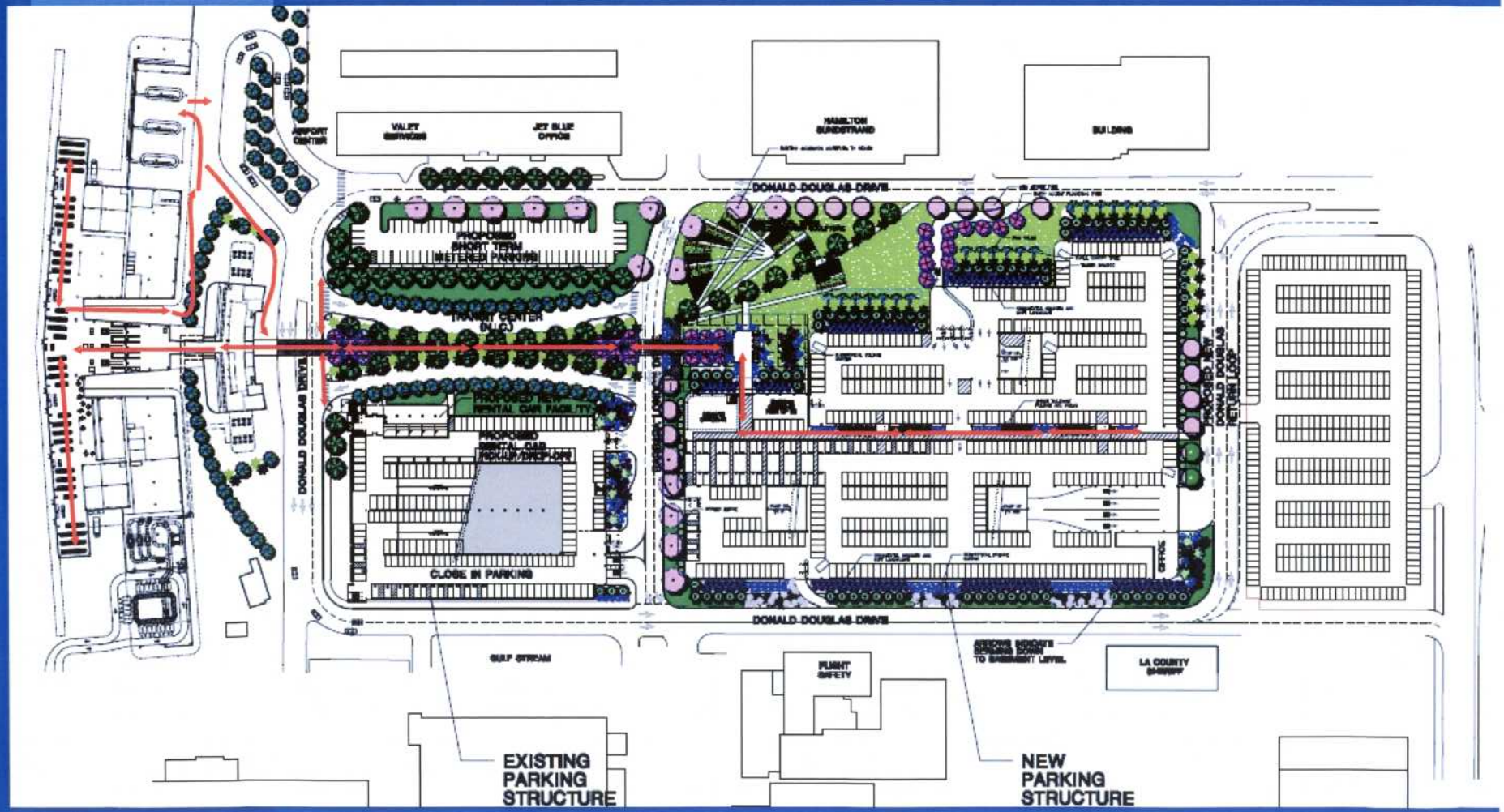
Final Layout of Parking Structure

Vehicular Traffic Flow



Final Layout of Parking Structure

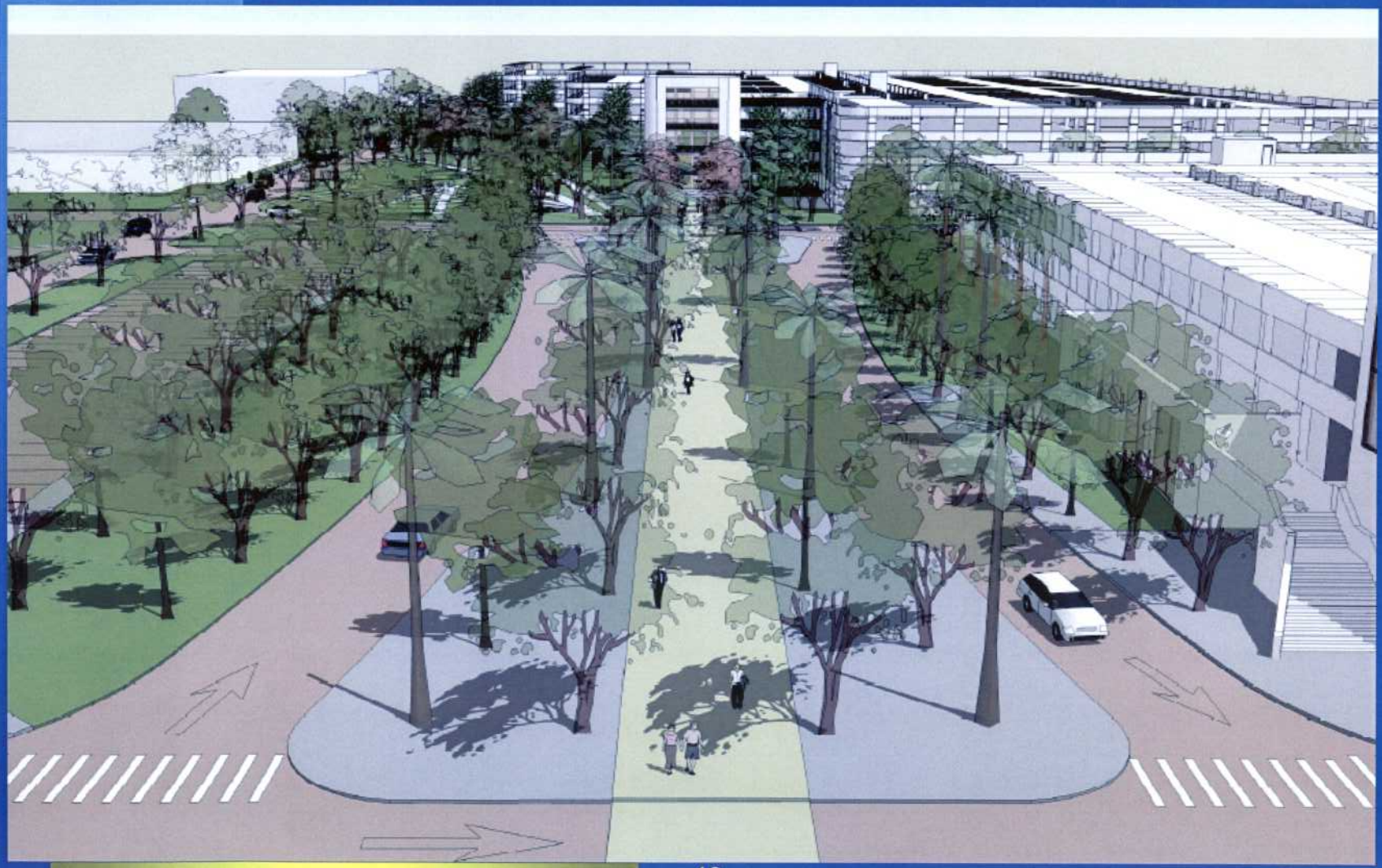
Pedestrian Flow



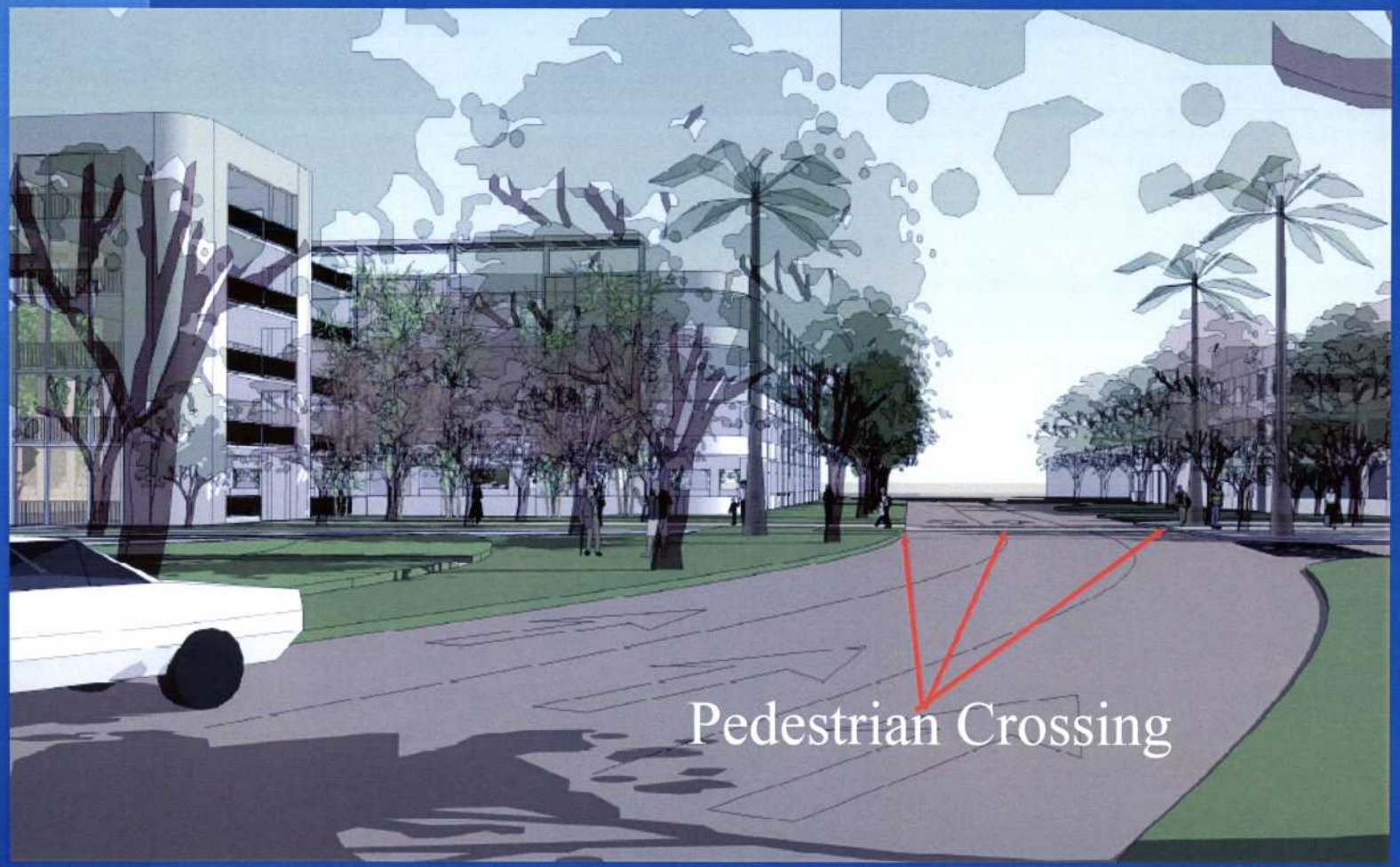
Site Plan Appeal – Proposed Perspective

Site Plan Appeal – Proposed View of Terminal from Parking Structure

Site Plan Appeal – Proposed View of New Parking Structure from Terminal



Site Plan Appeal – Proposed View of New Parking Structure at Barbara London



Video Rendering of Final Massing

Video

Sustainable Features of Parking Structure

- Sustainable features will be incorporated such as:
  - Recycled materials: rebar, fly ash, etc.
  - Locally purchased materials: cement and aggregates
  - Recycling of demolition waste materials
  - Energy efficiency and efficient lighting
  - Open air structure: does not require mechanical ventilation which reduces energy use and other environmental impact such as indoor air quality
  - Infrastructure for future solar will be incorporated. Initial roll out of Solar will be dependant on financial plan which will be brought back to Council in the future
- Parking Structures are not LEED Certifiable per United States Green Building Council (USGBC)

Summary

The project architecture has been revised to address the concerns raised at the Planning Commission including:

- A substantial building setback and increase in landscaping along westbound Donald Douglas Drive.
- Improved pedestrian and vehicle circulation.
- Increasing the number of underground parking spaces.
- Incorporation of the vehicle entry/exit gates within the parking garage.

Therefore, staff recommends that the City Council receive the supporting documentation into record, conclude the public hearing and overrule the decision of the City Planning Commission to deny the Site Plan Review of the parking structure associated with the Long Beach Terminal Project.