

III. Environmental Setting

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A. Overview of Environmental Setting

This section of the Recirculated Draft EIR provides an overview of the existing regional and local setting in which the Project Site is located and a brief description of the existing conditions at the Project Site. Detailed environmental setting information is provided in each of the environmental issue analyses found in Section IV (Environmental Impact Analysis) of this Recirculated Draft EIR. In addition, Section II, Project Description, of this Recirculated Draft EIR, provides additional information regarding existing conditions at the Project Site.

1. Project Location and Surrounding Uses

The Project Site comprises an approximate 6.06-acre portion of the existing Marina Marketplace shopping center located at 13450 West Maxella Avenue in the Palms–Mar Vista–Del Rey Community Plan area of the City of Los Angeles (City). The Project Site is specifically bounded by Maxella Avenue to the north, Glencoe Avenue to the east, Marina Marketplace shopping center uses to the south, and the Stella apartments to the west. The Project Site is located to the east of Lincoln Boulevard, which is the eastern border of Marina Del Rey, an unincorporated area of Los Angeles County, and approximately 1.6 miles east of the Pacific Ocean.

The area surrounding the Project Site is highly urbanized and includes a mix of low- to high-rise buildings containing a variety of land uses. Predominantly mid- to high-rise, high-density commercial, office, and multi-family residential uses line Lincoln Boulevard/Pacific Coast Highway, generally transitioning to lower density multi-family neighborhoods to the east and west of Lincoln Boulevard/Pacific Coast Highway. Land uses surrounding the Project Site specifically include commercial, retail, and residential uses to the north-northeast, along Maxella Avenue; multi-family residential uses to the east, along Glencoe Avenue; additional Marina Marketplace shopping center-related commercial and retail uses and associated parking to the south; the six-story multi-family Stella apartment complex to the west; and the Hotel MdR and associated surface parking lot area located southwest of the Project Site.

2. Existing Project Site Conditions

a. Existing Conditions

The Project Site is currently occupied by three structures, including a two-story Barnes & Noble bookstore located along the northeast corner of the Project Site, near the Maxella Avenue and Glencoe Avenue intersection; a single-story building providing a variety of retail uses located generally within the southern portion of the Project Site, along Glencoe Avenue; a two-story commercial and retail building located generally within the western portion of the Project Site; and associated surface parking and circulation areas. The existing surface parking areas within the Project Site include a total of 418 parking spaces. Vehicular access to the Project Site is currently available via driveways on Maxella Avenue and Glencoe Avenue. Pedestrians may access the Project Site using the vehicular driveways points and from other areas along Maxella Avenue and Glencoe Avenue.

Landscaping within the Project Site includes ornamental landscaping and hardscape features. Street trees and trees within the Project Site consist of various non-native species, including palm, pine, fig, gum, fern, cajeput, carrotwood, octopus, strawberry, and olive trees that are not subject to the City's Protected Tree Regulations.¹

b. Existing Land Use and Zoning

The Project Site is located within the planning boundary of the Palms–Mar Vista–Del Rey Community Plan and is designated for Limited Manufacturing land uses.

The Project Site is zoned by the Los Angeles Municipal Code as [Q]M1-1 (Qualified Limited Industrial, Height District 1). The Limited Industrial zone permits a wide array of land uses. Specifically, the M1 Zone permits any commercial land use permitted in the MR1 and C2 zones, in addition to other specified uses including (but not limited to) foundry, rental of equipment commonly used by contractors, stadiums, arenas, auditoriums, and indoor swap meets. Residential uses are generally not permitted. Height District 1 within the M1 Zone normally imposes no height limitation and a maximum floor area ratio (FAR) of 1.5:1. However, pursuant to Ordinance No. 167,962, adopted in 1992, the Q conditions for the Project Site restrict building heights to 45 feet. The Q Conditions also provide that if any use not permitted in the MR1 Zone is developed on the Project Site, the FAR for such uses shall be limited to 0.5 to 1. In addition, per Ordinance No. 167,962, no portion of a

¹ *The City of Los Angeles Protected Tree Regulations apply to Oak, Southern California Black Walnut, Western Sycamore, and California Bay tree species that are native to Southern California, and excludes trees grown by a nursery or trees planted or grown as part of a tree planting program.*

building or structure shall exceed 35 feet in height within 50 feet of the Glencoe Avenue right-of-way. The Q conditions also establish recycling and graffiti removal requirements for the Project Site.

2. Land Use Plans

City land use plans applicable to the Project Site include the City of Los Angeles General Plan and Framework Element, the Palms–Mar Vista–Del Rey Community Plan, Mobility Plan 2035, the Citywide Urban Design Guidelines, the Los Angeles Coastal Transportation Corridor Specific Plan, and other City of Los Angeles environmental policies, ordinances, and plans, such as the Los Angeles Green Building Code, RENEW LA Plan, and L.A.’s Green New Deal. Regional plans that are applicable to the Project Site include the Southern California Association of Governments’ (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the South Coast Air Quality Management District’s Air Quality Management Plan. State plans that are applicable to the Project Site include the California Coastal Act of 1976.

