



# CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 5<sup>th</sup> Floor

Long Beach, CA 90802

(562) 570-6194

July 18, 2019

## CHAIR AND PLANNING COMMISSIONERS

City of Long Beach  
California

### RECOMMENDATION:

Approve an EIR Addendum (EIRA-03-18); Site Plan Review (SPR 18-050) for a project consisting of 756 residential units in two residential towers (21 and 40 stories in height), four mid-rise residential buildings (5 to 7 stories in height with one subterranean parking level, 3,000sf of retail space, 1,510 parking spaces (including 659 spaces to replace the existing parking for adjacent hotel and office uses), 153 bicycle parking spaces and 152 residential storage units; and a Vesting Tentative Tract Map (VTTM18-010) to subdivide one lot into six ground lots and two vertical airspace lots for future condominium purposes, on a 5.61-acre (224,531 sq. ft.) located at 600 W. Broadway in the Downtown Plan (PD-30) Height Incentive Area. (District 2)

APPLICANTS: Maple Multi-Family Land CA, L.P.  
c/o Ryan Caldera of Studio One Eleven  
245 E. 3rd Street  
Long Beach, CA 90802

Michael Genthe  
Trammel Crow Residential  
527 West 7<sup>th</sup> Street, Suite #308  
Los Angeles, CA 90014

(Application No. 1806-03)

### DISCUSSION

The project site encompasses 5.61-acres (224,531sf) within the Downtown Plan (PD-30) Zoning District. The site is bounded by Broadway to the north, One World Trade Center and the Hilton Long Beach Hotel to the south, and Golden Avenue and I-710 north on-ramp to the west, and a vehicular driveway to the subterranean parking for One World Trade Center on the eastern boundary of the property (Exhibit A –Vicinity Map). The project site encompasses most of the block between Golden Avenue and Magnolia Avenue and is currently developed as a paid surface parking lot with 659 parking spaces utilized by One World Trade Center and Long Beach Hilton Hotel. Adjacent uses are typical of the downtown setting and are described in Table 1 below.

Table 1  
Uses Adjacent to the Subject Site

LOCATION	ZONING DESIGNATION	LAND USE
North	PD-30	Cesar Chavez Elementary School and Governor George Deukmejian Courthouse
East	PD-30	Surface parking lot (pay lot) and 4-story parking garage
South	PD-30	One World Trade Center Complex and Long Beach Hilton Hotel
West	PD-30	Santa Cruz Park Northbound I-710 on-ramp and Golden Avenue

The site is served by a variety of transportation options. It has direct access from the I-710 freeway off-ramp onto Broadway, with on-ramps located one block away in either direction on Ocean Boulevard and 3<sup>rd</sup> Street. A local bus stop is located directly in front of the project site on Broadway and the Long Beach Transit Gallery, which provides access to the full range of local bus routes operated by LB Transit, as well as regional bus routes operated by Metro, located five short blocks to the east. The Blue Line (soon to be renamed A Line) also is located in the Transit Gallery, providing regional rail service to downtown Los Angeles and beyond. Additionally, protected Class IIV separated bike lanes are located on Broadway and 3<sup>rd</sup> St., connecting to the City's 65-mile bike route system.

The property is owned by the Port of Long Beach; they are currently in escrow to sell the property to the project applicant, Maple Multi-Family Land CA LP.

The proposed project would create a new mixed-use residential neighborhood at the western edge of the Downtown Plan (PD-30) area. The proposed project would replace an existing 659-parking-space surface parking lot with a 40-story high-rise tower at the northwest corner of the site (Tower 2) and a 21-story tower (Tower 1) at the northeast corner of the site in addition to four mid-rise residential buildings throughout the site. A 9-story parking structure is proposed behind Tower 1 along the eastern boundary of the property. Tower 1 would include 135 residential units and approximately 5,425 square feet of non-residential uses including lobby/mail room, flex space, game room and bicycle station. The four mid-rise residential buildings (5 to 7 stories in height) between the towers include a total of 417 dwelling units and numerous resident amenities including a pool and spa, wellness center, community co-working space, and community game room. An extension of Maine Avenue as a private, 2-way street bisects the site and includes wide sidewalks, raised planters, and several outdoor seating areas along both sides. The extension of Maine Avenue leads into the 9-story parking structure and provides parking for the residents, guests and the 659 replacement stalls associated with the World Trade Center office complex. Overall, the project will include 1,510 parking spaces through the construction of above grade and subterranean parking lots. The project's architecture is well-planned and has consistent themes and treatments. High-quality and thoughtful materials choices are used throughout the buildings.

