

SITE PLAN REVIEW FINDINGS

231 Windsor Way
Application No. 1909-08 (SPR19-026)
November 7, 2019

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 applicant proposes to extend the existing five-story parking structure within their existing leasehold area to the north and south. The table below shows the areas of the expansion, the proposed number of stalls and the grand total of parking stalls available once the structure is completed.

	SOUTH EXPANSION	NORTH EXPANSION	EXISTING TO REMAIN
Ground Floor	0	0	164
2 nd Floor	51	0	340
3 rd Floor	122	80	342
4 th Floor	122	80	299
5 th Floor	122	80	254
Total	417	240	1399
Grand Total as Designed	2,056 parking spaces		

The onshore improvements of the proposed project would extend the existing parking structure laterally to the north and south, not to exceed the existing 5-story height, fill and remove the existing 450-foot tunnel system located to the southwest of the parking garage parallel to Queens Highway South, and the reconfiguration of the existing traffic lanes around the southern corner of the parking structure. Vertical clearance heights would be maintained per the specifications of the U.S. Department of Transportation for all through traffic lanes to accommodate emergency vehicles.

Currently the existing parking structure is an open air variety and is proposed to continue as part of the expansion. In order to provide for visual relief of the parking

structure elevations, there are large frames, evenly spaced along the elevations visible from the public right of way which over the years have contained decorative mesh screening which allow for continued ventilation air flow but provide an ornamental view to an otherwise typical parking structure view. This level of design quality and architectural expression is consistent with the goals of the Queensway Bay Planned Development Plan (PD-21) for building design.

Based on historical documents and aerial photographs, the existing 450-foot existing tunnel appeared to be constructed within the same timeframe as Pier H was originally constructed, in the early 1960's. However, the tunnel has not been utilized and was abandoned and fenced-in prior to the construction of the existing parking structure in the early 2000's. Removal and fill of the abandoned tunnel will assist in facilitating the proposed parking structure expansion which is consistent with the Queensway Bay Planned Development Plan.

The proposed project will also contribute in the long and short term to the local Long Beach economy. Short-term contributions would be generated from the payroll that comes from the onshore and waterside construction jobs and purchases made in-town by those workers. Longer term impacts would be generated by the increase in tourism (motel stays, meal purchases, and visits to local places of interest) that result from the additional customers the larger ship will accommodate.

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 Queensway Bay Planned Development Plan (PD-21) and conforms to the special design guidelines set forth in Chapter 2 (General Use and Development Standards) and Chapter 3 (Specific Development and Use Standards) Subarea 4 of that document. These guidelines set standards for parking structures, including landscaping, massing, materials and finish, and overall quality of development. The parking structure expansion design, as discussed above, consists of consistent architecture and materials choices with the existing construction and complies with the design guidelines. The expansion, when complete, will integrate seamlessly with the existing structure and all levels will be accessible as one continuous structure. The consistent massing and overall height of the proposed expansion is appropriately-scaled for the site and does not exceed what is noted in the Queensway Bay Planned Development Plan document.

The site is located within General Plan Land Use District No. 7 – Mixed Uses. LUD No. 7 intends for large, vital activity centers including offices, recreational facilities or visitor-serving facilities for combinations of land uses that vitalize sites and give them more importance in the urban structure of the City; This project is consistent with the intent of LUD No. 7.

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

Positive Finding: A number and variety of trees and shrubs are present around the perimeter of the parking structure and within landscaped planter areas. The trees are most likely 19-20 years of age, having been planted at the time of the construction of the existing parking structure in the early 2000's. The existing trees will be removed and replaced with a more beneficial and fast growing tree species that will provide a perimeter of screening around the parking structure as required by the Zoning Code. Any project design that attempted to preserve these existing trees around the perimeter of the site, would result in no-project and not beneficial to the site in that the existing parking structure would be unable to accommodate the increased passenger count expected with the larger class of cruise ships proposed to berth at the Long Beach Cruise Terminal.

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 reconfiguration of Windsor Way at the southwestern corner of the expanded. Additionally, since the parking structure is proposed to be extended over Windsor Way and Queens Highway South, a minimum 17-foot vertical clearance from the surface streets to the lowest parking structure overhead. Any dedications and other exactions required by code and conditions of approval in order to offset capital improvements to public infrastructure may be necessary to support this project. These improvements include construction of full Americans with Disabilities Act (ADA) sidewalk, curb, and intersection improvements adjacent to the project, reconstruction of sidewalk, curb, and gutter, and new tree wells, street trees, root barriers, and irrigation systems adjacent to the project site (see 1806-03 conditions of approval). All of these public improvements are necessary and required to offset the proposed project's impacts from increased use of the public facilities and infrastructure surrounding the project site that will result from project construction and operation.

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 existing parking garage consists of 508,995 sf and was constructed in the early 2000's. The proposed expansion is approximately 321,587sf of parking area, not habitable floor area. Therefore, this ordinance is not applicable.

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 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.