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B. Related Projects

The California Environmental Quality Act (CEQA) Guidelines (Section 15130(a)) require that an Environmental Impact Report (EIR) discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." As set forth in Section 15065(a)(3) of the CEQA Guidelines, "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. In accordance with CEQA Guidelines Section 15130(a)(3), a project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. In addition, the lead agency is required to identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable. When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A lead agency shall identify facts and analysis supporting the lead agency's conclusion that the cumulative impact is less than significant.

CEQA Guidelines Section 15130(b) further provides that the discussion of cumulative impacts reflect "the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great of detail as is provided for the effects attributable to the project alone." Rather, the discussion is to "be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute."

CEQA Guidelines Section 15130(b) also states that one of the following two elements are necessary to provide an adequate discussion of significant cumulative impacts:

- (A) A list of past, present, and probable future projects producing related or cumulative impacts including, if necessary, those projects outside the control of the agency; or
- (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas

emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.

The cumulative analysis contained in this Recirculated Draft EIR considers the growth generated by related projects, and also incorporates a general ambient growth factor to traffic volumes. Accordingly, the cumulative analysis provides a conservative estimate of future conditions since it includes both elements listed in CEQA Guidelines Section 15130(b) for the purposes of developing the forecast.

Cumulative study areas are defined based on an analysis of the geographical scope relevant to each particular environmental issue. Therefore, the cumulative study area for each individual environmental impact issue may vary. For example, a cumulative schools impact may only affect the schools serving a project site, while a cumulative air quality impact may affect the entire South Coast Air Basin. The specific boundaries and the projected growth within those boundaries for the cumulative study area of each environmental issue are identified in the applicable environmental issue section in Section IV, Environmental Impact Analysis, of this Recirculated Draft EIR.

A list of proposed development projects in the vicinity of the Project Site that could affect environmental conditions in the Project area was prepared based on information obtained primarily from the City of Los Angeles Department of Transportation, the City of Los Angeles Department of City Planning, the Culver City Planning Division, and the County of Los Angeles Department of Regional Planning. A total of 14 potential development projects (referred to herein as related projects) have been identified in the vicinity of the Project Site for inclusion in the cumulative impact analysis for this EIR.² These related projects are in varying stages of the approval/entitlement/development process and consist of a variety of land uses reflecting the diverse range of land uses in the vicinity of the Project Site. The related projects include apartments, condominiums, restaurants, hotels, office, and retail uses, as well as mixed-use developments

² *It is noted that subsequent to the release of the previous Draft EIR for the Project, the Los Angeles Department of Transportation updated its guidelines for considering related projects. As specifically set forth on page 3-11 of LADOT's Transportation Assessment Guidelines (July 2020), for related development projects, a Transportation Assessment should include the associated trip generation for known development projects within a 0.5-mile radius of a project site and a 0.25-mile radius of the farthest outlying study intersections. The farthest outlying study intersection (Walgrove/Washington) is approximately 0.45 mile from the Project Site; however, for conservative purposes, a 0.75-mile radius from the Project Site was considered for this Recirculated Draft EIR. The previous Draft EIR for the Project considered a radius of 2 miles from the Project Site.*

incorporating some or all of these uses. These related projects would occur primarily as urban in-fill within the existing land use patterns of the area.

The related projects are listed in Table III-1 on page III-7, which identifies the location of each related project along with the types of land uses. The locations of the related projects are shown in Figure III- 1 on page III-9. It is noted that some of the related projects may not be built out by 2027 (i.e., the Project buildout year), may never be built, or may be approved and built at reduced densities. To provide a conservative forecast, the future baseline forecast assumes that all of the related projects are fully built out by 2027.

**Table III-1
List of Related Projects**

No.	Map No.	Project	Address	Description/Land Use	Size
City of Los Angeles					
1	LA1	X67 Lofts	4140 S. Glencoe Avenue	Apartments	67 du
				Office	3,211 gsf
2	LA2	C1 by CLG	4210 S. Del Rey Avenue	Condominiums	136 du
				Office	14,929 gsf
3	LA3	R3 by CLG	4091 S. Redwood Avenue	Condominiums	67 du
				Office	7,525 gsf
4	LA4	G8 by CLG	4040 S. Del Rey Avenue	Apartments	230 du
				Office	18,800 gsf
5	LA5	INclave	4065-71 Glencoe Avenue	Creative Office	35,206 gsf
				Specialty Retail	1,500 gsf
				Apartments	49 du
6	LA6	Warehouse to Office	4721 S. Alla Road	Office	118,352 gsf
7	LA7	Stella Phase 2	13488 W. Maxella Avenue	Apartments	65 du
8	LA8	Thatcher Yard	3233 S. Thatcher Avenue	Affordable Senior Housing	68 du
				Affordable Family Housing	30 du
9	LA9	Cedars-Sinai Marina del Rey Replacement Hospital	4650 Lincoln Boulevard	Hospital	160 Beds
				Hospital	(133) Beds
				Medical Office	(50,500) gsf
City of Culver City					
10	CC1	Costco Expansion	13463 Washington Boulevard	Discount Club	31,023 gsf
				Fueling Station	2 FP
				Supermarket	(63,213) gsf
11	CC2	Baldwin Site	12803 Washington Boulevard	Apartments	37 du
				Retail	7,206 gsf
12	CC3	Kayvon Mixed-Use	12712-12718 Washington Boulevard	Residential	5 du
				Retail	3,414 gsf
				Retail	(2,340) gsf