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Table 2  
Summary of Proposed Development

LOCATION	NUMBER OF UNITS	AREA (SF)	HEIGHT	NOTES
RESIDENTIAL				
Tower 1	135	208,641	21 stories	
Tower 2	204	381,987	40-stories	Adjacent to Golden Avenue
Building A	146	146,954	7-stories	Adjacent to Broadway
Building B	68	85,205	6-stories	
Building C	151	208,059	7-stories	Adjacent to Broadway
Building D	52	52,381	5-stories	
COMMERCIAL				
Market		3,000		Located on the ground floor in Building A
Leasing space		2,850		
PARKING				
Tower 1		11,348	1-level of subterranean	
Tower 2		212,380	3-levels of subterranean and 4-levels above grade	
Building A		22,607	2-levels above grade	
Structure		398,133	9-stories and 1-level of subterranean	
OPEN SPACE				
Common Outdoor		52,115		Includes ground level courtyards and outdoor decks
Common Indoor		24,565		Includes game and pool rooms, wellness center and lobby
Private		21,456		Balconies, decks for exclusive use by adjacent residents
Commercial		12,491		

sf = Square Feet

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As described above, the project's residential component would consist of 1,035,741 sf of residential uses, 694,804sf of parking, and 110,627 sf of open space (76,680 sf of residential common open space, 21,456sf of residential private open space, and 12,491sf of public commercial open space). The proposed project's total gross building area would be approximately 1,431,145sf, including parking and exterior areas. With the subtraction of 302,400sf of exempt garage square footage, the floor area ratio (FAR) would be 5.87. The applicant has indicated the project is entirely a market rate rental project at this time.

A total of 659 of the surface parking spaces that are currently used by One World Trade Center complex and the Long Beach Hilton Hotel will temporarily be displaced during construction. However, as part of the overall project, the applicant is required through the conditions of approval to replace all existing off-site parking spaces within the proposed 9-story parking structure. Temporarily, while the project is under construction, the applicant is proposing to utilize parking spaces at The Pike parking structure and operate a shuttle between the two.

The project includes a series of nature-themed interior courtyards, paseos and patios between the project buildings including an east - west pedestrian paseo via a Boardwalk. Other areas throughout the site include the Stream, which reflects the nature theme along Maine Street prior to turning into the parking structure; this area is characterized by outdoor work spaces and seating, street trees and above ground planters. The Nest, the Point and Overlook are areas characteristic of views, pools, fire pits, spas, lounges and art walls (Exhibit B – Plans & Renderings, page 14).

Tower 1 includes one level of subterranean parking. The ground floor would consist of the lobby, mail room, a 1,300-sf game room, bike station, and bike mechanic area. Levels 2 through 21 includes one and two-bedroom units and residential amenities, such as a swimming pool. In total, Tower 1 would develop a total of 135 units and would be 21 stories in height.

Tower 2 includes three levels of subterranean parking. The ground floor includes additional parking, bike station, the lobby, service area, and three live-work studios. Levels 2 through 4 consist of more parking stalls, and levels 5 through 40 would consist of two-bedroom units and residential amenities such as private decks. In total, Tower 2 would develop 204 units and would be 40 stories in height as part of the second phase of the project to begin after the remainder of the site is built-out as part of Phase 1.

Building A's ground floor consists of a 3,000-sf market, bike station, leasing offices and suites, lobby and mail room, and parking. Level 2 consists of parking and residential units. Levels 3 through 7 would consist of studio, one-bedroom, and two-bedroom units and common resident amenity spaces such as a courtyard and sky deck and sky lounge. In total, Building A provides 146 units and would be 7 stories in height.