**Table III-1 (Continued)
List of Related Projects**

No.	Map No.	Project	Address	Description/Land Use	Size
13	CC4	Townhome Development	4118 Wade Street	Townhomes	4 du
County of Los Angeles					
14	LC1	Pier 44/Pacific Marina Venture (Lease Parcel 44)	4637 Admiralty Way	Commercial	91,760 gsf
				Marina	141 berths
<hr/> <p><i>du = dwelling units</i> <i>gsf = gross square feet</i> <i>Source: Linscott, Law & Greenspan, 2020.</i></p>					

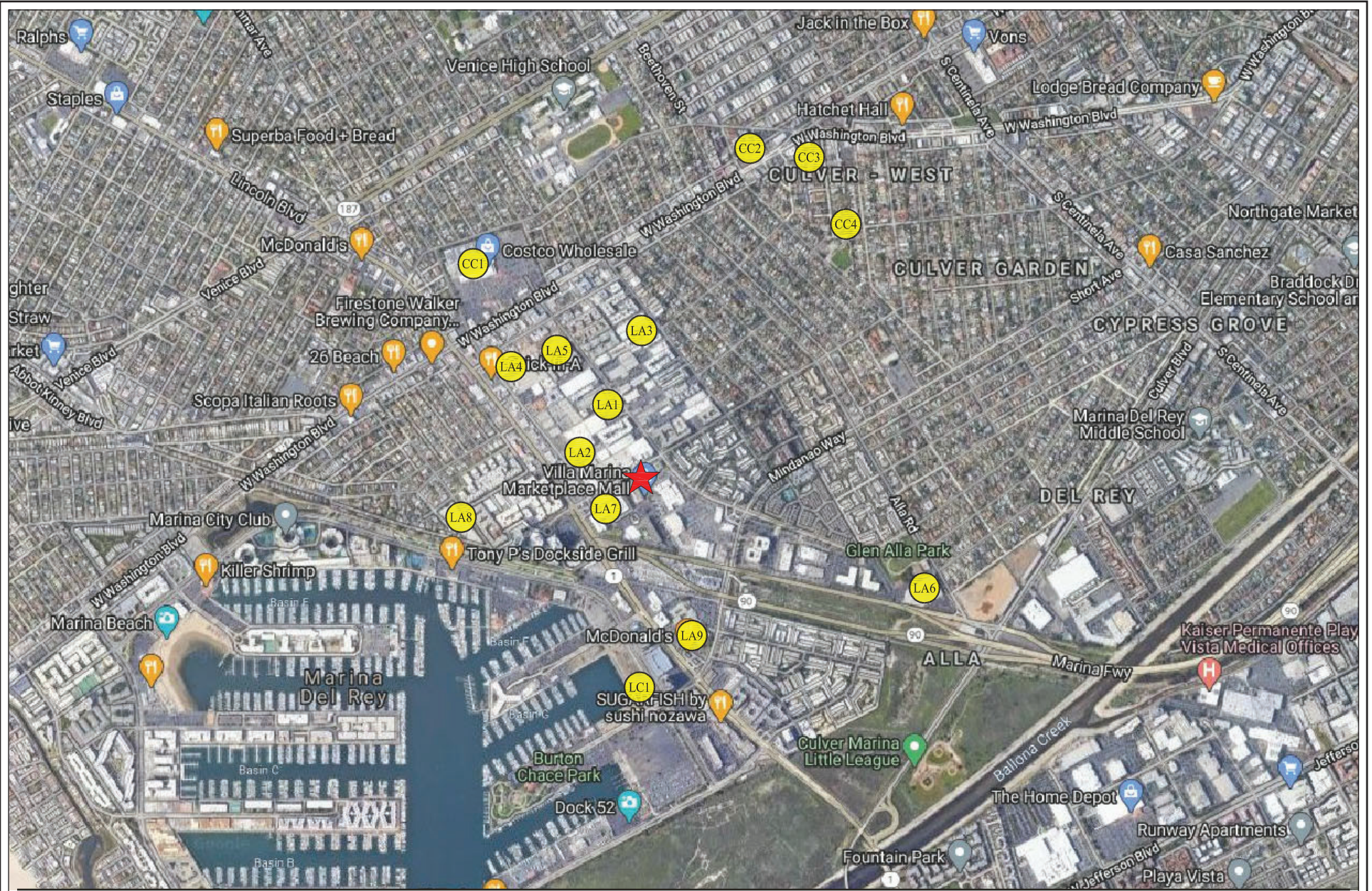


Figure III-1
 Related Projects Map

Source: Google Maps, 2021.