Building B's ground floor consists of a 3,015-sf wellness center, pool room, bike station, pet wash room, the lobby and amenity co-working space. The ground floor would also include studio, one-bedroom, and two-bedroom units. Levels 2 through 6 would consist of studio, one-bedroom, two-bedroom, and three-bedroom units with private decks and

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mezzanine on the roof. In total, Building B would develop 68 units and would be 6 stories in height.

Building C includes one level of subterranean parking. The ground floor consists of a lobby and multiple studio, one-bedroom, and two-bedroom units. Levels 2 through 7 would consist of studio, one-bedroom, two-bedroom, and three-bedroom units with private decks and mezzanine on the roof. In total, Building C would develop 151 units and would be 7 stories in height.

Building D would include one level of subterranean parking. The ground floor consists of a 1,500-sf community game room and multiple studio, one-bedroom, and two-bedroom units. Levels 2 through 5 would consist of studio, one-bedroom, and two-bedroom units and residential amenities such as a mezzanine on the second level and outside decks on the fourth and fifth levels as well as the roof. In total, Building D would develop 52 units and would be 5 stories in height.

Vehicular access to the project site will be provided from Golden Avenue and Broadway, in addition to the Maine Avenue extension that leads to the 9-story parking structure. Residential parking is provided for Tower 2, and from the Golden Avenue and West Broadway approaches into three subterranean levels, each with approximately 50 stalls. Also accessible from these drive approaches is the one level of subterranean parking below buildings C and D. This level has approximately 93 parking spaces. Commercial visitors and residential guests are provided access through the extension of Maine Avenue to the 9-story parking structure.

A total of 1,510 parking spaces are required and provided for this project per PD-30. A breakdown of the spaces is shown in below:

Table 3  
Parking

USE ON-SITE	PARKING RATE	REQUIRED PARKING	NOTES
Residential	1 space per each dwelling unit	756 stalls	
Residential Guest Parking	1 space per each 4 dwelling units	189 stalls	Half (95) of the required guest parking may be shared with the commercial spaces
3,000 sf market	Projects containing less than 6,000 sf are exempt from required parking	0	
Replacement Parking for One World Trade Center	659 stalls	659 stalls (includes 95 shared guest stalls)	Considered commercial spaces
TOTAL REQUIRED/ PROVIDED SPACES		1,510 spaces	

A majority of the parking will be provided within the proposed 9-story parking structure (1-subterranean level) behind Tower 1 along the east side of the site. However, there are three (3) subterranean parking levels below Tower 2, and one (1) level below Buildings B, C, and D. PD-30 requires a total of 153 bicycle parking spaces for the project, which are provided.

The site is located in PD-30, within the Height Incentive Area; a subarea that allows high-rise development. The Height Incentive Area is characterized by mid and high-rise residential development; high intensity employment; and various retail, cultural, and entertainment destinations. The project, designed to conform with all applicable development standards of PD-30, is consistent with the level and intensity of development intended for the site by the PD-30 zoning document. The base height limit in the Height Incentive Area is 240 feet, but this may be increased up to 500 feet through the provision of certain incentives. One of the incentives, "LEED Certified" level or equivalent green building certification, is provided by this project, allowing an increase in building height. Correspondingly, the total height of Tower 2 is proposed to be 426 feet (426'-0") above grade. Tower 1 will be built at 239 feet 4 inches (239'-4") above grade.

PD-30 calls for a minimum unit size of 600 square feet, and all units in the project comply with this standard. The Downtown Plan also requires a total of 20 percent site area as common outdoor open space; the proposed project provides approximately 21 percent. For common indoor open space for the residential units, a total of at least 500 square feet is required, and approximately 17,777 sf is provided (about 10 percent). Also, the Downtown Plan requires at least 50 percent of residential units to be provided with private outdoor open space of at least 36 square feet. And with regards to Floor Area Ratio (FAR), the Downtown Plan specifies a maximum of 8.0 without incentives, and 11.0 if incentives are provided; the project's total FAR is 5.87. The site is located within General Plan Land Use District No. 7 – Mixed Uses (LUD No. 7). LUD No. 7 intends for combinations of land uses—including high-density residential—that vitalize sites and give them more importance in the urban structure of the City, and the project is consistent with the intent of LUD No. 7.

The applicant has also submitted a Vesting Tentative Tract Map (Exhibit C – VTTM No. 82671), which proposes to subdivide the subject site as shown in the table below:

Table 4  
Lot Breakdown for Vesting Tentative Map

LOT NUMBER	TYPE OF LOT	USE OF LOT
1	Ground Lot	
2	Vertical Airspace Lot	204 Residential Condominiums
3	Ground Lot	203 Residential Condominiums
4	Ground Lot	68 Residential Condominiums
5	Ground Lot	146 Residential Condominiums 2 Commercial Condominiums
6	Ground Lot	
7	Ground Lot	
8	Vertical Airspace Lot	135 Residential Condominiums

At this time, the applicant is requesting approval of the six ground lots only, with lots numbered 2 and 8 to be reserved for the future subdivision of airspace for each individual residential condominium unit.

The project, with its high-density residential and mixed-use nature, building heights, and orientation towards West Broadway, is representative of the type of developments anticipated within PD-30. The site is an ideal location for this transit-oriented development, as it is well served by transit and lends itself to multi-modal transportation options. Improving the site with a high-quality, context sensitive, mixed-use residential project will activate the site, contribute new residential units to the downtown housing stock while creating one of the most significant developments in Downtown Long Beach. The overall project package segments the large city block to create human-scaled buildings and spaces and creates cohesion across the proposed buildings and along the pedestrian-oriented street frontages. The project will develop a remaining key site along the western boundary of downtown and will create an iconic development. Staff recommends that the Planning Commission approve the requested Site Plan Review for this project, and the EIR Addendum to the Downtown Plan EIR (Exhibit D – Findings and Conditions of Approval).

### **PUBLIC HEARING NOTICE**

A total of 214 notices of public hearing were distributed on July 1, 2019, in accordance with the requirements of Chapter 21.21 of the Zoning Regulations. As of the preparation of this report, one letter in favor of the project was received from the World Trade Center property ownership (Exhibit E – Public Comment Received).

### **ENVIRONMENTAL REVIEW**

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, this project was analyzed as part of the previously-certified Downtown Plan Program Environmental Impact Report (PEIR). An EIR Addendum (EIRA-05-18) was prepared for this project. The EIR Addendum analyzed the proposed project in accordance with the Downtown Plan PEIR and determined that the project will not result in any new significant impacts that exceed those analyzed in the Downtown Plan PEIR, with mitigation measures included (Exhibit F – EIR Addendum EIRA-05-18). Additionally, the development is subject to the Downtown Plan PEIR Mitigation Monitoring and Reporting Program (MMRP). The MMRP is designed to ensure compliance with adopted mitigation measures during project implementation (Exhibit G – Downtown Plan MMRP). For each mitigation measure recommended in the PEIR that applies to the applicant's proposal, specifications are made that identify the action required and the monitoring that must occur. In addition, the party for verifying compliance with individual mitigation measures is identified.

Respectfully submitted,

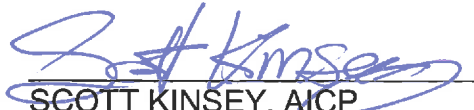


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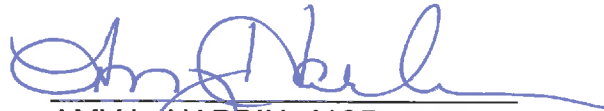
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Respectfully submitted,



SCOTT KINSEY, AICP  
PROJECT PLANNER



AMY L. HARBIN, AICP  
PROJECT PLANNER



ALEXIS OROPEZA  
CURRENT PLANNING OFFICER



CHRISTOPHER KOONTZ, AICP  
PLANNING BUREAU MANAGER



LINDA F. TATUM, FAICP  
DIRECTOR OF DEVELOPMENT SERVICES

LT:CK:AO:sk:ah

Attachments: Exhibit A – Vicinity Map  
Exhibit B – Plans and Renderings  
Exhibit C – VTTM No. 82671  
Exhibit D – Findings and Conditions of Approval  
Exhibit E – Public Comment Received  
Exhibit F – EIR Addendum EIRA-05-18  
Exhibit G – Downtown Plan MMRP